

Appendix F – Third Party Representations not addressed within the report

Third Party Comment	Officer Response
Principle of Use	
There are empty offices in Cambridge that could be re-used.	High quality/modern accommodation in accessible locations close to key transport connections are key requirements for both life science and technology sectors. Availability of such stock (currently) is limited in the City.
Labs should be accommodated in science parks.	There is no policy basis for requiring all labs to be accommodated within science parks.
This development should be happening on the outskirts of Cambridge.	The site constitutes previously developed (or brownfield) land in a sustainable location and the principle of its redevelopment for the proposed uses, including labs, is acceptable.
Future of the site should be decided through consultation and the new Local Plan.	Under the current Local Plan, the site is located within the urban area outside of the City Centre, where the principle of the proposed development is acceptable. The proposed development must be assessed against the adopted Local Plan. It is noted that the site is identified as a new Opportunity Area within the First Proposals of the emerging Greater Cambridge Local Plan, however, given the early stage of the emerging local plan, it is only afforded very little weight.
Lab space would be isolated from other science and R&D units.	Life science and technology sectors are increasingly seeking opportunities to locate in central locations which are closer to the existing ecosystem of commercial organisations and research facilities of Cambridge University.
Design, Character and Appearance	
Design will encourage crime and antisocial behaviour.	The design principles set out within the submission seek to active spaces through passive surveillance and the integration of a range of uses to promote vibrancy throughout the day and night. A Local Centre Strategy (LCS) would be required through a planning obligation, in the event of planning permission being granted, to identify, among other matters, how the Local Centre will be managed.

Requests for further CGIs and a 3D model refused.	The revised submission does incorporate additional CGI's within the Design and Access Statement (DAS) Addendum. A 3D model of the scheme has been requested by officers on several occasions, but it has not been provided, however, there is no requirement for the applicant to provide one.
Submission is misleading showing neighbouring properties as being 20 metres in height.	The submission in these instances is referring to the Above Ordinance Datum (AOD), not the relative height of the buildings from ground level.
Townscape and Visual	
Viewpoint assessment contains no viewpoints from Silverwood Close, York Street, or Sleaford Street.	The viewpoints within the submitted Townscape and Visual Impact Assessment (TVIA) were agreed prior to submission with the Council's Landscape Team. Officers did invite the applicant to voluntarily provide additional viewpoint analysis from the requested locations, however, they declined to provide the additional analysis.
Residential Amenity	
Security cameras would reduce privacy.	Details of security/surveillance equipment for future onsite uses would be considered at a detailed design stage. Planning conditions could be imposed to address overlooking and privacy in any future circumstance.
Skate Park will lead to noise and disturbance 24-hours a day.	Potential noise and disturbance from use of open spaces/public realm spaces (including any skate park to be provided) would be managed through a relevant management plan secured under planning obligation.
Submitted Daylight and Sunlight report is flawed, using inappropriate justifications and inaccurate modelling.	The Council has obtained an independent review of the submitted Daylight and Sunlight Report (August, 2024) and associated Addendum (November, 2025) from Schroeders Begg LLP. The findings of the Daylight and Sunlight Independent Review (January, 2025) report are summarised in Section 24 of the Committee Report, with the full report available to read in Appendix E.
Environment	
Not known what activities will be undertaken in the labs or what contaminants/pollutants will be released.	The management of potentially hazardous material to health is controlled through the Control of Substances Hazardous to Health (COSHH) legislation that is administered by the Health and Safety Executive (HSE) outside of the planning system. The collection and disposal of waste, including

	chemical and hazardous waste, requires registration with the Environment Agency. The environmental impacts, as they relate to planning regulations, have been fully assessed.
There will be sewerage spillages into the River Cam due to inadequate infrastructure.	Foul sewer discharge from the future development will be a matter for the statutory provider (Anglian Water) to determine. It is anticipated that sufficient capacity would be made available for the future uses by Anglian Water and maintained thereafter.
Highways and Traffic	
Closure of Mill Road bridge will add to congestion issues.	The impacts of adopted highway related works would be controlled by the Local Highway Authority at the appropriate point in time. Any permitted closures or diversions determined by the LHA in advance of works taking place would require public notice to be given in the normal way.
Proposals would lead to inappropriate parking practices in the surrounding area.	The potential for inappropriate parking in the surrounding area will be mitigated by existing parking controls and additional mitigation measures that will be provided via Section 106 Agreement.
Rope Walk should remain a private road.	The Planning Application does not rely on obtaining ownership nor the re-classification of its current use for resident parking.
Reduction in traffic on Beehive would only increase traffic on Cambridge Retail Park.	While Railpen has expressed an intention to relocate some of the existing retailers on the Beehive site to Cambridge Retail Park (CRP), this falls outside of the scope of the current planning application. Some retailers from the Beehive site may occupy vacant retail units on CRP, which would not require a change of use and thus falls outside of the planning system's control. However, given Railpen's plans to redevelop and reimagine CRP, it is anticipated that any potential impacts upon the local highway network arising from the changes to CRP will be assessed under a separate planning application.
CamCycle	
Clearer strategy requested for wider cycle network, including Cambridge Retail Park, Coldhams Lane, and Newmarket Road.	The effects of the Applicant's cycling strategy on the wider road network has been considered by Railpen in consultation with the LHA and GCP. Relevant and necessary measures to support its proposals to improve convenience and safety for cycling,

	e.g. new northern access off Coldhams Lane, will be secured through Section 106 obligations.
Requested a high-quality active travel, central route which connects to both Sleaford Street and York Street as part of enabling works.	The proposed masterplan would support a direct and legible route for cyclists north and south of the Site. The submitted Design Code commits to ensuring the design of the route would meet LTN 1/20 standards to be secured at reserved matters stages.
Other	
Change in house prices.	Changes in house prices are not a material planning consideration.
Right to Light concerns.	A right to light is a civil matter and is separate from daylight and sunlight considerations of the LPA.
Inequality due to lack of inclusive access.	The proposed masterplan and site wide design principles (Design Code) seeks to provide and maintain inclusive access for all future users of the site.
Piling and construction activities could damage neighbouring properties.	The application is accompanied by an Outline Demolition and Construction Management Plan (DCEMP) which sets out measures to limit the impact and disturbance on the local area and neighbouring properties, including from piling. It also outlines the reporting and investigation procedures to be followed by site contractors in the unfortunate event of damage or an environmental incident arising. In the event that planning permission is granted, a condition requiring a final DCEMP would be secured as per the request of the Council's Environmental Health Team.
Loss of free parking.	The current car park is privately owned and its benefit designated to the current retail operators/businesses onsite. Its operation is beyond the control of the planning system. The LP through its policy aims/objectives (Policies 80, 81 and 82) seeks to actively discourage car use in all new developments in favour of promoting active and sustainable transport modes.