



Planning Committee Date	5 June 2025
Report to	Cambridge City Council Planning Committee
Lead Officer	Joint Director of Planning and Economic Development
Reference	24/04859/FUL
Site	The Paddocks, 347 Cherry Hinton Road, Cambridge
Ward / Parish	Coleridge
Proposal	Hybrid planning application comprising: a) Full application for Phase 1, to include the demolition of existing buildings and structures, and erection of building (Use Class E(g)) with associated site infrastructure, landscaping, car and cycle parking provision and access, including changes to the existing access road off Cherry Hinton Road. b) Outline application for Phases 2a, 2b, 3, 4 and 5 (with all matters reserved), to include the demolition of existing buildings and structures, and erection of buildings (Use Class E(g))
Applicant	Columbia Threadneedle Investments Ltd.
Presenting Officer	Karen Pell-Coggins
Reason Reported to Committee	Departure
Member Site Visit Date	-
Key Issues	<ol style="list-style-type: none">1. Principle of development2. Character and appearance of the area3. Heritage assets4. Trees5. Biodiversity6. Highway safety and parking7. Flood risk and water management8. Residential amenity9. Carbon reduction and sustainable design9. Planning obligations10. Other matters
Recommendation	APPROVE subject to conditions and S106

1.0 Executive Summary

- 1.1 This hybrid application seeks the redevelopment of The Paddocks site for use Class E(g) (offices, research and development, light industrial) 'mid-tech' uses. The development comprises the demolition of existing buildings and structures, and erection of buildings with associated site infrastructure, landscaping, car and cycle parking provision and access, including changes to the existing access road off Cherry Hinton Road.
- 1.2 The full application is for a single building on Phase 1 to the south west of the site and the outline application for four further buildings on Phases 2 to 5 to the north east, south east, and north west of the site.
- 1.3 The Paddocks is a brownfield site close to the centre of Cambridge. The existing use of the site is for employment purposes under use classes E(g), B2, and B8 uses. The site is surrounded by residential properties.
- 1.4 The site is allocated for residential development for approximately 123 dwellings under Policy 27 of the Local Plan. However, the allocation is not currently proposed to be carried forward into the emerging Local Plan as there are a number of long-term leases on the site which would not enable the delivery of residential development within the local plan period.
- 1.5 The development would retain the site for employment purposes for midtech uses where a need for such uses has been identified. Midtech is defined as "modern general industrial premises that have a greater emphasis on the office / R&D element alongside manufacturing and storage / distribution (Use Class E(g) typically but also covering the wider B8/B2 uses".
- 1.6 The buildings would be flexible and adaptable and provide a variety of unit sizes for a range of uses. 925 jobs would be created.
- 1.7 The principle of the development is considered acceptable as there are material planning considerations which outweigh the theoretical loss of residential provision arising from the current residential allocation.
- 1.8 The development is considered to result in a high quality development which would respond to its context and create a sense of place.
- 1.9 The majority of trees on the site would be retained and protected, and a significant amount of landscaping is proposed within the development to assimilate the development within the area and result in at least a 10% net gain in biodiversity.
- 1.10 The development would be likely to decrease traffic generation to and from the site as the amount of car parking on the site has been reduced. The amount of cycle parking has been increased to encourage travel by more sustainable modes.
- 1.11 The development is not considered to be at significant risk of flooding or increase the risk of flooding to the site and surrounding area as the existing surface water drainage measures on the site would be improved.
- 1.12 The development is considered to be sympathetic to the amenities of neighbours in terms of overbearing mass, loss of light, loss of privacy, and noise.

- 1.13 The development would reduce carbon emissions and protect water resources to mitigate the impact of climate change.
- 1.14 The development has been subject to a Planning Performance agreement with extensive pre-application discussions and a Design Review Panel.
- 1.15 Officers recommend that the Planning Committee approve the application subject to conditions and a Section 106.

2.0 Site Description and Context

None-relevant		Tree Preservation Order	x
Conservation Area		Local Nature Reserve	
Listed Building		Flood Zone 1 (low risk)	x
Building of Local Interest		Green Belt	
Historic Park and Garden		Protected Open Space	Adj
Scheduled Ancient Monument		Controlled Parking Zone	
Local Neighbourhood and District Centre	Adj	Article 4 Direction	

*X indicates relevance

- 2.1 The site is located to the north of Cherry Hinton Road, in the Coleridge ward within the city of Cambridge. It measures approximately 2.8 hectares in total area.
- 2.2 The site currently comprises The Paddocks Business Centre which has a mix of employment uses under use classes E (offices and light industrial), B2 (general industrial), and B8 (storage and distribution). The current floor space is approximately 12,663 square metres (gross internal area).
- 2.3 There are a range of office and industrial buildings on the site which vary in scale and height from smaller single storey units to larger two and three storey units.
- 2.4 There is a central access road which runs north to south together with a secondary access road around part of the perimeter of the site. There are currently 309 vehicle parking spaces and 95 informal cycle parking spaces adjacent to the units. The site boundaries have fencing and trees.
- 2.5 Access to the site is from Cherry Hinton Road and consists of a road with footpaths on both sides. There is an area of trees and landscaping to the west of the site entrance.
- 2.6 The site is allocated for residential development (R7- 123 dwellings) under Policy 27 of the Local Plan.
- 2.7 There are Tree Preservation Orders on the site covering areas of trees along the northern and western boundaries and two individual trees along the southern boundary.

- 2.8 The site is situated in Flood Zone 1 (low risk) but is subject to surface water flood risk.
- 2.9 There are two existing telecoms masts to the north of the site.
- 2.10 The site is surrounded by residential development in Chalmers Road to the north (two storey), Kelvin Close to the east (two storey), and Jasmine Court, Burling Court and Brooklyn Court (three storey) and Cherry Hinton Road (two storey) to the south. There are allotments gardens to the west which are Protected Open Space with residential development in Perne Road beyond (two storeys). Adkins Corner Neighbourhood Centre lies to the south west.
- 2.11 Cherry Hinton Park and Garden is a Protected Open Space approximately 400 metres to the east. It comprises Cherry Hinton Hall, The Lodge and Gate piers which are grade II listed buildings and the Cherry Hinton Hall Bird Sanctuary which is a City Wildlife Site.

3.0 The Proposal

- 3.1 This hybrid application seeks the following: -
- a) Full application for Phase 1, to include the demolition of existing buildings and structures, and erection of building (Use Class E(g)) with associated site infrastructure, landscaping, car and cycle parking provision and access, including changes to the existing access road off Cherry Hinton Road.
 - b) Outline application for Phases 2a, 2b, 3, 4 and 5 (with all matters reserved), to include the demolition of existing buildings and structures, and erection of buildings (Use Class E(g))
- 3.2 The development comprises a maximum total of 24,500 square metres (gross internal floor area) of flexible employment floorspace consisting of offices, research and development, and light industrial uses known as 'Midtech'. It will provide a total of 925 full time jobs. The development will be delivered in six separate phases comprising of four buildings. The access to Cherry Hinton Road would be retained and redesigned. A new internal access road provided around the perimeter of the site. 200 vehicle parking spaces and 388 cycle parking spaces would be provided. A new central spine landscaped area would be provided with pedestrian and cycle access.
- 3.3 The full application (Phase 1) is supported by a Design and Access Statement and Detailed Plans.
- 3.4 Phase 1 consists of a single building with a floorspace of approximately 3,400 square metres (gross internal floor area). The building would be of a large scale and two and three storeys in height with a flat roof design. It would have a rooftop plant enclosure. There would be a terrace and solar pv panels on the roof. The materials of construction would be brick plinth and vertical metal cladding for the walls. Refuse stores and a substation would be provided to the west along with an external amenity area.
- 3.5 The building would be provided as a shell and core design with flexible open plan spaces which can be single unit or smaller units adapted to suit the occupiers.

Internal floor height would be 8.4 metres at ground floor level and 4.2 metres at the higher level.

- 3.6 Vehicle parking spaces would be provided to the south and west of the building with some temporary spaces within the phase 2b boundary to the east. Spaces would be allocated for disabled motorists and electric charging. Two cycle parking areas would be provided to the south of the building. The site also includes an area for electric scooter parking.
- 3.7 The access to Cherry Hinton Road would be retained and redesigned to provide a two way carriageway with integrated cycle lanes with separate footpaths to both sides.
- 3.8 The outline application (Phase 2 to 5) is supported by a Design Code, Parameter Plans (land use, building heights and layout, landscape and green infrastructure, access and movement), and an Illustrative Masterplan.
- 3.9 Phases 2 to 5 consists of 4 further buildings with one potentially adjoined to Phase 1. The buildings would have a minimum floorspace of 11,995 square metres gross external floor area and a maximum floorspace of 24,090 square metres gross external floor area.
- 3.10 The land use parameter plan shows the developable site area with reference to the root protection zone of the protected trees on the site and a 25 metre separation distance for daylight and sunlight protection to residential properties.
- 3.11 The building heights and layout parameter plan shows the general arrangement of the buildings in a grid style layout either side of a main central landscape spine aligned north to south with secondary landscape spines aligned east to west.
- 3.12 The maximum scale and floorspaces of the buildings (GEA) would be as follows:
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 - Phase 2A - 4,726 square metres
 - Phase 2B - 3,628 square metres
 - Phase 3 - 2,349 square metres
 - Phase 4 - 4,338 square metres
 - Phase 5 - 7,188 square metres
- 3.13 The maximum heights of the buildings would be approximately three storeys high but reduced to two storeys closer to some of the boundaries of the site. The heights of the buildings are set out later in the report.
- 3.14 The landscape and green infrastructure parameter plan shows the existing trees around the perimeter of the site to be retained and a new central landscape spine. There would be a new landscaping area to the west of the access road.
- 3.15 The access and movement parameter plan shows the main access from Cherry Hinton Road to the south with vehicular cycle and pedestrian access, the vehicular route around the perimeter of the site, and the shared cycle and pedestrian routes through the central spine. It also shows existing and proposed parking zones.
- 3.16 The Design Code sets out further details of the scheme in terms of the Sustainability Principles (climate resilience, energy, biodiversity, water, health and wellbeing, social value), Masterplan Design Principles (building use, building

flexibility, building composition, building arrangement, green infrastructure and public realm, building heights, building massing, building setbacks, roofscape, access, frontages and elevations, character palette, facade hierarchy, facade materiality), Landscape and Public Realm Principles (landscape character areas, landscape layouts, green infrastructure, outdoor amenity, central landscaping zone, site perimeter, tree planting strategy, tree location plan, landscape phasing strategy), and Building Design Principles (architectural character types, facade design principles, character building design principles).

- 3.17 The application has been amended to address a number of consultee and neighbour concerns raised and further consultations have been carried out as appropriate.

4.0 Relevant Site History

- 4.1 24/03682/SCRE - EIA Screening Opinion under the Town and Country Planning (Environmental Impact Assessment) Regulations 2017 for the redevelopment of the existing Paddocks Business Centre for new commercial development in Use Class E(g) - EIA not required
- 4.2 22/01768/TELNOT - Remove existing 17m phase 4 monopole and replace with phase 8 monopole with antennas and wraparound cabinet - No objections
- 4.3 15/1635/FUL - Change of use from office to class D2 Assembly & Leisure or class B1(a) Offices in the alternative - Approved (Suites 1 to 4 Lincoln House)

5.0 Policy

5.1 National

National Planning Policy Framework 2024
National Planning Practice Guidance
National Design Guide 2021
Environment Act 2021
Town and Country Planning (Environmental Impact Assessment) Regulations 2017.
Conservation of Habitats and Species Regulations 2017
Equalities Act 2010
Planning and Compulsory Purchase Act 2004
Local Transport Note 1/20 (LTN 1/20) Cycle Infrastructure Design
ODPM Circular 06/2005 – Protected Species
Circular 11/95 (Conditions, Annex A)

5.2 Cambridge Local Plan 2018

Policy 1: The presumption in favour of sustainable development
Policy 2: Spatial strategy for the location of employment development
Policy 3: Spatial strategy for the location of residential development
Policy 5: Sustainable transport and infrastructure
Policy 27: Site specific development opportunities
Policy 28: Sustainable design and construction, and water use
Policy 31: Integrated water management and the water cycle
Policy 32: Flood risk
Policy 33: Contaminated land
Policy 34: Light pollution control
Policy 35: Human health and quality of life
Policy 36: Air quality, odour and dust

Policy 37: Cambridge Airport Public Safety Zone and Air Safeguarding
Policy 40: Development and expansion of business space
Policy 41: Protection of business space
Policy 42: Connecting new developments to digital infrastructure
Policy 55: Responding to context
Policy 56: Creating successful places
Policy 57: Designing new buildings
Policy 59: Designing landscape and the public realm
Policy 60: Tall buildings and the skyline in Cambridge
Policy 61: Conservation and enhancement of historic environment
Policy 67: Protection of open space
Policy 70: Protection of priority species and habitats
Policy 71: Trees
Policy 80: Supporting sustainable access to development
Policy 81: Mitigating the transport impact of development
Policy 82: Parking management
Policy 85: Infrastructure delivery, planning obligations and the Community Infrastructure Levy

5.3 **Supplementary Planning Documents**

Biodiversity SPD – Adopted February 2022

Sustainable Design and Construction SPD – Adopted January 2020

Cambridgeshire Flood and Water SPD – Adopted November 2016

6.0 **Consultations**

Latest comments to amendments

Internal Consultees

6.1 **Trees Officer – No objections subject to conditions**

Sets out that the level of tree retention proposed is acceptable at this stage and root protection areas and canopy spreads are protected for later applications and adequate space is provided for new trees.

Recommends conditions in relation to a phased tree protection methodology in the form of an Arboricultural Method Statement (AMS) and Tree Protection Plan (TPP), a site meeting to discuss the AMS, implementation of the phased tree protection methodology, and replacement of any trees removed.

6.2 **Nature Conservation Officer – No objections subject to conditions**

Sets out that the survey effort is acceptable as the line of existing boundary trees and majority of other site trees are proposed for retention and the BNG baseline and the biodiversity net gain landscape scheme are satisfactory

Recommends conditions in relation to a Biodiversity Net Gain and an ecological enhancement scheme.

6.3 **Landscape Officer – Requests further information, as amended.**

Sets out that Phases 1, 2A, and 2B are acceptable but concerns are maintained in relation to Phases 4 and 5 with regards to the massing, height, and roof form and resulting incongruous structures adjacent to the residential context. The

central landscape spine width is now acceptable but the amenity spaces should have less cycle parking and further landscaping is required in the vehicle parking areas.

6.4 Urban Design Officer – No objections, as amended, subject to conditions

Sets out that improvements have been made to the massing of the buildings in the later phases but the massing and height may seem too intense and dominant on the public realm and finer grain buildings are preferred which would better reflect the character of the generally smaller buildings (mainly houses) in the surrounding area.

Recommends conditions in relation to materials.

6.5 Sustainability Officer – No objections, as amended, subject to conditions

Sets out that sustainability elements now included in the design code are welcomed, as well as points of clarification in the sustainability response.

Recommends conditions in relation to BRE Design Stage Certificate, BRE Post Construction Certificate, rainwater and greywater harvesting, water efficiency calculator, water metering, water efficiency implementation, sustainability strategy implementation and also implementation of sustainability and energy strategies and BREEAM pre assessment for later phases.

6.6 Conservation Officer – No objections

Sets out that the proposal will not adversely affect the setting of Listed Buildings.

6.7 Access Officer – Comments

Sets out the requirements for disabled access.

6.8 Environmental Health Officer – Has no objections, as amended, subject to conditions

Sets out that the information provided in response to the original comments in relation to noise (sound monitoring data), noise / hours (24-hour operation justification) and air quality (back-up generator) is now agreed.

Recommends conditions in relation to a Phase 1 contamination investigation, Phase 2 contamination investigation, contamination remediation, contamination verification, unexpected contamination, material management plan, demolition and construction environmental management plan, commercial operational noise impact assessment / mitigation (including plant), emergency back-up generator noise insulation, substation noise insulation, commercial extraction discharge ductwork, odour / fume control, no external activities, collection/delivery hours, servicing and operational noise minimisation management plan / scheme, artificial lighting, electric vehicle charge point - Phase 1 (detailed) air quality, emergency back-up generator- air quality, and construction method statement.

6.9 Waste Officer – No objections subject to a condition

Sets out the requirements for waste management at the site.

Recommends a condition in relation to a waste management plan.

6.10 Policy Officer – Comments

Sets out that the site is allocated for residential purposes in the current Local Plan and material considerations need to be demonstrated to justify the employment use.

6.11 S106 Officer – No Objection

Sets out that employment, skills and training opportunities for local people should be secured through a Section 106.

External Consultees

6.12 Active Travel England – Has no objections, as amended, subject to a condition and appropriate mitigation towards active and sustainable travel.

Sets out that some of the infrastructure outside the site is of poor quality such as the bus stops on Mowbray Road and Cherry Hinton Road, narrow footways on the roundabout, unsegregated cycle ways on 30 mph roads which are not suitable for all users, and shared cycle and footways which may cause conflict.

Recommends conditions in relation to cycle parking to include the provision of lockers, changing, showers, drying areas, lighting and CCTV if in an area of poor surveillance.

6.13 County Highways Development Management – No objections subject to a condition

Recommends a condition in relation to the submission of a Traffic Management Plan during demolition and construction.

6.14 County Transport Team – No objections subject to conditions and mitigation being agreed

Sets out that the development proposes a design led approach to parking provision with low vehicle parking and vehicle trip generation.

Recommends conditions in relation to a travel plan and cycle parking details.

Requires a contribution of £467,000 towards the GCP Cycling Plus schemes to improve the provision of cycling on Cherry Hinton Road between the site and Hills Road, and the A1134 Perne Road and Brooks between Cherry Hinton Road and Coldhams Lane. This also includes a £10,000 contribution towards the installation of additional waiting restrictions in the area within 500m of the site by CCC if required.

6.15 Lead Local Flood Authority – Has no objections, as amended, subject to conditions.

Sets out that surface water from the development can be managed through the use of blue roofs which would result in a reduction in the existing runoff rate by 37%.

Recommends conditions in relation to a detailed surface water drainage for the site based on the Drainage Strategy for Phase 1 and later phases, measures indicating how additional surface water run-off from the site will be avoided during the construction works, finished floor levels, and a hydrological report and mitigation with regards to the impact upon groundwater levels to ensure that the development would not result in an increase in the risk of flooding.

6.16 Environment Agency – Has no comments

6.17 Anglian Water – No objections, as amended, subject to conditions

Sets out that the site is within the catchment of Cambridge Water Recycling Centre (WRC), which currently lacks the capacity to accommodate the additional flows generated by the development but is in the growth plan from 2025-2030, the sewerage system network at present has available capacity for used water flows from the development, and the surface water discharge rate is acceptable.

Recommends conditions in relation to written confirmation from Anglian Water confirming there is sufficient headroom at the water recycling centre to accommodate the foul flows from the development and detailed designs for the surface water drainage scheme based upon the Flood Risk assessment for each phase of the development.

Also requests informatives with regards to protection of assets, connection to the public sewer, building near to public sewers, drainage details not approved for adoption,

6.18 County Archaeology – No objection subject to a condition

Sets out that the development is located in an area of archaeological potential.

Recommends a condition in relation to a programme of archaeological work.

6.19 Cambridge Airport Safeguarding – No objections, as amended, subject to conditions

Sets out that the development has been examined from an aerodrome safeguarding perspective.

Recommends conditions in relation to further engagement with Cambridge Airport to allow a more in-depth study to be completed by an Approved Procedure Design Organisation (APDO) to determine the level of impact, a bird hazard management plan, and a glint and glare assessment.

Also requests informatives with regards to crane details and wind turbines.

6.20 Police Architectural Liaison Officer – No objections, as amended subject to conditions

Sets out secured by design and security measures.

Recommends conditions in relation to lighting, CCTV cameras, cycle stands/racks, external doors, landscaping heights, path widths, signage, internal doors, reception control, curtain walling, access control, alarms, roof terrace protection, and substation enclosure.

6.21 Fire Authority – No objections subject to a condition

Recommends a condition in relation to the provision of fire hydrants.

6.22 Design Review Panel Meeting – 25 July 2024

- 6.23 The final report states the following: -
The design was very well received, and the presentation was clear and well structured. The Panel applauded the use of the site model. It will be invaluable as part of the communication of the scheme and could be further developed with larger scale representation of parts of the scheme as designs are firmed up.. it is important to describe the process, options and resolution of the overall concept which is best described in the Design and Access statement. This should be a priority and be a live document. The initial phase is in development and was not addressed in any detail by the Panel review. How this will look, function and all be accessed from a visitor's arrival, and throughout their journey through the development, prior to and during the construction of all the later phases, currently planned to be spread over many years, should be demonstrated. A further Panel review of future phase design guidelines and parameters would seem valuable. With more local consultation, character assessment, development of design guidelines and metrics and a well documented Design and Access Statement, the outline proposals must set a standard for future phases.

- 6.24 A copy of the review letter is attached in full at appendix 1.

7.0 Third Party Representations

- 7.1 12 representations have been received.
- 7.2 Those in objection have raised the following issues:
- Principle of development- Loss of housing site, Class E uses, opening hours, need for development, loss of small offices, loss of low spec unit with low rent, no benefit to local community
 - Character and appearance- higher than existing buildings, out of character with surroundings, poor design and materials
 - Residential amenity- loss of privacy, loss of light, overshadowing, towering over neighbours, noise, anti-social behaviour
 - Construction impacts- long construction period, noise, vibrations, dust, asbestos, health and safety
 - Highway safety- increased traffic and congestion on Cherry Hinton Road
 - Biodiversity- impact on wildlife

8.0 Member Representations

- 8.1 No member representatives have been received.

9.0 Local Interest Groups and Organisations

- 9.1 Cam Cycle objects to the application on the grounds of the lack of access permeability to the site and lack of quality cycle parking.

- 9.2 The above representations are a summary of the comments that have been received. Full details of the representations are available on the Council's website.

10.0 Assessment

10.1 Principle of Development

- 10.2 Policy 1 of the Cambridge Local Plan (2018) sets out the presumption in favour of sustainable development.
- 10.3 Policy 2 outlines the spatial strategy for the location of employment development. The strategy will support Cambridge's economy, offering a wide range of employment opportunities, with particular emphasis on growth of the Cambridge Cluster of knowledge-based industries and institutions and other existing clusters in the city, building on existing strengths in 'knowledge-based' activities.
- 10.4 Policy 3 outlines the spatial strategy for the location of residential development. The strategy is to focus the majority of new development in and around the urban area of Cambridge.
- 10.5 Policy 27 identifies the specific sites considered suitable for development to contribute towards Cambridge's needs to 2031 in Appendix B. Site R7 allocates 2.79 hectares of existing mixed commercial land at The Paddocks, 347 Cherry Hinton Road, Cambridge for a residential development (123 dwellings).
- 10.6 Policy 40 encourages development to come forward for new offices, research and development and research facilities in specific areas of the city, which this site sits outside. Policy 40 states that proposals for the development of these uses elsewhere in the city will be considered on their merits.
- 10.7 Policy 41 seeks to retain protected industrial sites and also states that there will be a presumption against the loss of any employment uses outside protected industrial sites.
- 10.8 Paragraph 78 of the National Planning Policy Framework (NPPF) states that local planning authorities should identify and update annually a supply of specific deliverable sites sufficient to provide a minimum of five years' worth of housing.
- 10.9 Paragraph 85 states that planning policies and decisions should help create the conditions in which businesses can invest, expand and adapt.
- 10.10 Paragraph 87 states that planning policies and decisions should recognise and address the specific locational requirements of different sectors.
- 10.11 Paragraph 125 states that planning policies and decisions should, amongst other criteria, give substantial weight to the value of using suitable brownfield land within settlements.
- 10.12 The application is supported by a Planning Statement and Response to Policy Comments document.
- 10.13 The site is located in the Coleridge ward within the city of Cambridge. It currently comprises mixed commercial uses. Policy 27 of the Local Plan allocates the site for residential purposes.

- 10.14 The proposal seeks redevelopment of the site for employment purposes under Class E(g)(i) consisting of offices, research and development, and light industrial uses known as 'Midtech'.
- 10.15 The Greater Cambridge Warehouse and Industrial Space Needs Report (March 2025) defines Midtech as "modern general industrial premises that have a greater emphasis on the office / R&D element alongside manufacturing and storage / distribution (Use Class E(g) typically but also covering the wider B8/B2 uses.
- 10.16 The Policy Officer has commented that as the adopted Local Plan 2018 allocates the site for residential use, any application for different uses would need to demonstrate material considerations why this is suitable and consider the impacts of not delivering the residential uses.

The Greater Cambridge Local Plan First Proposals document proposes that the site is retained for existing (mixed commercial) uses. Whilst the principle of the loss to residential was accepted in the Local Plan 2018, there are material considerations which have arisen since the plan was adopted. Evidence prepared at First Proposals (Preferred Options) stage and to underpin the Draft Greater Cambridge Local Plan indicates the importance of retaining and increasing the supply of industrial land within Cambridge/Greater Cambridge. Loss of industrial business space should be considered in the planning balance, and the applicant should consider impact of their proposals on industrial land supply.

The Greater Cambridge Employment Land and Economic Development Evidence Study (Nov 2020) concluded that the demand for residential and other uses has pressurised land values and reduced the industrial supply in Cambridge, leading to rental increases for industrial units. There is a land use efficiency logic to removing these lower value activities from the City. However, at a certain point this becomes inefficient with customers and employees having to travel too far (or not travelling at all) to businesses outside of the city. As a result some industrial locations should be protected in the city to support the economic needs and diversity of employment opportunities. Release of these sites should be assessed on a site by site basis however in reality there are a limited number of industrial areas remaining.

The Greater Cambridge Employment and Housing Evidence Update (Jan 2023) concludes that whilst the need for office/ R&D floorspace to 2041, is essentially met through current supply and positively met and exceeded through current proposals, an additional 149,200 sqm of industrial/warehouse space is required when balanced with current supply and additional floorspace maybe required over and above the allocations proposed in the Greater Cambridge Local Plan First Proposals.

- 10.17 The applicant's case in favour of the development as follows: -
- i) The site is occupied by a number of long term leases and it is not available for housing within the adopted Local Plan period.
 - ii) Policy S/LAC of the Emerging Greater Cambridge Local Plan - First Proposals removes residential allocation R7: The Paddocks, 347 Cherry Hinton Road and seeks to retain the site for employment.

- iii) The Greater Cambridge Housing Trajectory and Five Year Housing Land Supply April 2025 does not make an allowance for housing on the Paddocks site.
- iv) The existing site is actively managed and there is continued demand for commercial space.
- v) The existing buildings are in need of redevelopment to meet current building standards, including sustainability credentials and tenant expectations. This has been confirmed by a Building Survey and Pre-Demolition Audit in July 2024.
- vi) The proposed development will not result in the loss of employment uses, as the proposed development will provide new high quality flexible and adaptable buildings designed to meet the needs of the current and future employment market.
- vii) The “Greater Cambridge Growth Sectors Study: Life science and ICT locational, land and accommodation needs (September 2024) emphasises that Greater Cambridge remains one of the most desirable places in the UK and the world for both the ICT and life sciences sectors. Greater Cambridge will need to enhance its offer to support its existing ecosystem and continue to compete on the national and international scale.
- viii) The Greater Cambridge Warehouse and Industrial Space Needs Evidence Base report identifies a significant demand for ‘Mid-tech’ spaces. It recommends a need of 31,700sqm floorspace in Greater Cambridge, in locations with enhanced urban connectivity, urban fringe, or proximity to science parks. The proposed Paddocks development, which is centrally located within a 15-minute ecosystem of other Cambridge science and technology clusters, would meet this identified need in Cambridge. In total, approximately 24,500sqm of GIA in Use Class E(g), is proposed across the site.
- ix) The redevelopment of brownfield land is supported in national and local policy, and there is a locally identified need for the provision of a range of types and sizes of floorspace in established employment clusters in Cambridge.
- x) The development will be delivered over a phased period with the final phase planned to be delivered in 2040. All existing tenant leases will expire before redeveloping the respective phases of the site. This allows the existing tenants time to plan and relocate and tenants with leases that expire during any of the development phases would be given the opportunity to lease units in the new buildings.

Loss of housing land

- 10.18 The Greater Cambridge Housing Trajectory and Five Year Housing Land Supply Report (April 2025) sets out how the delivery of housing granted planning permission on allocated and unallocated housing sites in Cambridge City and South Cambridgeshire will contribute to the housing requirement set out in the Local Plans.
- 10.19 Appendix C sets out an assessment of each site in the Greater Cambridge housing trajectory. For the application site, it states the following: -

The site was originally allocated in the Cambridge Local Plan 2006 (adopted in July 2006) and the allocation has been carried forward into the Cambridge Local Plan 2018 (adopted in October 2018, Site R7). The site is allocated for 123 dwellings.

The Council’s preferred approach as set out in the Greater Cambridge Local Plan – First Proposals (November 2021) is to not carry this allocation forward into the new Greater Cambridge Local Plan, as it is considered more appropriate to retain the site for the existing mixed commercial uses. The Council will continue to

review through the plan making process whether or not to carry forward this allocation into the new Local Plan.

The agent has advised that the site remains occupied by a number of long term leases, such that the site is not available for housing within the adopted plan period. Although the site is suitable for redevelopment for housing, there is a stronger need to retain its employment use, and that optimising the employment use of this brownfield site is a more sustainable use of the land

The Council has therefore made no allowance for housing on this site by 2045 in this housing trajectory.

In accordance with the definitions of deliverable and developable in the glossary of the NPPF, this site is not considered deliverable or developable as although the site is allocated in the Cambridge Local Plan 2018, the Council and the landowner consider that it more appropriate to retain the site for commercial uses.

- 10.20 The report concludes that the two authorities jointly have a housing land supply of 5.5 years from 2025 to 2030. This excludes the application site.

Retention and increase of employment development

- 10.21 The Greater Cambridge Warehouse and Industrial Space Needs Report (March 2025) sets out that there are a number of different industrial occupiers seeking space across Greater Cambridge. This includes:
- i. manufacturers who wish to grow or benefit from local labour and skills;
 - ii. general industrial operators servicing the local population and market;
 - iii. distributors to support requirements of households and businesses; and
 - iv. midtech operators who need a mixed space typology for R&D prototyping and testing.
- 10.22 The report states that there is a good range of existing industrial parks in the city, road corridors and surrounding villages. The highest floorspace for industrial uses relates to manufacturing (24.5%) and the lowest relates to general industrial (4.3%). There has been a general increase in manufacturing, mid-tech, and distribution but a decrease in wholesale.
- 10.23 The report identifies that there are existing mid tech uses at The Bourn Quarter and Accelerator Park in Sawston.
- 10.24 There is a demand for an additional 31,700 square metres of midtech floorspace in unit sizes of 100 to 2000 square metres in locations with enhanced connectivity to labour market, on the urban fringe or in close proximity to the science parks.
- 10.25 The Greater Cambridge Growth Sectors Study: Life science and ICT locational, land and accommodation needs (September 2024) sets out the employment space requirements for the 'key sectors' that notably drive employment growth in Greater Cambridge.
- 10.26 The report states that there is a well-established network of science and technology parks that each play a particular role in the knowledge ecosystem. Employment in the area is dominated by the professional, scientific and

technical services sector (21%) which includes scientific research and development, followed by education (15%), health (14.0%) and ICT (9.0%).

- 10.27 The report identifies existing life science uses at Cambridge Biomedical Campus, Cambridge Science Park, Babraham Research Park, Granta Park, Great Abington, and the Wellcome Genome Campus, Hinxton.
- 10.28 There is a demand for 600,000 square metres of life sciences floorspace with 10% in start-ups with units sizes of 0 to 200 square metres in existing locations, 40% for scale ups with units sizes of 200 to 2,500 square metres in parts of larger developments, 30% for larger scales of with unit sizes of 2500 to 5,000 square metres, and 20% for larger scale with units sizes of over 5,000 square metres both in integrated place based locations with quality premises with amenities and good sustainable connections.

Summary

- 10.29 Taking into consideration the limited potential for the delivery of housing on the site due to the long term leases on the existing commercial units and current five year housing land supply together with the evidential need for midtech uses in sustainable brownfield locations, the provision of flexible and adaptable units in a variety of sizes for a range of uses, and the creation of 925 jobs, officers are of the view that there are material considerations in this case for supporting redevelopment of the site for employment purposes which would outweigh the allocated loss of the site for housing land.
- 10.30 A condition would be attached to any consent to restrict the development to Class E(g) uses to ensure that it contributes towards the identified need for midtech uses.
- 10.31 Whilst the proposal would not accord with Policies 3 and 27 of the Local Plan, the proposal would accord with Policies 2, 40 and 41 of the Local Plan. Material considerations indicate the principle of the proposal development is acceptable.
- 10.32 **Character and Appearance - Design, Layout, Scale and Landscaping**
- 10.33 Policy 55 seeks development to respond positively to its context which has drawn inspiration from the key characteristics of its surroundings to create distinctive and high quality places.
- 10.34 Policies 56 and 57 support the creation of successful places through development that is designed to be attractive, high quality, accessible, inclusive and safe.
- 10.35 Policy 59 requires external spaces, landscape, public realm, and boundary treatments to be designed as an integral part of new development proposals and coordinated with adjacent sites and phases.
- 10.36 Policy 60 sets out criteria for the assessment of tall buildings and the skyline in Cambridge.
- 10.37 Paragraph 131 of the NPPF states that the creation of high quality, beautiful and sustainable buildings and places is fundamental to what the planning and development process should achieve.

- 10.38 Paragraph 135 of the NPPF sets out the key criteria in relation to design to achieve successful developments
- 10.39 The application is supported by a Design and Access Statement, Design Code, Supplementary Information, Parameter Plans, and a Townscape and Visual Impact Assessment.
- 10.40 The site currently comprises The Paddocks Business Centre which consists of a range of office and industrial buildings which vary in scale and height from smaller single storey units to larger two and three storey units. The buildings include L shaped linear and rectangular plan forms and flat, mansard, monopitch, and pitched roofs designs. The materials range from bricks, pebble dash render, and metal cladding for the walls and tiles to corrugated metal sheeting for the roofs. Overall, the site has an office building at the entrance with industrial units across the remainder of the site.
- 10.41 The existing buildings are arranged to the east and west of a main central access road and there is a secondary access road between some of the buildings and around part of the perimeter of the site. There are currently 309 vehicle parking spaces and 95 informal cycle parking spaces adjacent to the access road and around the perimeter of the site.
- 10.42 The central access has some trees and landscaping and the site boundaries are aligned by mature trees and landscaping and/or high timber fences.
- 10.43 The site is surrounded by residential development in Chalmers Road to the north (two storey), Kelvin Close to the east (two storey), and Jasmine Court, Burling Court and Brooklyn Court (three storey) and Cherry Hinton Road (two storey) to the south. There are allotments gardens to the west which are Protected Open Space with residential development in Perne Road beyond (two storeys). Adkins Corner Neighbourhood Centre lies to the south west.
- 10.44 Phase 1 would be situated in the south western part of the site. It would consist of a single building which would be sited approximately 90 metres back from Cherry Hinton Road, 20 metres from the main southern boundary of the site, and 22 metres from the western boundary of the site. The siting of the building would be set further back from Cherry Hinton Road and the southern site boundary than existing building at Lincoln House.
- 10.45 The northern elevation of the building facing the plot for Phase 2A and the southern elevation facing Burling Court and Brooklyn Court would measure approximately 47.5 metres in width and the eastern elevation facing the main central landscape spine and the western elevations facing towards Perne Road would measure 33 metres in length. The overall scale of the building in terms of its footprint would be similar to existing buildings on the site although it is noted that it would be larger than the adjacent residential buildings.
- 10.46 The building would be part two storey and part three storey. It would measure approximately 10.3 metres in height to the parapet adjacent to the southern elevation and approximately 14.4 metres in height set back 12.3 metres from the southern elevation. The higher set back area would have a rooftop plant enclosure of 2.8 metres in height. The existing building at Lincoln House is three storeys and approximately 9.4 metres in height. The area of the new building closest to the southern boundary of the site would be approximately 0.9 metres higher than the existing building but the higher part of the building away from the

boundaries of the site would be approximately 5 metres higher and 7.8 metres higher including the external plant enclosure. The overall height of the development would be similarly close to the southern boundary but would rise to a significantly greater height further away from the boundary.

- 10.47 The building would have a simple and relatively rectangular block plan form which would in keeping with the plan form of existing buildings on the site and buildings in the area.
- 10.48 The building would have a stepped eastern elevation and height with recessed element and lower height at the entrance to the site. The facades of the front lower element building would comprise vertical fins to add interest, and the eastern elevation would have a glazed entrance feature and full height glazing at ground floor level and features at first and second floor levels to create an active frontage. All elevations would have windows. The building would have a flat roof design. Whilst the flat roofs of the building would reflect the design of some of the existing buildings on the site, it would not be in keeping with the residential context which comprises mainly pitched roofs. However, the building would have a high quality and contemporary design which is considered to create a sense of place and enhance the character and appearance of the area.
- 10.49 The building walls would be constructed from a brick plinth with vertical metal cladding above in a light shade for the lower element and darker shade for the higher element. The roof plant enclosure would be constructed from perforated metal. The materials of construction are considered to be in keeping with some of the materials of the existing buildings but would be modern represent a building of its time. A condition would be attached to any consent to agree the precise materials to ensure it results in a quality development which preserves the character and appearance of the area.
- 10.50 The building would comprise an external amenity space in the form of a roof terrace and there would be a small grass amenity space to the south west under the trees. Ancillary buildings such as refuse stores and a substation would be provided to the west and are considered acceptable.
- 10.51 24 vehicle parking spaces would be provided to the south and west of the building and 5 temporary spaces within the phase 2b boundary. Two spaces would be for disabled motorists and 14 spaces would have electric vehicle charging. Two cycle parking areas with 55 spaces would be provided to the south of the building. This would consist of 10 covered staff Sheffield stands, 38 covered two tier stands, 4 visitor Sheffield stands, and 3 covered cargo cycle spaces. The site also includes an area for electric scooter parking.
- 10.52 Vehicular, cycle, and pedestrian access to the site is from Cherry Hinton Road to the south. Further details of the access are set out in the Highway safety and Transport Impact section of the report. There would be a vehicular route around the perimeter of the site, and shared cycle and pedestrian routes through the central spine.
- 10.53 Phases 2 to 5 would be situated to the northern and south eastern part of the site. It consists of 4 further buildings with one adjoined to Phase 1. Phase 2A would be sited to the north of Phase 1, Phase 3 and 4 would be sited to the north west, Phase 5 would be to the north east and Phase 2B would be to the south east. The buildings would be sited to the east and west of the main central landscape spine at varying distances to create articulation and interest.

- 10.54 Phase 2A would be set back approximately 120 metres from Cherry Hinton Road and 24 metres from the western boundary. It would be sited in a similar position to existing buildings on the site.
- 10.55 Phase 2B would be set back approximately 90 metres from Cherry Hinton Road and 60 metres from Kelvin Close. It would be 20 metres from the southern boundary and 15 metres from the eastern boundary. It would be set back further from the southern and eastern boundaries than the existing building.
- 10.56 Phases 3 and 4 would be set back approximately 180 metres from Cherry Hinton Road and 60 metres from Chalmers Road, It would be 15 metres from the northern boundary and 20 metres from the western boundary. Part of the building would be closer to the northern boundary than the existing building.
- 10.57 Phase 5 would be set back approximately 140 metres from Cherry Hinton Road, 60 metres from Chalmers Road, and 65 metres from Kelvin Close. It would be 15 metres from the northern boundary and 20 metres from the eastern boundary. The building would be further from the northern boundary and in a similar position with regards to the eastern boundary.
- 10.58 The overall siting of the buildings is considered to reflect the general layout of the existing site.
- 10.59 The maximum scale and floorspaces of the buildings (GEA) would be as follows:
Phase 2A - 48 metres width x 42 metres length - 4,726 square metres
Phase 2B - 43 metres width x 38 metres length - 3,628 square metres
Phase 3 - 51 metres width x 21 metres length - 2,349 square metres
Phase 4 - 51 metres width x 41 metres length - 4,338 square metres
Phase 5 - 41 metres width x 89 metres length - 7,188 square metres
- 10.60 The scales of the buildings in terms of footprints are considered to be similar to the existing buildings.
- 10.61 The maximum heights of the buildings would be 17.75 metres closer to the centre of the site and the buildings would step down at approximately 13 metres from the edge of the site with lower sections at 14.95 metres and 10.95 metres in height buildings closer to the eastern and western boundaries. The heights of the buildings would be significantly higher than the existing buildings in these areas of the site which are mainly single to two storeys in height.
- 10.62 The buildings would have simple rectangular plan forms.
- 10.63 The design of the buildings would vary across the site. Two different character types would be provided to the north and south. The zone to the south would be the prominent arrival point and would comprise gateway buildings. The buildings would have flat roofs. The zone to the north would have less prominent buildings and some would have varied roofscapes to delineate the units. All buildings would have a vertical emphasis and incorporate articulation and design features to create interest and activity at ground level. Entrances to the buildings would be from the main central spine and clearly legible. The general design principles of the buildings are supported.

- 10.64 The materials of construction would be metal cladding which is complementary in colour and tone to Phase 1 and contemporary in appearance to reflect innovation which is welcomed.
- 10.65 There would be a new landscaping area to the west of the access road and a main central landscape spine which would enhance arrival to the site. The main landscape spine would be aligned north to south and have a maximum width of 18 metres and the secondary landscape spines would be aligned east to west and have maximum widths of 16 metres. The main landscape area would comprise large and medium sized tree planting, an avenue of trees, raised large planting beds, seating, a water feature, and fitness offer. It would have pedestrian and cycle access only and some small pockets of visitor cycle parking. The eastern and western landscape areas would comprise smaller trees and planting beds, seats, areas for food vans, and cycle stores. There would be a range of hard surface materials from paving to bonded gravel. Soft landscaping would comprise approximately 90 new trees and consist of native trees, hedges, and shrubs with biodiversity and seasonal interest. The landscape strategy will be phased in relation to the development. The main central landscape spine would provide an attractive public realm which would create a sense of place and enhance the quality of the development. The secondary landscaped areas would provide a pleasant space close to the central spine but more functional spaces closer to the edges of the site which is satisfactory.
- 10.66 The Landscape Officer has commented that previous concerns raised in relation to the quality of the townscape being created as experienced from Cherry Hinton Road, the impact on residential receptors to the south, and the width of the landscape corridor have now been addressed.
- 10.67 However, there are still some concerns in relation to the massing and height of Phases 4 and 5 upon the residential context of the site and residential receptors, lack of landscaping in car parking areas, the provision of cycle parking in the public realm, and the lack of a focal point tree at the end of the landscape spine.
- 10.68 The Urban Design Officer also has some concerns in relation to the massing and height of Phases 4 and 5 upon the residential context of the site and prefers smaller and finer grain buildings.
- 10.69 The applicants' agent has responded to the Landscape Officer's comments as follows: -
- A spatial separation of at least 45m will be maintained between the nearest residential properties and the buildings on Phases 4 and 5 and the existing tree planting along the boundary is protected by TPO's and would be infilled to reduce visibility from neighbouring properties and provide an enhanced buffer to the surrounding context.
- 10.70 Whilst the comments of the Landscape and Urban Design Officers are noted in relation to the impact of the later phases of the buildings upon the residential context and receptors, the development is not considered to be out of keeping with the character and appearance of the area. The Design Code sets out that the buildings would have varied forms, heights, rooflines, and elevation treatment which would ensure that its mass would be appropriate. The detailed design of the buildings would be subject to future reserved matters applications.

- 10.71 The proposed building on Phase 1 would be mainly visible from close public viewpoints in Cherry Hinton Road and Wulfstan Way along the access road to the site and beyond the existing three storey buildings and trees at Jasmine Court, Burling Court, Brooklyn Court, and beyond the lower buildings and trees at Adkins Corner.
- 10.72 Whilst it is acknowledged that the higher elements of the building would be significantly greater in height than the existing buildings and surrounding residential context, given its position set approximately 92 metres from Cherry Hinton Road and the rendered verified views provided in the Townscape and Visual Impact Assessment and Amended Viewpoints documents, the proposal is not considered to result in a visually dominant and intrusive mass of development which would adversely affect the character and appearance of the area. The development is unlikely to be highly visible from longer distance viewpoints.
- 10.73 The proposed buildings on Phases 2 to 5 would mainly be visible from close viewpoints in Cherry Hinton Road, Chalmers Road, Kelvin Close, and Wulfstan Way along the access road to the site and beyond the existing two and three storey buildings and trees at Jasmine Court, Burling Court, Brooklyn Court, Chalmers Road, and Kelvin Close.
- 10.74 Whilst it is acknowledged that the higher elements of the building would be significantly greater in height than the existing buildings and surrounding residential context, given its position set approximately 92 metres from Cherry Hinton Road and approximately 60 metres from Chalmers Road and Kelvin Close and the rendered verified views provided in the Townscape and Visual Impact Assessment and Amended Viewpoints documents, the proposal is not considered to result in a visually dominant and intrusive mass of development which would adversely affect the character and appearance of the area. The development is unlikely to be highly visible from longer distance viewpoints.
- 10.75 The comments of the Police Designing Out Crime Officer and Access Officer are noted. However, it is not considered reasonable to add conditions in relation to specific types of security measures or internal means of accessibility. However, these will be added as informatives to any consent.
- 10.76 In summary, the siting, scale, height, design, and materials of the building on Phase 1 is considered to represent a high quality development which be in keeping with the context of the site and would preserve the character and appearance of the area.
- 10.77 In summary, the Design Code for the buildings on Phases 2 to 5 are considered to represent a high quality development which be in keeping with the context of the site and would preserve the character and appearance of the area.
- 10.78 The proposal would accord with Policies 55, 56, 57, and 59 of the Local Plan and the NPPF.

Heritage Assets

- 10.79 Section 66 of the Planning (Listed Buildings and Conservation Areas) Act 1990 states that a local authority shall have regard to the desirability of preserving features of special architectural or historic interest, and in particular, Listed Buildings.

- 10.80 Policy 61 of the Cambridge Local Plan (2018) requires development to preserve or enhance the significance of heritage assets, their setting and the wider townscape.
- 10.81 Policy 62 seeks the retention of local heritage assets and where permission is required, proposals will be permitted where they retain the significance, appearance, character or setting of a local heritage asset.
- 10.82 Paragraphs 212 and 216 of the NPPF set out the considerations in relation to heritage assets.
- 10.83 Cherry Hinton Hall and The Lodge and Gate piers are grade II listed buildings situated approximately 400 metres to the east of the site.
- 10.84 Cherry Hinton Hall is a Tudor style country house built in 1839. The Lodge is ancillary to the hall also built in 1839. The significance of the listed buildings are their historic and architectural character and parkland setting.
- 10.85 The Conservation Officer has commented that the intervisibility study provided, indicates that there will be no intervisibility between Cherry Hinton Hall or The Lodge and the new buildings due to the distance between them and the intervening buildings and vegetation. Therefore, the listed buildings' settings will not be affected, and no harm caused.
- 10.86 Cambridgeshire County Council Historic Environment Team has commented that the proposed development is located in an area of archaeological potential.
- 10.87 Recommends a condition in relation to a programme of archaeological works to safeguard any important archaeological assets.
- 10.88 The development is considered to preserve the setting of the listed buildings and any important archaeological remains and would not result in harm to the significance of designated or non-designated heritage assets.
- 10.89 The proposal would accord with the provisions of the Planning (LBCA) Act 1990, Policies 61 and 62 of the Local Plan, and the NPPF.
- 10.90 **Trees**
- 10.91 Policy 71 of the Local Plan seeks to preserve, protect and enhance existing trees and hedges that have amenity value and contribute to the quality and character of the area.
- 10.92 Paragraph 136 of the NPPF states that trees make an important contribution to the character and quality of urban environments and can also help mitigate and adapt to climate change. Opportunities should be taken to incorporate trees on streets and elsewhere in developments, that appropriate measures are in place to secure the long-term maintenance of newly planted trees, and that existing trees are retained wherever possible.
- 10.93 The application is supported by an Arboricultural Impact Assessment, Tree Survey and Tree Protection Plan.

- 10.94 The site comprises a number of trees. There are Tree Preservation Orders covering areas of trees along the northern and western boundaries and two individual trees along the southern boundary.
- 10.95 There are 34 individual trees, 21 trees groups on the site. These comprise of 8 category A trees (high quality), 184 category B trees (moderate quality), 25 category C trees (low quality), and 2 category U trees (unsuitable for retention) on the site.
- 10.96 The development would not result in the loss of any category A trees. However, it would result in the loss of 9 category B trees, 3 category C trees, and 1 category U tree. A small internal hedge would also be lost. All other trees would be retained and protected during development.
- 10.97 The Trees Officer has commented that given the level of tree retention proposed the proposal is acceptable at this stage. As detailed applications come forward it will be necessary to ensure that root protection areas and canopy spreads are respected and protected from any aspect of development with the potential to cause the removal of or harm to any tree shown to be retained. Detailed plans will also need to provide adequate space for replacement and new trees of stature. Forthcoming detailed applications must be supported by an updated Arboricultural Impact Assessment for approval.
- 10.98 Recommends conditions in relation to a phased tree protection methodology in the form of an Arboricultural Method Statement (AMS) and Tree Protection Plan (TPP), a site meeting to discuss the AMS, implementation of the phased tree protection methodology, and replacement of any trees removed.
- 10.99 The development is not considered to result in the loss of any important trees which make a significant contribution to the visual amenity of the area and the development would provide a high quality central landscape spine, a new landscape area adjacent to the main access road and additional landscaping along the secondary spines, perimeter of the site, and boundaries p to mitigate the impact of the trees lost.
- 10.100 The proposal would accord with Policy 71 of the Local Plan.

10.101 **Biodiversity**

- 10.102 The Environment Act 2021 and the Biodiversity SPD (2022) requires development proposals to deliver a net gain in biodiversity following a mitigation hierarchy which is focused on avoiding ecological harm over minimising, rectifying, reducing and then off-setting.
- 10.103 Policy 69 of the Local Plan only permits development if it will not have an adverse impact on, or lead to the loss of, part or all of a site of biodiversity importance.
- 10.104 Policy 70 seeks to protect and enhance priority species and habitats.
- 10.105 The application is supported by an Ecological Appraisal including a Bat Survey and Badger Survey, and Biodiversity Net Gain Assessment, and DEFRA Metric.
- 10.106 Cherry Hinton Hall Bird Sanctuary is a City Wildlife Site situated approximately 500 metres to the east of the site. It is a woodland of 1ha or more in area with 5 or more woodland plants.

- 10.107 Given the separation distance from the Bird Sanctuary, the development is not considered to adversely affect the City Wildlife Site.
- 10.108 The site comprises existing buildings, hardstandings, bare ground, grassland, scrub, trees, hedges, and ornamental planting.
- 10.109 The line of trees on the site has been identified as an important ecological feature at site level.
- 10.110 Building 10 has moderate suitability and Buildings B2 and B3 have low suitability to support roosting bats. A number of mature trees have bat roost features. The Bat Survey did not record any emergence or re-entry of the buildings by bats but did record some commuting along boundaries and passes. No badger setts or features were recorded on the site. No pond were identified within 250 metre of the site. The habitats on the site are of poor suitability for reptiles. There are suitable habitats for birds and hedgehogs on site.
- 10.111 The pre-development baseline biodiversity value of the site is 5.70 habitat units and 0.56 linear units.
- 10.112 New habitats created following the development include modified grassland, mixed scrub, introduced shrubs, urban trees, and native hedges. This would result in an increase in 0.74 habitat units (13%) and 3.31 linear feature units (591%).
- 10.113 The Nature Conservation Officer has commented that the survey effort is acceptable. The line of existing boundary trees and majority of other site trees are proposed for retention in line with the mitigation hierarchy. Content with the habitat type, area and condition assigned to form the BNG baseline as detailed within the Biodiversity Net Gain Report (Aspect Ecology, Dec 24). The proposed landscape scheme demonstrates a 13.07% uplift in area habitat units and a 590.90% uplift in Hedgerow units. The latter offers a large margin of error and a significant betterment. Whilst the former is close to the minimum 10% mandatory uplift. Further enhancement might be possible through the use of biodiverse green roofs on suitable buildings.
- 10.114 Recommends conditions in relation to a Biodiversity Net Gain and an ecological enhancement scheme.
- 10.115 The development is not considered to adversely affect any protected species and would overall result in an excess of 10% gain in biodiversity.
- 10.116 The proposal would accord with the Environment Act, Policies 69 and 70 of the Local Plan, and the Biodiversity SPD.
- 10.117 **Highway Safety and Transport Impacts**
- 10.118 Policy 80 of the Local Plan supports developments where access via walking, cycling and public transport are prioritised and is accessible for all.
- 10.119 Policy 81 states that developments will only be permitted where they do not have an unacceptable transport impact.

- 10.120 Policy 82 requires development to meet the parking standards set out in Appendix L. Office uses require a maximum of 1 vehicle parking space per 40 square metres outside controlled parking zones including disabled car parking (5% as employees not currently known). Office uses require a minimum of 2 cycle parking spaces for every 5 members of staff or 1 per 30 square metres Gross Floor Area (whichever is greater) and some visitor parking on merit.
- 10.121 Paragraph 116 of the NPPF advises that development should only be prevented or refused on highways grounds if there would be an unacceptable impact on highway safety, or the residual cumulative impacts on the road network would be severe.
- 10.122 The application is supported by a Transport Assessment, Travel Plan, Response to Cambridgeshire County Council Transport Team comments and Response to Active England Comments.
- 10.123 The site is located on Cherry Hinton Road which is a busy through road which leads from the city centre towards Cherry Hinton and then out of the city towards Fulbourn. It links with the ring road at Perne Road/Mowbray close to the site. The road has a speed limit of 20 miles per hour where the existing access joins the road. The northern side of Cherry Hinton Road has a segregated cycle path/footpath and the southern side has an integrated cycle lane on the road with a separate footpath.
- 10.124 The existing access to the site is a two way road with footpaths to both sides. The western side has a gate but the eastern side appears to be blocked by a fence.
- 10.125 The site is situated approximately 160 metres from a bus stop to the west of the site on Cherry Hinton Road adjacent to Adkins Corner. This bus stop is served by the Citi 3 service from Fison Road to Cherry Hinton via Cambridge city centre and the railway station. It has a good service with buses every 15 minutes in the day and 30 minutes in the evening Mondays to Fridays.
- 10.126 The site is situated approximately 275 metres from a bus stop to the east of the site on cherry Hinton Road or south of the site on Wulfstan Way. These bus stops are served by the Citi 2 service from Milton to Addenbrookes Hospital via the city centre. It has a good service with buses every 20 minutes in the day and 30 minutes in the evening Mondays to Fridays.
- 10.127 The site is situated approximately 2km from the Cambridge Railway Station to the west. The station has train services to a number of villages close by and towns and cities further afield such as Royston, Ely, and London. The station can be accessed by walking or cycling along Cherry Hinton Road and Hills Road.
- 10.128 The application proposes works to revise the design of the access on to Cherry Hinton Road. The access would be 6 metres wide with integral cycle lanes provided on each side of the road with a width of 1.7 metres. A new 2 metre wide segregated footpath provided along the western side of the road. Dropped kerbs will be provided on both sides of the access for the footpath on Cherry Hinton Road. Within the site, there will be a two way vehicle route to the south of the buildings and a raised table with a crossing point from the footpath to the central spine. The perimeter of the site would have a one way vehicular route.

- 10.129 The existing site has a floorspace of approximately 12,663 square metres (GIA) and comprises development under classes E(g), B2, and B8. The existing trip generation of the site based upon the TRICS land use database is estimated to be approximately 154 two-way vehicle trips in the AM peak hour and 114 two-way vehicle trips in the PM peak hour. A significant proportion of the trips are by cars but there are some trips by heavy goods vehicles, and light goods vehicles.
- 10.130 The proposed development would have a maximum floorspace of 25,900 square metres (GEA) and comprise development under Class E(g). The proposed trip generation of the site based upon the amount of vehicle parking spaces provided on the site and travel by vehicles to Cambridge Science Park is estimated to be approximately with the addition of deliveries is 96 two-way vehicle trips in the AM peak hour and 77 two-way vehicle trips in the PM peak hour. A significant proportion of the trips are by cars but there are some trips by heavy goods vehicles, and light goods vehicles.
- 10.131 The estimated mode shares of employees would be 44% cycling, 11% walking, 9% public transport use, 28% vehicle use, and 8% other based upon Cambridge Science park data. The distribution of pedestrian and cyclists trips shows that the highest would be from Perne Road north and Cherry Hinton Road west.
- 10.132 200 vehicle parking spaces would be provided which is calculated at 1 space per 130 square metres and 388 cycle parking spaces would be provided based on the number of staff working at the site at one time. This results in a reduction in 109 vehicle parking spaces from the existing 309 spaces and an increase in 293 cycle parking spaces from the existing 95 spaces. 5% would be accessible parking spaces and 50% would have electronic vehicle charging point. Vehicle and cycle parking would be provided adjacent to the buildings. An e-scooter parking area would be provided close to the central spine.
- 10.133 Cambridgeshire County Council Development Control Team has no objections subject to a condition to agree a Traffic Management Plan during demolition and construction to ensure the development is not detrimental to highway safety.
- 10.134 Cambridgeshire County Council Transport Assessment Team comments that the Transport Assessment for this development proposes a design led approach to parking provision with low vehicle parking and vehicle trip generation. This is possible because of the high quality walking, cycling and public transport routes that have been, or are to be implemented in this area. This transport infrastructure will enable the car mode share to fall, and for the mode share for walking, cycling and buses to increase.
- 10.135 Recommends conditions in relation to a travel plan and cycle parking details to encourage travel by sustainable modes of transport and a Section 106 contribution of £467,000 towards the GCP Cycling Plus schemes to improve the provision of cycling on Cherry Hinton Road between the site and Hills Road, and the A1134 Perne Road and Brooks between Cherry Hinton Road and Coldhams Lane. This also includes a £10,000 contribution towards the installation of additional waiting restrictions in the area within 500m of the site by CCC if required.
- 10.136 Active Travel England has commented that some of the infrastructure outside the site is of poor quality such as the bus stops on Mowbray Road and Cherry Hinton Road, narrow footways on the roundabout, unsegregated cycle ways on 30 mph

roads which are not suitable for all users, and shared cycle and footways which may cause conflict.

10.137 Recommends a condition in relation to cycle parking to include the provision of lockers, changing, showers, drying areas, lighting and CCTV if in an area of poor surveillance.

10.138 The applicants have not agreed the required mitigation package to date and a further update on the position will be reported on the amendment sheet.

10.139 The decrease in the amount of vehicular traffic generated from the site is considered to represent a benefit.

10.140 The comments of Cam Cycle are noted. The applicants have explored additional connections to the site particularly onto Cherry Hinton Road but these are not deliverable due to land ownership issues. This is accepted and is not required as part of the development. The application significantly reduces the amount of vehicle parking on the site and increases the amount of cycle parking from the current situation to encourage more sustainable travel and has been accepted by the County Transport Team. The cycle parking details would be a condition of any consent.

10.141 The development is not considered to result in an increase in traffic generation which would be detrimental to highway safety. The site is located close to bus routes and the station with easy accessibility by public transport, cycling, and walking and would reduce the amount of vehicle parking spaces on the site and increase the amount of cycle parking spaces on the site which would encourage travel by more sustainable modes,

10.142 The proposal accords with Policies 80, 81, and 82 of the Local Plan and the NPPF. Subject to a S106 obligation to improve cycle and walking infrastructure in the area, the proposal is acceptable.

10.143 Flood Risk and Water Management

10.144 Policy 31 of the Local Plan requires developments to have appropriate sustainable foul and surface water drainage systems.

10.145 Policy 32 states that development will be permitted if an assessment of the flood risk is undertaken following the principles of the National Planning Policy Framework.

10.146 Paragraph 170 states that inappropriate development in areas at risk of flooding should be avoided by directing development away from areas at highest risk (whether existing or future). Where development is necessary in such areas, the development should be made safe for its lifetime without increasing flood risk elsewhere.

10.147 The application is supported by a Flood Risk Assessment (FRA), Drainage Strategy, and LLFA Response.

10.148 The site is located in Flood Zone 1 (low risk) as it is not in close proximity to any watercourses. However, the northern and eastern areas of the site are subject to surface water flood risk (high risk).

- 10.149 Offices have a less vulnerable flood risk vulnerability classification as defined in Annex 3 of the NPPF which is compatible with Flood Zone 1 (low risk) as outlined in Table 2 of the NPPG.
- 10.150 The FRA advises that there has been no historic flooding on the site and hydraulic modelling for the Coldhams Brook carried out by the Environment Agency in 2013 showed that the site remained free from flooding from all storm events 5%, 1%, 0.1% and 0.1% plus 20% climate change.
- 10.151 The site currently comprises mainly buildings and hardstanding and the proposed development would not increase the amount of non-permeable surfaces on the site.
- 10.152 Surface water from the development would discharge to SUDS incorporated within the buildings and landscape areas and surface water sewers. The SUDS includes the provision of blue green roofs on all buildings with blue paved terraced areas and natural drainage in landscaped areas. The provision of soakaways is not feasible on the site due to shallow ground water levels and there is no watercourse close to the site to receive the discharge of surface water.
- 10.153 Foul water from the development would discharge from the buildings to pipes below and then by gravity to the existing public foul water sewer to the west of the site.
- 10.154 The Local Lead Flood Authority has commented that the Flood Risk Assessment and Drainage Strategy documents demonstrate that surface water from the proposed development can be managed through the use of blue roofs, restricting surface water discharge to 771.1 l/s for a 1 in 100year storm + 40%. This is a 37% reduction on the existing runoff rate. Water quality has been adequately addressed when assessed against the Simple Index Approach outlined in the CIRIA SuDS Manual.
- 10.155 Recommends conditions in relation to a detailed surface water drainage for the site based on the Drainage Strategy for Phase 1 and later phases, measures indicating how additional surface water run-off from the site will be avoided during the construction works, finished floor levels, and a hydrological report and migration with regards to the impact upon groundwater levels to ensure that the development would not result in an increase in the risk of flooding.
- 10.156 Anglian Water has commented that the site is within the catchment of Cambridge Water Recycling Centre (WRC), which currently lacks the capacity to accommodate the additional flows generated by the proposed development. However, Cambridge WRC is included within our Business Plan as a named growth scheme with investment delivery planned between 2025-2030. The sewerage system network at present has available capacity for used water flows from the development. The proposed surface water strategy to discharge into Anglian Water surface water sewer at a restricted rate of 7.0ls for the entire site is acceptable.
- 10.157 Recommends conditions in relation to written confirmation from Anglian Water confirming there is sufficient headroom at the water recycling centre to accommodate the foul flows from the development and detailed designs for the surface water drainage scheme based upon the Flood Risk assessment for each

phase of the development to ensure that the development would not result in water pollution.

10.158 The development is not considered to be at significant risk of flooding and would not result in a significant increase in flooding to the site and surrounding area and would protect water resources from pollution.

10.159 The proposal is in accordance with Policies 31 and 32 of the Local Plan and the NPPF.

10.160 Residential Amenity

10.161 Policy 60 of the Local Plan sets out criteria for the assessment of tall buildings and the skyline in Cambridge. It includes amenity in terms of overlooking or overshadowing, and adequate sunlight and daylight.

10.162 Paragraph 135 of the NPPF states that planning policies and decisions should ensure that developments, amongst other criteria, create places with a high standard of amenity for existing and future users.

10.163 The application is supported by a Daylight and Sunlight Assessment.

10.164 The nearest neighbours to the site are located to the north in Chalmers Road, east in Kelvin Close, south in Jasmine Court, Cherry Hinton Road, Burling Court, and Brooklyn Court, and west in Perne Road.

10.165 Phases 2 to 5 of the development are indicative only at this stage and will be considered further at the reserved matters stage. The assessment below is based upon the maximum parameters with all measurements being approximate.

10.166 The Daylight and Sunlight Assessment has evaluated the impact of the development upon daylight in terms of the vertical sky component (VSC) in relation to the amount of light reaching a window. 202 windows of neighbouring properties were assessed. All of the 202 windows will meet the target values set out in the BRE guidance of at least 27%.

10.167 The Daylight and Sunlight Assessment has evaluated the impact of the development upon daylight in terms of the distribution of light within a room. 119 rooms of neighbouring properties were assessed. All 119 rooms will meet the target values set out in the BRE guidance as they would receive direct skylight of not less than 0.8 times its former value.

10.168 The Daylight and Sunlight Assessment has evaluated the impact of the development upon sunlight in terms of the distribution of sunlight within a room. 70 rooms of neighbouring properties were assessed. All 70 rooms will meet the target values set out in the BRE guidance of more than 25% of annual probable sunlight hours, or more than 5% of annual probable sunlight hours between 21st September and 21st March and; more than 0.8 times its former sunlight hours during either period and; a reduction in sunlight received over the whole year less than 4% of annual probable sunlight hours.

10.169 The Daylight and Sunlight Assessment has evaluated the impact of the development upon overshadowing of gardens of neighbouring properties. All the gardens will meet or exceed the BRE target values because at least 50% of the

area receives at least two hours of direct sunlight on 21 March, or the reduction in area receiving sun on that date is less than 20%.

- 10.170 All of the tests undertaken demonstrate that the development would comply with the BRE guidance in relation to daylight and sunlight.

Brooklyn Court

- 10.171 The properties in Brooklyn Court are three storey flats with communal gardens. They appear to have habitable room windows in their north elevation facing the site.
- 10.172 Phase 1 of the development would be sited to the north of these properties.
- 10.173 The building would be sited to the rear of Brooklyn Court and have a maximum width of 48 metres. The height of the building would be 10.75 metres at a distance of approximately 25 metres increasing to a maximum of 17.75 metres at a distance of approximately 37 metres from the dwellings and a maximum of 10.75 metres at a distance of 20 metres increasing to 17.75 metres at a distance of 32 metres from the boundary of the gardens.
- 10.174 Taking into consideration the 25 degree rule for developments which directly face an obstruction as set out in the BRE Site Layout Planning for Daylight and Sunlight: A Guide to Good Practice for developments, the development would not obstruct the 25 degree vertical angle of view measured from the sill height of the lowest ground floor windows of the properties and boundary of the gardens. The development is not considered to be unduly overbearing in mass or result in a significant loss of light which would adversely affect the amenities of these properties.
- 10.175 The first floor windows in the building would be sited approximately 25 metres from the windows in the rear elevation and 20 metres from the boundary of the gardens which is considered to be a satisfactory separation distance and would not result in a severe loss of privacy. There are also some trees along the boundary.

Burling Court

- 10.176 The properties in Burling Court are three storey flats with communal gardens. They appear to have habitable room windows in their west elevation facing towards the side of Brooklyn Court but no habitable windows in their rear elevation facing the site.
- 10.177 Phase 1 of the development would be sited to the north of these properties.
- 10.178 The building would be sited to the side of Burling Court and have a maximum width of 48 metres. The maximum height of the building would be 10.75 metres at a distance of approximately 24 metres increasing to a maximum of 17.75 metres at a distance of approximately 36 metres from the dwellings and a maximum of 10.75 metres at a distance of 20 metres increasing to 17.75 metres at a distance of 32 metres from the boundary of the gardens.
- 10.179 Taking into consideration the BRE guidance, the development would be to the side of the properties and obstruct the 45 degree horizontal angle of view but would not obstruct the 45 degree vertical angle of view measured from the sill

height (1.2 metres) from the lowest ground floor windows of the properties towards the building and the gardens. The development is not considered to be unduly overbearing in mass or result in a significant loss of light which would adversely affect the amenities of these properties.

- 10.180 The first floor windows in the building would be sited approximately 24 metres from the windows in the west elevation at an oblique angle and 20 metres from the boundary of the gardens which is not considered to result in a severe loss of privacy particularly given the relationship of the existing building which has windows closer to the property. There are also some trees along the boundary.

Cherry Hinton Road

- 10.181 No. 349A Cherry Hinton Road is a two storey, detached dwelling which has a small rear garden to the north. It has habitable room windows in its north and west elevations. There is a fence along the boundaries.
- 10.182 Phase 1 of the development would be sited to the north west and Phase 2B of the development would be sited to the north of this property.
- 10.183 The Phase 1 building would be sited to the side of the property and have a maximum width of 48 metres. The maximum height of the building would be 10.75 metres at a distance of approximately 26 metres increasing to a maximum of 17.75 metres at a distance of approximately 38 metres from the dwelling and a maximum of 10.75 metres at a distance of 25 metres increasing to 17.75 metres at a distance of 34 metres from the boundary of the garden.
- 10.184 The Phase 2B building would be sited to the rear of the property and have a maximum width of 39 metres. The maximum height of the building would be 10.75 metres at a distance of approximately 31 metres increasing to a maximum of 17.75 metres at a distance of approximately 41 metres from the dwelling and a maximum of 10.75 metres at a distance of 20 metres increasing to 17.75 metres at a distance of 32 metres from the boundary of the gardens.
- 10.185 Taking into consideration the BRE guidance, the development would be to the rear and side of the property and obstruct the 45 degree horizontal angle of view but would not obstruct the 25 degree vertical angle of view measured from the sill height from the lowest ground floor windows and garden of the property towards the building. The development is not considered to be unduly overbearing in mass or result in a significant loss of light which would adversely affect the amenities of these properties.
- 10.186 The first floor windows in the Phase 1 building would be sited approximately 32 metres from the windows in the dwelling at an oblique angle and 26 metres from the boundary of the garden which is not considered to result in a severe loss of privacy particularly given the relationship of the existing building which has windows closer to the property.
- 10.187 The first floor windows in the Phase 2B building would be sited approximately 26 metres from the windows in the dwelling and 20 metres from the boundary of the garden which is considered to be a satisfactory separation distance and would not result in a severe loss of privacy.

Perne Road

10.188 The properties in Perne Road are two to two and half storey, semi-detached dwellings with reasonably long gardens and allotments to the rear. There is a row of trees along the boundary with the allotments.

10.189 Phases 1, 2A, 3, and 4 of the development would be sited to the east of these properties. They have habitable rooms in their rear elevations.

10.190 The buildings would be sited adjacent to the allotments to the rear of the dwellings in Perne Road and be sited approximately 52 metres from the boundary of the rear gardens. Given the allotment buffer and long rear gardens, the development is not considered to result in an unduly overbearing mass, significant loss of light, or severe loss of privacy to these properties.

Chalmers Road

10.191 The properties in Chalmers Road are two to two and half storey, semi-detached and terraced dwellings which have reasonably long rear gardens. There are a number of trees and landscaping along the boundary.

10.192 Phases 4 and 5 of the development would be sited to the south of these properties.

10.193 Phase 4 would be sited to the rear of Chalmers Road and have a maximum width of 48 metres. The maximum height of the building would be 10.75 metres at a distance of 36 metres increasing to a maximum of 17.75 metres at a distance of 42 metres from the dwellings and a maximum of 10.75 metres at a distance of 15 metres increasing to 17.75 metres at a distance of 21 metres from the boundary of the gardens.

10.194 Phase 5 would be sited to the rear of Chalmers Road and have a maximum width of 39 metres. The maximum height of the building would be 10.75 metres at a distance of 37 metres increasing to a maximum of 17.75 metres at a distance of 44 metres from the dwellings and a maximum of 10.75 metres at a distance of 14 metres increasing to 17.75 metres at a distance of 20 metres from the boundary of the gardens.

10.195 Taking into consideration the BRE guidance, the development would be to the rear of the properties and would not obstruct the 25 degree vertical angle of view measured from the sill height (1.2 metres) from the lowest ground floor windows and the main private sitting out areas in gardens of the properties. The development is not considered to be unduly overbearing in mass or result in a significant loss of light which would adversely affect the amenities of these properties.

10.196 The first floor windows in the buildings would be sited approximately 36 metres from the windows in the rear of the dwellings and 21 metres from the boundary of the garden which is considered to be a satisfactory separation distance and would not result in a severe loss of privacy.

Kelvin Close

10.197 The properties in Kelvin Close are two to two and half storey, semi-detached dwellings with moderate sized rear gardens and a care home with a car park. There is a fence along the boundary and some landscaping.

- 10.198 Phases 5 and 2B of the development would be sited to the west of these properties.
- 10.199 Phase 2B would have a maximum width of 38 metres. The maximum height of the building would be 10.75 metres at a distance of 42 metres increasing to a maximum of 17.75 metres at a distance of 43 metres from the dwellings and a maximum of 10.75 metres at a distance of 14 metres increasing to 17.75 metres at a distance of 20 metres from the boundary of the gardens.
- 10.200 Phase 5 would have a maximum width of 89 metres. The maximum height of the building would be 10.75 metres at a distance of 42 metres increasing to a maximum of 17.75 metres at a distance of 44 metres from the dwellings and a maximum of 10.75 metres at a distance of 20 metres increasing to 17.75 metres at a distance of 22 metres from the boundary of the gardens.
- 10.201 Taking into consideration the BRE guidance, the development would be to the rear of the properties and would not obstruct the 25 degree vertical angle of view measured from the sill height (1.2 metres) from the lowest ground floor windows and the main private sitting out areas in gardens of the properties. The development is not considered to be unduly overbearing in mass or result in a significant loss of light which would adversely affect the amenities of these properties.
- 10.202 The first floor windows in the building would be sited approximately 42 metres from the windows in the rear of the dwellings and 20 metres from the boundary of the garden which is considered to be a satisfactory separation distance and would not result in a severe loss of privacy.

Jasmine Court

- 10.203 The properties in Jasmine Court are three storey blocks of flats with communal gardens. There is a fence along the boundary with some trees.
- 10.204 Phase 2B of the development would be sited to the north of these properties.
- 10.205 The building would be sited to the rear of Jasmine Court and have a maximum width of 39 metres adjacent to the boundary and 43 metres set off the boundary. The maximum height of the building would be 10.75 metres at a distance of 26 metres increasing to a maximum of 17.75 metres at a distance of 38 metres from the flats and a maximum of 10.75 metres at a distance of 20 metres increasing to 17.75 metres at a distance of 32 metres from the boundary of the gardens. Phase 2B would also be sited to the side of Jasmine Court.
- 10.206 Taking into consideration the BRE guidance, the development would be to the rear and side of the property and obstruct the 45 degree horizontal angle of view but would not obstruct the 25 degree vertical angle of view measured from the sill height (1.2 metres) from the lowest ground floor windows and gardens of the property towards the building. The development is not considered to be unduly overbearing in mass or result in a significant loss of light which would adversely affect the amenities of these properties.
- 10.207 The first floor windows in the building would be sited approximately 26 metres from the windows in the rear of the flats and 20 metres from the boundary of the garden which is considered to be a satisfactory separation distance and would not result in a severe loss of privacy.

10.208 In summary, the development is not considered to adversely affect the amenities of neighbours through being unduly overbearing in mass, through a significant loss of light, or through a severe loss of privacy.

10.209 The proposal is in accordance with Policies 55, 56 and 60 of the Local Plan and the NPPF.

10.210 **Environmental Impacts**

10.211 Policy 33 of the Local Plan seeks to ensure that developments will not result in adverse health impacts to future occupiers or controlled waters from contamination.

10.212 Policy 35 seeks to protect of human health and quality of life from noise and vibration.

10.213 Policy 36 states that development will only be permitted where it can be demonstrated that it does not lead to significant adverse effects on health, the environment or amenity from polluting or malodorous emissions, or dust or smoke emissions to air.

10.214 The application is supported by a Phase 1 Environmental Assessment, Noise Impact Assessment, Ventilation and Extraction Statement, Air Quality Assessment, External Lighting Strategy, Outline Demolition Environmental Management Plan, and CCC Environmental Quality and Growth Team Response.

10.215 The Environmental Health Officer has commented that the reported lowest background sound levels (as detailed in the previously submitted 'Noise Impact Assessment, December 2024'), are representative of the current lowest background sound levels. The substation noise information is acceptable subject to a condition. The justification and approach for 24 hour operation is satisfactory subject to a condition as there are no restrictions on the existing site.

10.216 Recommends a number of conditions in relation to contamination, noise, odours and lighting.

10.217 Whilst the comments of a number of neighbours have referenced the length of the construction period, this would be for a temporary period only, outside unsocial hours and for each phase of the development which would affect different properties.

10.218 The demolition of the existing buildings and asbestos would have to comply with health and safety regulations.

10.219 The development is not considered to adversely affect the amenities of neighbours through an unacceptable increase in noise, vibrations, dust or fumes, or land and water contamination.

10.220 The proposal is in accordance with Policies 33, 35 and 36 of the Local Plan and the NPPF.

10.221 **Carbon Reduction and Sustainable Design**

10.222 Policy 28 states development should take the available opportunities to integrate the principles of sustainable design and construction into the design of proposals, including issues such as climate change adaptation, carbon reduction and water management. New non-residential development will be required to meet the following minimum standards unless it can be demonstrated that such provision is not technically or economically viable: -

Minimum BREEAM Level	Excellent
On site carbon reduction	In line with the minimum requirements associated with BREEAM 'excellent'
Water efficiency	Full credits to be achieved for category Wat 01 of BREEAM

10.223 The Sustainable Design and Construction SPD (2020) sets out a framework for proposals to demonstrate they have been designed to minimise their carbon footprint, energy and water consumption and to ensure they are capable of responding to climate change.

10.224 The application is supported by a Sustainability and Energy Statement, BREEAM Pre Assessment, Circular Economy Report, Embodied Carbon Report, Water Consumption Study, and Sustainability Response.

10.225 The development seeks to achieve BREEAM excellent standards with 5 Wat01 credits and includes the following sustainability measures: -

- Building fabric: High thermal performance materials and windows, ventilation, heat recovery
- Renewable energy: Air source heat pumps and solar PV
- Water efficiency: Water efficient fixtures and fitting and rainwater harvesting and recycling
- Urban heat island: Green roofs, tree lined central landscape spine, solar shading, light toned and reflective materials
- Circular economy principles: reuse of materials, zoned ventilation system, long life structure, standard components

10.226 The Sustainability Officer has commented that the points of clarification provided in the sustainability response in relation to boosting the number of BREEAM credits being achieved to provide an additional buffer are welcomed along with the amendments to the Design Code to use of light toned materials to mitigate the urban heat island, solar shading testing, and an urban greening factor of 0.3 to ensure consistency across all approved documents with regards to the sustainability aspirations of the site.

10.227 Recommends conditions in relation to BRE Design Stage Certificate, BRE Post Construction Certificate, rainwater and greywater harvesting, water efficiency calculator, water metering, water efficiency implementation, sustainability strategy implementation and also implementation of sustainability and energy strategies and BEEAM pre assessment for later phases.

10.228 The development is considered to be reduce carbon emissions and protect water resources to mitigate the impact of climate change.

10.229 The proposal is in accordance Policies 28 and 29 of the Local Plan and the Sustainable Design and Construction SPD.

10.230 Planning Obligations (S106)

10.231 The Community Infrastructure Levy Regulations 2010 have introduced the requirement for all local authorities to make an assessment of any planning obligation in relation to three tests. If the planning obligation does not pass the tests then it is unlawful. The tests are that the planning obligation must be:

- (a) necessary to make the development acceptable in planning terms;
- (b) directly related to the development; and
- (c) fairly and reasonably related in scale and kind to the development

10.232 Policy 85 states that planning permission for new developments will only be supported/permitted where there are suitable arrangements for the improvement or provision and phasing of infrastructure, services and facilities necessary to make the scheme acceptable in planning terms.

Heads of Terms

10.233 The Heads of Terms (HoT's) as identified are to be secured within the S106 and are set out in the summary below:

Obligation	Contribution / Term	Trigger
Employment and Skills Strategy	A Site-wide strategy to include a charter for encouraging employment and training opportunities	Prior to commencement of development
S106 Administration, Monitoring and Compliance	£700 plus an additional £500 for each written confirmation of an obligation	-
Transport Contribution	£467,000 towards the GCP Cycling Plus schemes to improve the provision of cycling on Cherry Hinton Road between the site and Hills Road, and the A1134 Perne Road and Brooks between Cherry Hinton Road and Coldhams Lane. This also includes a £10,000 contribution towards the installation of additional waiting restrictions in the area within 500m of the site by CCC if required.	Prior to the occupation of development
S106 Administration, Monitoring and Compliance	TBC	-

10.234 The Section 106 Officer has commented that a comprehensive and coordinated approach to the development of land in order to demonstrate how employment, skills and training opportunities for local people will be provided is required. The applicant has agreed to this planning obligation.

10.235 Please see Cambridgeshire County Council Transport Team comments in the Highway Safety and Transport impact section for justification of the transport contribution.

10.236 The applicant has not agreed the current transport mitigation package to date as it is not considered to meet the CIL tests due to the central location of the site and lack of reliance on the Cycling Plus or other transport infrastructure schemes to access the site, the lack of detail in relation to the scheme works and why they are required, and the calculation of the contribution and need for the contribution prior to the occupation of Phase 1 rather than a phased approach. The Transport Team have been consulted on the applicant's case and further comments are awaited. An update on the position will be reported on the amendment sheet.

10.237 The proposal is in accordance with policy 85 of the Local Plan subject to a transport mitigation package being agreed.

Other Matters

10.238 *Cambridge Airport*

10.239 Policy 37 of the Local Plan states that applications for development within Cambridge Airport's Air Safeguarding Zones will be the subject of consultation with the operator of the airport and the Ministry of Defence. .

10.240 Cambridge Airport has commented that the development has been examined from an aerodrome safeguarding perspective and could conflict with safeguarding criteria.

10.241 Recommends conditions in relation to further engagement with Cambridge Airport to allow a more in-depth study to be completed by an Approved Procedure Design Organisation (APDO) to determine the level of impact, a bird hazard management plan, and a glint and glare assessment.

10.242 The proposal is in accordance with Policy 37 of the Local Plan.

Telecoms Mast

10.243 The existing telecoms masts on the site would be retained.

Planning Balance

10.244 Planning decisions must be taken in accordance with the development plan unless there are material considerations that indicate otherwise (section 70(2) of the Town and Country Planning Act 1990 and section 38[6] of the Planning and Compulsory Purchase Act 2004).

Summary of harm

10.245 The development would result in a theoretical and potential loss of housing relative to the residential allocation for approximately 123 dwellings on the site under Policy 27 of the Local Plan. This can be attributed limited weight in the planning balance as the housing allocation would not in event contribute to delivery within the plan period and the applicants have not indicated that there is now any intention of delivering housing on the site.

Summary of benefits

- 10.246 The development would result in the retention of employment development on a brownfield site in a sustainable location. This can be attributed moderate weight as it would retained employment in the city.
- 10.247 The development would increase the employment floorspace on the site and provide midtech employment uses where a need for such uses has been identified. The buildings would be flexible and adaptable and provide a variety of unit sizes for a range of uses. 925 jobs would be created. These benefits can be attributed significant weight as it would support growth of the local economy.
- 10.248 The development is considered to result in a high quality development which would respond to its context and create a sense of place. This can be attributed significant weight as it would enhance the character and appearance of the area.
- 10.249 The majority of trees on the site would be retained and protected and a significant amount of landscaping proposed within the development to assimilate the development within the area and result in at least a 10% net gain in biodiversity. This can be attributed moderate weight as it would enhance the quality of the development.
- 10.250 The development would be likely to decrease traffic generation to and from the site as the amount of car parking on the site has been reduced. The amount of cycle parking has been increased to encourage travel by more sustainable modes. This can be attributed significant weight as it would reduce congestion on local roads and air pollution.
- 10.251 The development is not considered to be at significant risk of flooding or increase the risk of flooding to the site and surrounding area as the existing surface water drainage measures on the site would be improved. This can be attributed considerable weight as it would reduce flood risk.
- 10.252 The development is considered to be sympathetic to the amenities of neighbours in terms of overbearing mass, loss of light, loss of privacy, and noise. This can be attributed neutral weight as there would be some impact.
- 10.253 The development would reduce carbon emissions and protect water resources to mitigate the impact of climate change. This can be attributed moderate weight as it would improve the sustainability of the development.

10.254 Conclusion

- 10.255 Having taken into account the provisions of the development plan, NPPF and NPPG guidance, the statutory requirements of section 66(1) of the Town and Country Planning (Listed Buildings and Conservation Areas) Act 1990, the views of statutory consultees and wider stakeholders, as well as all other material planning considerations, the proposed development is recommended for approval.

11.0 Recommendation

- 11.1 **Approve** subject to:

-The planning conditions as set out below and as detailed on the amendment sheet, with amendments to the conditions as drafted delegated to officers.

-Satisfactory completion of a Section 106 Agreement which includes the Heads of Terms (HoT's) as set out in the report with minor amendments to the Heads of Terms as set out delegated to officers.

-A deadline for completion of the S106 agreement by 28 August 2025. If the S106 is not completed within this period, delegated authority is given to officers to refuse the application based on a lack of secured mitigation contrary to the CLP 2018 or to set any such extended period for completion of the S106 as appropriate.

11.2 Planning Conditions

11.3 Members attention is drawn to following key conditions that form part of the recommendation:

Full application

Condition no.	Detail
1	Start date
2	Approved drawings
3	Use restriction E(g)
4	Materials
5	Hard and soft landscaping (major)
6	Landscape maintenance and management
7	Tree pits
8	Arboricultural method statement and tree protection strategy
9	Site meeting to discuss works to trees
10	Implementation of phased tree protection method statement
11	Replacement of any trees removed
12	Biodiversity net gain
13	Ecological enhancement
14	BRE Design Stage Certificate
15	BRE Post Construction Certificate
16	Rainwater and greywater harvesting
17	Water efficiency calculator
18	Water metering
19	Water efficiency implementation
20	Sustainability strategy
21	Phase 1 site investigation contamination
22	Phase 2 site investigation contamination
23	Remediation of contamination
24	Verification of contamination
25	Unexpected contamination
26	Demolition and construction management plan
27	Commercial operational noise impact assessment/ mitigation
28	Emergency generator- noise insulation
29	Substation- noise insulation
30	Commercial extraction ductwork
31	Fumes/odour control
32	No external activities

33	Collection/ delivery hours
34	Servicing and operation noise minimisation management plan
35	Artificial lighting
36	Electric vehicle charging point
37	Emergency back-up generator- air quality
38	Material management plan
39	Waste management plan
40	Surface water drainage strategy
41	Surface water measures during construction
42	Finished floor levels
43	Hydrological report (groundwater)
44	Recycling centre capacity
45	Traffic management plan
46	Travel plan
47	Archaeological investigation
48	Airport safeguarding impact
49	Bird hazard management plan
50	Glint and glare assessment
51	Fire hydrants
52	Public art
	Cycle parking

Outline application

Condition no.		Detail
1		Reserved matters
2		Reserved matters submission
3		Reserved matters start date
4		Use restriction E(g)
5		Arboricultural method statement and tree protection strategy
6		Site meeting to discuss works to trees
7		Implementation of phased tree protection method statement
8		Replacement of any trees removed
9		Biodiversity net gain
10		Rainwater and greywater harvesting
11		Water efficiency calculator
12		Water metering
13		Water efficiency implementation
14		Sustainability strategy
15		Sustainable and energy strategies implementation
16		BREEAM pre assessment
17		Phase 1 site investigation contamination
18		Phase 2 site investigation contamination
19		Remediation of contamination
20		Verification of contamination
21		Unexpected contamination

22		Demolition and construction management plan
23		Construction method statement
24		Commercial operational noise impact assessment/ mitigation
25		Emergency back-up generator
29		Reserved matters servicing and operation noise minimisation management plan
30		Artificial lighting
31		Commercial extraction ductwork
32		Odour/fume control
33		Collection/ Delivery hours
34		Electric vehicle charging point
35		Emergency back-up generators
36		Material management plan
37		Waste management plan
38		Phased surface water drainage strategy
39		Surface water measures during construction
40		Finished floor levels
41		Hydrological report (groundwater)
42		Recycling centre capacity
43		Traffic management plan
44		Travel plan
45		Archaeological investigation
46		Airport safeguarding impact
47		Bird hazard management plan
48		Glint and glare assessment
49		Fire hydrants
50		Public art

A full list of conditions will be sent with the amendment sheet.

Background Papers:

The following list contains links to the documents on the Council's website and / or an indication as to where hard copies can be inspected.

- Cambridge Local Plan 2018
- Cambridge Local Plan SPD's