



24/04859/FUL - The Paddocks, 347 Cherry Hinton Road, Cambridge, CB1 8DH

Report to: Cambridge City Council Planning Committee

Lead Officer: Joint Director of Planning and Economic Development

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 presented to committee: Departure application

Member site visit date: 21 July 25

Key issues:

- 1. Principle of development
- 2. Character and appearance of the area
- 3. Heritage assets
- 4. Trees
- 5. Biodiversity

6. Highway safety and parking
7. Flood risk and water management
8. Residential amenity
9. Carbon reduction and sustainable design
9. Planning obligations
10. Other matters

Recommendation: Approve subject to conditions and a S106

1. 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 application was reported to the Planning Committee on 5 June 2025. Please see Appendix 1 for a copy of the original report, update report and appendices to both.
- 1.3 Members deferred the application at the meeting on two grounds as set out below: -
 - i) Further information required to assess the impact of Phases 4 and 5 of the outline application upon the amenities of neighbouring properties in Chalmers Road and Kelvin Close; and,
 - ii) Agreement to the S106 transport contribution requested by Cambridgeshire County Council towards a Cycling Plus Scheme by Greater Cambridge Partnership to mitigate the impact of the development.
- 1.4 The applicants have submitted a Supplementary Information Pack to address the above matters.
- 1.5 Further information has been submitted in the form of key details from the Design Code and maximum parameter plans which support the outline application. Responses are also provided to questions which were raised by members at the 5 June meeting. Officers welcome the submission of the information to provide clarity on the proposal.

1.6 Further discussions and negotiations have been carried out with Cambridgeshire County Council in relation to the S106 transport contribution. The contribution has now been agreed.

1.7 Officers continue to recommend that the Planning Committee approve the application subject to conditions and a Section 106.

2. Consultations Update

County Transport Assessment Team - No objections subject to S106

2.1 The following points have been agreed: -

- i) The methodology for the calculation of the contribution is at a rate of £36,056.00 per 1000 square metres of uplifted GIA floorspace.
- ii) The contribution would be towards the Greater Cambridge Partnership Cycling Plus scheme for the A1134, and in particular to the planned improvements of the junction of Cherry Hinton Road with A1134.
- iii) The total maximum contribution would be £431,400 based upon the maximum parameter plans to include £10,000 towards additional waiting restrictions.
- iv) The contribution will be phased with each payment secured prior to occupation once the precise floorspace is known from the reserved matters application.
- v) The original £5,000 for Voi will be deducted within Phase 1 as this includes the Voi parking area so is no longer required.
- vi) The potential £10,000 for additional waiting restrictions will be deducted in Phase 2B so that it is available earlier.
- vi)i Phases 3 and 4 have been combined.

3. Third party Representations Update

3.1 No further representations have been received.

4. Planning Background

4.1 The application was reported to the Planning Committee on 5 June 2025. Please see Appendix 1 for a copy of the original report, update report and appendices to both which sets out details of the site and surrounding area, proposal, planning history, policy context, consultation responses, representations, and the main assessment in relation to all matters.

4.2 Members deferred the application at the meeting on two grounds as set out below: -

- i) Further information required to assess the impact of Phases 4 and 5 of the outline application upon the amenities of neighbouring properties in Chalmers Road and Kelvin Close; and,
- ii) Agreement to the S106 transport contribution requested by Cambridgeshire County Council towards a Cycling Plus Scheme by Greater Cambridge Partnership to mitigate the impact of the development upon the public highway.

4.3 Following the meeting, the applicants have submitted a Supplementary Information Pack to address the above matters.

5. Assessment

5.1 The key issues are:

- Principle of development
- Housing provision
- Design, layout, scale and landscaping
- Trees
- Heritage assets
- Carbon reduction and sustainable design
- Biodiversity
- Agricultural land quality and soils
- Water management and flood risk
- Highway safety and transport impacts
- Car and cycle parking
- Amenity
- Third party representations
- Open space and recreation
- Planning obligations
- Other matters
- Planning balance
- Recommendation
- Planning conditions

5.2 Unless otherwise covered below, the planning issues raised by the topic are included in the original officer report at appendix 1.

6. Amenity Update

6.1 Further information has been submitted in the form of key details from the Design Code and maximum parameter plans which support the outline application together with dimensioned plans to help members assess the impact of the development upon the amenities of neighbouring properties

in Chalmers Road and Kelvin Close. Responses are also provided to questions which were raised by members at the 5 June meeting.

- 6.2 The details include layout plans, elevation plans, daylight and sunlight information, section plans, building typology details, existing landscaping images, landscaping details, and key viewpoint visuals.
- 6.3 The layout plans show details of the position of the buildings with measurements to the neighbouring dwellings in relation to Phases 4 and 5 and the maximum heights of the buildings. There would be approximate distances of at least 45 metres between the rear elevations of the neighbouring dwellings and the proposed buildings at a height of up to 10.750 metres, 47 metres to a height of up to 14.95 metres, and 60 metres to a height of up to 17.75 metres.
- 6.4 The elevation plans show details of the maximum heights of the buildings and indicative designs of the buildings when viewed from neighbouring dwellings. The first elevation plan shows the south elevation of the building on Phase 5 and the stepped heights and potential zones of deviation of the building. The second elevation shows the buildings on Phases 4 and 5 facing towards the boundary and the articulation of the elevations and potential roofscape design.
- 6.5 The daylight and sunlight information shows the impact of the development upon sunlight into the gardens and overshadowing of gardens in relation to the BRE guidance criteria. In only one case, there would be a 2% loss of sunlight to gardens which is considered negligible.
- 6.6 The section plans show the 25 degree angle from the neighbouring dwellings, the boundary landscaping, and measurements to the buildings in relation to Phases 4 and 5. From Chalmers Road, there would be a distance of 50.5 from the rear elevation of the dwelling to the building at a height of up to 10.75 metres and a distance of 57.5 metres at a height of up to 17.75 metres. The building would not obstruct the 25 degree angle. From Kelvin Close, there would be a distance of 46.5 metres from the rear elevation of the dwelling to the building at a height of up to 10.75 metres, a distance of 48.8 metres at a height of up to 14.95 metres, and 61.6 metres at a height of up to 17.75 metres. The building would not obstruct the 25 degree angle.
- 6.7 The building typology details shows that there would be two different types of character buildings. Character 1 would be in Phases 2A and 2B and Character 2 would be in Phases 3, 4, and 5.

- 6.8 The existing landscaping images shows the boundaries between the site and neighbouring dwellings. The boundary to the north with Chalmers Road currently has groups of trees covered by a Tree Preservation Order covering the majority of the boundary. These consist of variety of different species which range from 13 to 19 metres in height. The boundary to the east with Kelvin Close currently has individual trees covering a large part of the boundary. These consist of a variety of different types of species which range from 4 to 17 metres in height.
- 6.9 The landscaping details show the existing and proposed planting proposed along the boundaries between the site and neighbouring dwellings, a section to show the heights of the trees after a specific time, and the landscape phasing plan. The trees along the boundary to the north with Chalmers Road would be retained and protected apart from one small tree to be felled in the north western corner. The trees along the boundary to the east with Kelvin Close would be retained and protected. New additional medium sized trees (4 to 4.5 metres high) would planted between existing trees.
- 6.10 The key viewpoint visuals show the existing and proposed views of the proposal from Chalmers Road and Kelvin Close in winter. The existing viewpoint from Chalmers Road shows a glimpsed view of the buildings and the proposed viewpoint shows that a partial view of the building behind the existing trees. The existing viewpoint from Kelvin Close shows a glimpsed view of the buildings and the proposed viewpoint shows that a partial view of the building behind the existing trees.
- 6.11 Officers welcome the submission of the additional information to provide clarity on the proposals to members.
- 6.12 It is noted that the information shows the distances to the rear elevations of neighbouring properties and that the distance to the gardens would be lower. These relationships are set out in the original report and are considered acceptable.
- 6.13 The development is not considered to adversely affect the amenities of neighbours.
- 6.14 The proposal is in accordance with Policies 55, 56 and 60 of the Local Plan and the NPPF.

7. Highway Safety and Transport Impacts Update

- 7.1 Further discussions and negotiations have been carried out with Cambridgeshire County Council in relation to the S106 transport contribution to help members assess the impact of the development on the public highway.
- 7.2 Comparisons between the floorspace and trips of the development to a similar Midtech scheme at Mercers Row have been used to determine the methodology and required contribution. The contribution will be based upon a rate of £36,056.00 per 1000 square metres of uplifted GIA floorspace.
- 7.3 The calculation would result in a contribution of £431,400 based upon the maximum parameter plans to include £10,000 towards additional waiting restrictions. The exact contribution will be fully calculated at reserved matter stage once the precise floorspaces are known.
- 7.4 The contribution will be towards the Greater Cambridge Partnership Cycling Plus scheme for the A1134, and in particular to the planned improvements of the junction of Cherry Hinton Road with A1134.
- 7.5 The contribution requested by Cambridgeshire County Council has now been agreed.
- 7.6 The contribution would improve cycle and walking infrastructure in the area to mitigate the transport impacts of the development.
- 7.7 The proposal accords with Policies 80, 81, and 82 of the Local Plan and the NPPF.

8. Planning Obligations (S106) Update

Heads of Terms

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

Obligation	Contribution/ Term	Trigger
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Employment and Skills Strategy	A Site-wide strategy to include a charter for encouraging employment and training opportunities	Prior to commencement of development
Monitoring	£700 plus an additional £500 for each written confirmation of an obligation	-
Transport Contribution	<p>£36,056 per 1000 square metres of uplifted GIA floorspace.</p> <p>Maximum contribution of £431,400 to include £10,000 towards additional waiting restrictions in Phase 2B</p> <p>Towards the GCP Cycling Plus Scheme to the planned improvements of the junction of Cherry Hinton Road with A1134 (roundabout).</p> <p>The precise amount to be calculated based upon floorspaces approved at reserved matters stage.</p> <p>Phase 1 £48,185</p> <p>Phase 2A 99,468</p> <p>Phase 2B £40,421 plus £10,000</p> <p>Phases 3 and 4 £124,441</p>	Prior to the occupation of each phase

	Phase 5 £108,966	
Monitoring	£1,400	-

Table - Heads of terms for S106 agreement

Employment and Skills Strategy

8.2 The Section 106 Officer has commented that a comprehensive and coordinated approach to supporting local employment opportunities and skills training is required in relation to the proposal. This will be a site wide strategy to include a charter setting out how the Owner will work/liaise with stakeholders to assist in the delivery of local job opportunities and training which will seek to meet the following aims and objectives: -

- a) identification of a workplace coordinator to support apprentice level roles created and committed;
- b) a reasonable minimum working period (twelve (12) months) including those for apprenticeship roles; unless otherwise agreed with the City Council);
- c) work with local schools, colleges and/or community organisations to promote amongst young people carers and adults the range of careers available, skills and qualifications needed for the appropriate and applicable sectors of the end-use occupiers of the Development;
- d) engagement with relevant existing or future City-wide skills and employment initiatives; and
- e) future Occupiers to participate (where relevant) in the delivery of the Employment and Skills Strategy.

Transport Contribution

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

Summary

8.4 The applicant has agreed to both contributions.

8.5 The planning obligations are necessary, directly related to the development and fairly and reasonably in scale and kind to the

development and therefore the required planning obligation(s) passes the tests set by the Community Infrastructure Levy Regulations 2010.

- 8.6 The proposal is in accordance with policy 85 of the Local Plan.

9. Planning balance

- 9.1 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

- 9.2 The development would result in a theoretical 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

- 9.3 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 retain employment in the city.
- 9.4 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.
- 9.5 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.
- 9.6 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.

- 9.7 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.
- 9.8 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.
- 9.9 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 albeit it would not be harmful.
- 9.10 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.

Conclusion

- 9.11 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.

10. Recommendation

- 10.1 Approve subject to: -
- The planning conditions as set out below 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 15 October 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.

10.2 Conditions

Full and Outline Applications

Prior to Commencement

Materials

1. No development shall take place above ground level, other than demolition, of each relevant phase until details of the materials to be used in the construction of the development have been submitted to and approved in writing by the Local Planning Authority. Development shall be carried out in accordance with the approved details.

Reason: To ensure that the external appearance of the development does not detract from the character and appearance of the area. (Cambridge Local Plan 2018 policies 55 and 57).

Tree Protection

2. Prior to commencement of each relevant phase, and in accordance with BS5837 2012, a tree protection methodology in the form of an Arboricultural Method Statement (AMS) and Tree Protection Plan (TPP) shall be submitted to the local planning authority for its written approval, before any tree works are carried and before equipment, machinery or materials are brought onto the site for the purpose of development (including demolition). In a logical sequence the AMS and TPP will consider all phases of construction in relation to the potential impact on trees and detail tree works, the specification and position of protection barriers and ground protection and all measures to be taken for the protection of any trees from damage during the course of any activity related to the development, including supervision, demolition, foundation design, storage of materials, ground works, installation of services, erection of scaffolding and landscaping.

Reason: To satisfy the Local Planning Authority that trees to be retained will be protected from damage during any construction activity, including demolition, in order to preserve arboricultural amenity in accordance with

section 197 of the Town and Country Planning Act 1990 and Cambridge Local Plan 2018 Policy 71: Trees.

Site Meeting (Works to Trees)

3. Prior to the commencement of site clearance of each relevant phase, a pre-commencement site meeting shall be held and attended by the site manager and the arboricultural consultant to discuss details of the approved AMS. A record of which will be submitted to the LPA and approved.

Reason: To satisfy the Local Planning Authority that trees to be retained will not be damaged during any construction activity, including demolition, in order to preserve arboricultural amenity in accordance with section 197 of the Town and Country Planning Act 1990 and Cambridge Local Plan 2018 Policy 71: Trees.

Tree Pits

4. No development shall take place of each relevant phase until full details of all tree pits, including those in planters, hard paving and soft landscaped areas have been submitted to and approved in writing by the local planning authority and these works shall be carried out as approved. All proposed underground services will be coordinated with the proposed tree planting and the tree planting shall take location priority.

Reason: In the interests of visual amenity and to ensure that suitable hard and soft landscape is provided as part of the development. (Cambridge Local Plan 2018; Policies 55, 57 and 59).

Hard and Soft Landscaping Scheme

5. No development above ground level, other than demolition, of each relevant phase shall commence until a hard and soft landscaping scheme has been submitted to and approved in writing by the Local Planning Authority. The scheme shall include the following:

- a) proposed finished levels or contours; car parking layouts, other vehicle and pedestrian access and circulation areas;
- b) hard surfacing materials;
- c) Street furniture and artifacts (including refuse and cycle storage);
- d) planting plans; written specifications (including cultivation and other operations associated with plant and grass establishment); schedules of

plants, species, plant sizes and proposed numbers/densities where appropriate;

e) boundary treatments indicating the type, positions, design, and materials of boundary treatments to be erected (including gaps for hedgehogs);

f) an implementation programme.

The development shall be fully carried out in accordance with the approved details. If within a period of 5 years from the date of planting of any trees or shrubs, or 5 years from the commencement of development in respect of any retained trees and shrubs, they are removed, uprooted, destroyed, die or become seriously damaged or diseased, replacement trees and shrubs of the same size and species as originally planted shall be planted at the same place in the next available planting season, or in accordance with any variation agreed in writing by the Local Planning Authority.

Reason: To ensure the development is satisfactorily assimilated into the area and enhances biodiversity (Cambridge Local Plan 2018 policies 55, 57, 59 and 69).

Biodiversity Net Gain

6. Development may not be begun of each relevant phase unless:

(a) a biodiversity gain plan has been submitted to the planning authority, and

(b) the planning authority has approved the plan.

Reason: To ensure compliance with Schedule 7A of the Town and Country Planning Act 1990 (inserted by the Environment Act 2021).

Ecological Enhancement

7. No development above ground level shall take place of each relevant phase until an ecological enhancement scheme has been submitted to and approved in writing by the local planning authority. The scheme shall include details of bat and bird box installation, hedgehog provisions and other ecological enhancements. The approved scheme shall be fully implemented prior to first occupation or in accordance with a timescale agreed in writing by the local planning authority.

Reason: To provide ecological enhancements in accordance with the NPPF 2021 para 174, Cambridge Local Plan 2018 policies 59 and 69 and the Greater Cambridge Shared Planning Biodiversity SPD 2022.

Phase 1 Contamination Site Investigation

8. No development, or any investigations required to assess the contamination of the site, shall commence of each relevant phase until a Phase 1 Detailed Site Investigation Strategy based upon the findings of Phase I Environmental Assessment (by Hollis Global, unreferenced, dated December 2024) has been submitted to and approved in writing by the Local Planning Authority.

Reason: To ensure that risks from land contamination to the future users of the land and neighbouring land are identified and to ensure that the development can be carried out safely without unacceptable risks to workers, neighbours and other offsite receptors as well as to controlled waters, property and ecological systems (Cambridge Local Plan 2018 policy 33).

Phase 2 Contamination Site Investigation

9. No development shall commence of each relevant phase until the following have been submitted to and approved in writing by the Local Planning Authority:

- a. A Phase 2 Intrusive Site Investigation Report based upon the findings of the approved Phase 1 Desk Top Study.
- b. A Phase 3 Remediation Strategy based upon the findings of the approved Phase 2 Intrusive Site Investigation Report.

Reason: To ensure that any contamination of the site is identified and appropriate remediation measures agreed in the interest of environmental and public safety (Cambridge Local Plan 2018 policy 33).

Material Management Plan

10. No material for the development of each relevant phase shall be imported or reused until a Materials Management Plan (MMP) has been submitted to and approved in writing by the Local Planning Authority. The MMP shall include:

- a) details of the volumes and types of material proposed to be imported or reused on site
- b) details of the proposed source(s) of the imported or reused material
- c) details of the chemical testing for ALL material to be undertaken before placement onto the site.
- d) results of the chemical testing which must show the material is suitable for use on the development

e) confirmation of the chain of evidence to be kept during the materials movement, including material importation, reuse placement and removal from and to the development.

All works will be undertaken in accordance with the approved MMP.

Reason: To ensure that no unsuitable material is brought onto the site in the interest of environmental and public safety in accordance with (Cambridge Local Plan 2018 Policy 33).

Demolition and Construction Environmental Management Plan

11. Prior to the commencement of the detailed design development of each relevant phase, a site wide Demolition and Construction Environmental Management Plan (DCEMP) shall be submitted to and approved in writing by the local planning authority. The DCEMP shall include the following aspects of demolition and construction:

a) Demolition, construction and phasing programme.

b) Contractors' access arrangements for vehicles, plant and personnel including the location of construction traffic routes to, from and within the site, details of their signing, monitoring and enforcement measures.

c) Construction/Demolition hours which shall be carried out between 0800 hours to 1800 hours Monday to Friday, and 0800 hours to 1300 hours on Saturday and at no time on Sundays, Bank or Public Holidays, unless in accordance with agreed emergency procedures for deviation.

d) Delivery and dispatch times for construction/demolition purposes shall be carried out between 0800 to 1800 hours Monday to Friday, 0800 to 1300 hours on Saturdays and at no time on Sundays, Bank or Public Holidays, unless otherwise agreed in writing by the local planning authority in advance.

e) Prior notice and agreement procedures for works outside agreed limits and hours. Variations are required to be submitted to the local authority for consideration at least 10 working days before the event. Neighbouring properties are required to be notified by the applicant of the variation 5 working days in advance of the works.

f) Soil Management Strategy.

g) Noise impact assessment methodology, mitigation measures, noise monitoring and recording statements in accordance with the provisions of

BS 5228-1:2009+A1:2014 Code of practice for noise and vibration control on construction and open sites – noise.

h) Vibration impact assessment methodology, mitigation measures, vibration monitoring and recording statements in accordance with the provisions of BS 5228-2:2009+A1:2014 Code of practice for noise and vibration control on construction and open sites – vibration.

i) Dust management and wheel washing measures in accordance with the provisions of: • Guidance on the assessment of dust from demolition and construction, version 2.2 (IAQM, 2024). • Guidance on Monitoring in the Vicinity of Demolition and Construction Sites, version 1.1 (IAQM, 2018).

j) Use of concrete crushers.

k) Prohibition of the burning of waste on site during demolition/construction.

l) Site artificial lighting during construction and demolition including hours of operation, position and impact on neighbouring properties.

m) Screening and hoarding details.

n) Consideration of sensitive receptors.

o) Complaints procedures, including complaints response procedures.

p) Membership of the 3C Shared Services Considerate Contractors Scheme.

The development shall then be undertaken in accordance with the approved / agreed plan.

Reason: To protect the amenity of the adjoining properties. (Cambridge Local Plan 2018 policy 35).

Commercial Operational Noise Impact Assessment/ Mitigation

12. Prior to the commencement of development of each relevant phase, an operational noise impact assessment including, where appropriate, a scheme for the insulation of any building(s) or use(s) / activities and associated plant / equipment, and consideration of other noise mitigation and management measures (location / layout, engineering and administrative) to minimise the level of noise emanating from the said building(s) or use(s) / activities and plant / equipment shall be submitted to and approved in writing by the local planning authority. The approved scheme of noise insulation / mitigation and management shall be fully implemented before the relevant building(s), use(s) / activities, or plant / equipment are occupied (in relation to buildings), commenced (in relation to uses / activities) or operated / used (in relation to plant / equipment) and shall be maintained and retained thereafter in accordance with the approved scheme details. The combined rating level of sound emitted

from all fixed plant, machinery and uses associated with the development approved shall not exceed the Plant Noise Emission / rating level limits specified within the submitted 'Noise Impact Assessment, December 2024', prepared by Scotch Partners and 'CCC Environmental Quality & Growth Team Response, March 2025', prepared by Scotch Partners and Lucion Delta Simons.

Reason: To protect the amenity of the adjoining properties. (Cambridge Local Plan 2018 policy 35).

Emergency Back Up Generator

13. Prior to the installation of any emergency back-up generator of each relevant phase, a scheme for the insulation of the emergency generator in order to minimise the level of noise emanating from the said generator shall be submitted to and approved in writing by the local planning authority. The rating level of the generator shall not exceed the Plant Noise Emission / rating level limits specified within the submitted 'Noise Impact Assessment, December 2024', prepared by Scotch Partners and 'CCC Environmental Quality & Growth Team Response, March 2025', prepared by Scotch Partners and Lucion Delta Simons. The scheme as approved shall be fully implemented before the use hereby permitted is commenced and shall thereafter be retained as such. The scheme shall include the following: (i) Generator – Use The generator shall only be used in the event of mains power failure or in accordance with (ii) below. It shall not be used as an alternative supply in the event of disconnection from the mains supply following for example non-payment. (ii) Generator - Hours of Running for Maintenance Running of the generator as part of routine maintenance and repair shall only take place for the length of time specified by the manufacturer between the hours of 8am - 6pm Monday to Friday, 9am -1pm Saturday and no time Sunday or Public Holidays.

Reason: To protect the amenity of the adjoining properties. (Cambridge Local Plan 2018 policy 35).

Extraction Ductwork

14. Prior to the commencement of development of each relevant phase, details of the location of associated ductwork, for the purpose of extraction and/or filtration of fumes and or odours of the units / uses shall be submitted to and approved in writing by the local planning authority. The ductwork shall be installed as approved before the use hereby permitted is commenced.

Reason: To protect the amenity of nearby properties (Cambridge Local Plan 2018 policy 36).

Odour/Fume Control

15. Prior to the installation of plant of each relevant phase, a scheme detailing plant, equipment or machinery for the purposes of extraction, filtration and abatement of odours / fumes and to discharge at an appropriate outlet height / level shall be submitted to and approved in writing by the local planning authority. The approved scheme shall be installed before the use is commenced and shall be retained as such.

Reason: To protect the amenity of nearby properties (Cambridge Local Plan 2018 policy 36).

Artificial Lighting

16. Prior to the installation of any artificial lighting of each relevant phase, an artificial lighting scheme shall be submitted to and approved in writing by the local planning authority. The scheme shall include details of any artificial lighting of the site and an artificial lighting impact assessment with predicted lighting levels at proposed and existing residential properties shall be undertaken. Artificial lighting on and off site must meet the Obtrusive Light Limitations for Exterior Lighting Installations of an E3 environmental zone contained within the Institute of Lighting Professionals Guidance Notes for the Reduction of Obtrusive Light - GN01:21 (or as superseded). The approved lighting scheme shall be installed, maintained and operated in accordance with the approved details / measures.

Reason: To minimise the effects of light pollution on the surrounding area (Cambridge Local Plan 2018 policy 34).

Electric Vehicle Charging

17. Prior to the installation of any electrical services of each relevant phase, an electric vehicle charge point scheme demonstrating a minimum of 50% provision of active electric vehicle charge points designed and installed in accordance with BS EN 61851 (or as superseded) shall be submitted to and approved in writing by the Local Planning Authority. The scheme shall include:

- Either at least one Rapid electric vehicle charge point, or at least one Fast electric vehicle charge point (min capacity 23kW), should a Rapid charge point not be technically feasible

- The Rapid and/or fast electric vehicle charge point parking space shall be exclusively reserved for electric vehicle charging.
- Slow electric vehicle charge points with a minimum power rating output of 7kW for remaining spaces up to minimum of 50% provision
- Additional passive electric vehicle charge provision of the necessary infrastructure including capacity in the connection to the local electricity distribution network and electricity distribution board, as well as the provision of cabling to parking spaces for all remaining car parking spaces to facilitate and enable the future installation and activation of additional active electric vehicle charge points as required.

The electric vehicle charge point scheme as approved shall be fully installed prior to first occupation and maintained and retained thereafter.

Reason: In the interests of encouraging more sustainable modes and forms of transport and to reduce the impact of development on local air quality, in accordance Policy 36 of the Cambridge Local Plan (2018) Cambridge City Council's adopted Air Quality Action Plan (2018) and Sustainable Design & Construction SPD (2020).

Waste Management Plan

18. No development, except demolition or site clearance, shall commence of each relevant phase until a scheme for the on-site storage facilities for commercial waste, including waste for recycling have been submitted to and approved in writing by the local planning authority. The scheme shall identify the specific positions of where wheeled bins, or any other means of storage, will be stationed and the specific arrangements to enable collection from within 10m of the kerbside of the adopted highway/ refuse collection vehicle access point. The approved scheme shall be carried out before the use is commenced and shall be retained as such.

Reason: To ensure that the need for refuse and recycling is successfully integrated into the development. (Cambridge Local Plan 2018 policy 57).

Surface Water Drainage

19. No laying of services, creation of hard surfaces or erection of a building shall commence of each relevant phase until a detailed surface water drainage scheme for the site, based on the agreed Drainage Strategy prepared by Heyne Tillett Steel (ref: The Paddocks) dated December 2024 has been submitted to and approved in writing by the Local Planning Authority. The scheme shall subsequently be implemented

in full accordance with the approved details prior to occupation of the first dwelling.

Reason To prevent the increased risk of flooding, to improve and protect water quality, and improve habitat and amenity.

Surface Water (Construction)

20. No development, including preparatory works, shall commence of each relevant phase until details of measures indicating how additional surface water run-off from the site will be avoided during the construction works have been submitted to and approved in writing by the Local Planning Authority. The applicant may be required to provide collection, balancing and/or settlement systems for these flows. The approved measures and systems shall be brought into operation before any works to create buildings or hard surfaces commence.

Reason To ensure surface water is managed appropriately during the construction phase of the development, so as not to increase the flood risk to adjacent land/properties or occupied properties within the development itself; recognising that initial works to prepare the site could bring about unacceptable impacts.

Hydrological Report

21. Prior to the commencement of the development of each relevant phase, a detailed hydrological report shall be submitted to and approved in writing by the Local Planning Authority. The report shall provide advice as to whether the development of the site will have any impact upon the groundwater based on long term groundwater monitoring and site specific groundwater modelling. Should the report demonstrate any significant detrimental impact on groundwater, it shall also propose mitigation to be carried out in accordance with a proposed phased programme of implementation. Any mitigation shall be carried out in accordance with approved report and details of timing.

Reason To ensure that there is no increased flood risk on or off site resulting from the proposed development.

Traffic Management Plan

22. No demolition or construction works shall commence on site of each relevant phase until a traffic management plan has been submitted to and agreed in writing with the Local Planning Authority. The principle areas of concern that should be addressed are:

- i. Movements and control of muck away lorries (all loading and unloading should be undertaken off the adopted public highway)
- ii. Contractor parking (all such parking should be within the curtilage of the site and not on street).
- iii. Movements and control of all deliveries (all loading and unloading should be undertaken off the adopted public highway)
- iv. Control of dust, mud and debris, please note it is an offence under the Highways Act 1980 to deposit mud or debris onto the adopted public highway. The development shall be carried out in accordance with the approved details.

Reason: To ensure that before development commences, highway safety will be maintained during the course of development. (Cambridge Local Plan 2018 Policy 81).

Archaeological Investigation

23. No demolition/development shall commence of each relevant phase until the applicant, or their agents or successors in title, has implemented a programme of archaeological work, commencing with the evaluation of the application area, that has been secured in accordance with a Written Scheme of Investigation (WSI) that has been submitted to and approved by the Local Planning Authority in writing. For land that is included within the WSI, no demolition/development shall take place other than under the provisions of the agreed WSI, which shall include:

- a. the statement of significance and research objectives;
- b. The programme and methodology of investigation and recording and the nomination of a competent person(s) or organisation to undertake the agreed works;
- c. The timetable for the field investigation as part of the development programme;
- d. The programme and timetable for the analysis, publication & dissemination, and deposition of resulting material and digital archives.

Reason: To safeguard archaeological assets within the approved development boundary from impacts relating to any demolitions or groundworks associated with the development scheme and to ensure the proper and timely preservation and/or investigation, recording, reporting, archiving and presentation of archaeological assets affected by this

development, in accordance with national policies contained in the National Planning Policy Framework (DLUHC 2023).

Airport Safeguarding

24. No development should take place of each relevant phase until the developer has engaged further 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.

Reason: To avoid the buildings on site endangering the safe movement of aircraft and the operation of Cambridge Airport.

Bird Hazard Management Plan

25. Development shall not commence of each relevant phase until a Bird Hazard Management Plan has been submitted to and approved in writing by the Local Planning Authority. The submitted plan shall include details of: - management of any flat/shallow pitched/green roofs on buildings within the site which may be attractive to nesting, roosting and “loafing” birds. The management plan shall comply with CAST Advice Note 3 ‘Wildlife Hazards Around Aerodromes’ The Bird Hazard Management Plan shall be implemented as approved, on completion of the development and shall remain in force for the life of the building. No subsequent alterations to the plan are to take place unless first submitted to and approved in writing by the Local Planning Authority.

Reason: It is necessary to manage the site in order to minimise its attractiveness to birds which could endanger the safe movement of aircraft and the operation of Cambridge Airport.

Glint and Glare Assessment

26. Development shall not commence of each relevant phase until Glint and Glare Assessment has been submitted to and approved in writing by the Local Planning Authority. The development shall be carried out in accordance with the approved details.

Reason: To ensure that glint and glare from PV panels do not affect pilots operating in and out of Cambridge Airport.

Fire Hydrants

27. No above ground development should take place of each relevant phase until a water scheme for the provision of fire hydrants has been

submitted to and agreed with the fire authority. No occupation of the development must occur prior to the installed fire hydrants being inspected and tested for operational use by the fire authority.

Reason: To ensure an adequate water supply is available for emergency use.

Base Course level

Grey Water Harvesting

28. No development above base course (other than demolition and enabling/ utility diversion works) shall take place of each relevant phase until a detailed scheme for the approved grey water harvesting and recycling strategy has been submitted to and approved in writing by the Local Planning Authority. The scheme shall include relevant drawings showing the location of the necessary infrastructure required to facilitate the water reuse. The development shall be carried out and thereafter maintained strictly in accordance with the approved details.

Reason: To respond to the serious water stress facing the area and ensure that development makes efficient use of water and promotes the principles of sustainable construction (Cambridge Local Plan 2018 Policy 28 and the Greater Cambridge Sustainable Design and Construction SPD 2020).

Rainwater Harvesting

29. No development above base course (other than demolition and enabling/ utility diversion works) shall take place of each relevant phase until a detailed scheme for the approved rainwater harvesting and recycling strategy has been submitted to and approved in writing by the Local Planning Authority. The scheme shall include relevant drawings showing the location of the necessary infrastructure required to facilitate the water reuse. The development shall be carried out and thereafter maintained strictly in accordance with the approved details.

Reason: To respond to the serious water stress facing the area and ensure that development makes efficient use of water and promotes the principles of sustainable construction (Cambridge Local Plan 2018 Policy 28 and the Greater Cambridge Sustainable Design and Construction SPD 2020).

Public Art

30. No development above ground level, other than demolition, (or in accordance with a timetable agreed in writing by the Local Planning Authority), shall commence of each relevant phase until a Public Art Delivery Plan (PADP) has been submitted to and approved in writing by the Local Planning Authority. The PADP shall include the following:

- a) Details of the public art and artist commission;
- b) Details of how the public art will be delivered, including a timetable for delivery;
- c) Details of the location of the proposed public art on the application site;
- d) The proposed consultation to be undertaken;
- e) Details of how the public art will be maintained;
- f) How the public art would be decommissioned if not permanent;
- g) How repairs would be carried out;
- h) How the public art would be replaced in the event that it is destroyed;

The approved PADP shall be fully implemented in accordance with the approved details and timetabling. Once in place, the public art shall not be moved or removed otherwise than in accordance with the approved maintenance arrangements.

Reason: To provide public art as a means of enhancing the development and (Cambridge Local Plan policies 55 and 56 and the Cambridge City Council Public Art SPD (2010).

Prior to occupation

Landscape Maintenance and Management Plan

31. Before the development is first occupied or brought into use of each relevant phase, a landscape maintenance and management plan, including long term design objectives, management responsibilities and maintenance schedules for all landscape areas, shall be submitted to and approved in writing by the local planning authority. The landscape management plan shall be carried out as approved.

Reason: To ensure that before any development commences an appropriate landscape and ecological management plan has been agreed (Cambridge Local Plan 2018 policies 57, 59 and 70).

Water Efficiency Calculator

32. Prior to the occupation of the proposed development, or as soon as reasonably practicable after occupation of each relevant phase, evidence in the form of the BREEAM Wat01 water efficiency calculator shall be submitted to and approved in writing by the Local Planning Authority.

Such evidence shall demonstrate the achievement of no less than 5 Wat01 credits. The development shall be carried out and thereafter maintained strictly in accordance with the agreed details set out within the BREEAM Wat01 water efficiency calculator.

Reason: To respond to the serious water stress facing the area and ensure that development makes efficient use of water and promotes the principles of sustainable construction (Cambridge Local Plan 2018 Policy 28 and the Greater Cambridge Sustainable Design and Construction SPD 2020).

Water Metering

33. Prior to first occupation of each relevant phase, a comprehensive water metering and monitoring system shall be commissioned and installed within the building to quantify at least daily: the total volume of mains water used, the total volume of greywater reclaimed, and the total volume of rainwater used. No occupation shall occur until such time as the local planning authority has been notified through an independent verification report that the water metering and monitoring system has been installed and is fully functional. The metering and monitoring system shall be retained in a fully functioning operational use at all times and for the lifetime of the development.

Reason: To ensure that the development makes efficient use of water and promotes the principles of sustainable construction in accordance with Policy 28 of the Cambridge Local Plan 2018, the Greater Cambridge Sustainable Design and Construction SPD 2020, the Written Ministerial Statement on Addressing water scarcity in Greater Cambridge: update on government measures (March 2024) Joint Ministerial Statement on addressing Water Scarcity in Greater Cambridge.

Water Efficiency

34. Water efficiency standards for the scheme shall be carried out in accordance with the target to achieve 5 Wat01 credits and the wider water efficiency specification contained within the Sustainability and Energy Statement, Scotch Partners, December 2024. Any changes to the proposed specification of each relevant phase shall be submitted to and approved in writing by the local planning authority and will only be approved if the amended scheme continues to achieve 5 Wat01 credits. The development shall be carried out in accordance with the agreed details.

Reason: To respond to the serious water stress facing the area and ensure that development makes efficient use of water (Cambridge Local Plan 2018 Policy 28 and the Greater Cambridge Sustainable Design and Construction SPD)

Contamination Remediation

35. The development of each relevant phase shall not be occupied until the approved Phase 3 Remediation Strategy has been implemented in full.

Reason: To ensure that any contamination of the site is effectively remediated in the interests of environmental and public safety (Cambridge Local Plan 2018 policy 33).

Contamination Verification

36. The development of each relevant phase shall not be occupied until a Phase 4 Verification/Validation Report demonstrating full compliance with the approved Phase 3 Remediation Strategy has been submitted to and approved in writing by the Local Planning Authority.

Reason: To demonstrate that the site is suitable for approved use in the interests of environmental and public safety (Cambridge Local Plan 2018 policy 33).

Servicing and Operational Noise Minimisation Management Plan / Scheme

37. Prior to occupation of development of each relevant phase, a Servicing and Operational Noise Minimisation Management Plan / Scheme for the service yards shall be submitted in writing to the Local Planning Authority (LPA) for approval. This shall include details of management and operations measures to be undertaken and implemented to mitigate and reduce noise activities / operations as far as are reasonably practicable. The approved plan / scheme shall be implemented and retained thereafter unless otherwise approved in writing by the LPA and shall be reviewed and revised as necessary at the reasonable request of the LPA. The Plan / Scheme should include consideration of but not exhaustively the following operations and activities within:

- i. The Journey to and from the service yard area/s
- ii. Within the Service Yard
- iii. Unloading/Re-loading

- iv. The Return Journey to and from the service yard area
- v. Advice and policy for drivers of service vehicles to minimise noise during collections and deliveries
- vi. Vehicles delivering to/from site
- vii. No idling parked delivery vehicles permitted within the site at any time. Only one delivery vehicle permitted on site at any time
- viii. No use of fork-lift trucks
- ix. No use of delivery cages
- x. A complaints procedure for verifying and responding to complaints about noise / vibration.

Reason: To protect the amenity of the adjoining properties. (Cambridge Local Plan 2018 policy 35).

Water Recycling Centre

38. Prior to occupation of each relevant phase of development, written confirmation from Anglian Water that there is sufficient headroom at the water recycling centre to accommodate the foul flows from the development site shall be submitted to and approved in writing by the Local Planning Authority.

Reason: To protect water quality, prevent pollution and secure sustainable development having regard to paragraphs 7/8 and 187 of the National Planning Policy Framework.

Travel Plan

39. Prior to occupation of the development of each relevant phase the developer shall be responsible for the provision and implementation of a Travel Plan and its monitoring to be agreed in writing with the Local Planning Authority. The Travel Plan shall include suitable measures and incentives to promote sustainable travel to the site, the provision of a travel welcome pack, and monitoring reports to be provided annually. The development shall be implemented in accordance with the approved Travel Plan.

Reason: In the interests of encouraging sustainable travel to and from the site (Cambridge Local Plan 2018, policies 80 and 81).

Cycle Parking

40. The development shall not be occupied or the permitted use commenced of each relevant phase until details of facilities for the

covered, secure parking of cycles for use in connection with the development have been submitted to and approved in writing by the Local Planning Authority. The details shall include the means of enclosure, materials, type and layout of the cycle store. A cycle store proposed with a flat / mono-pitch roof shall include plans providing for a green roof. Any green roof shall be planted / seeded with a predominant mix of wildflowers which shall contain no more than a maximum of 25% sedum planted on a sub-base being no less than 80 millimetres thick. The cycle store and green roof as appropriate shall be provided and planted in full in accordance with the approved details prior to occupation or commencement of use and shall be retained as such.

Reason: To ensure appropriate provision for the secure storage of bicycles, to encourage biodiversity and slow surface water run-off (Cambridge Local Plan 2018 policies 31 and 82).

Compliance

Use Restriction

41. Notwithstanding the provisions of Article 3 Schedule 2 of the Town and Country Planning (General Permitted Development) (England) Order 2015 (or any order revoking and reenacting that order with or without modification), the premises shall be used for Class E(g) uses and for no other purpose (including any other purposes in Class E of the Schedule to the Town and Country Planning (Use Classes) Order 1987 or in any provision equivalent to that Class in any statutory instrument revoking or re-enacting that Order with or without modification).

Reason: The application has been assessed on its individual merits and the use of the premises for any other purpose may result in harm which would require re-examination of its impact. (Cambridge Local Plan 2018 policies 35, 55, 56, 57, and 81).

Tree Protection

42. The approved tree protection methodology will be implemented throughout the development and the agreed means of protection shall be retained on site until all equipment, and surplus materials have been removed from the site. Nothing shall be stored or placed in any area protected in accordance with approved tree protection plans, and the ground levels within those areas shall not be altered nor shall any excavation be made without the prior written approval of the local planning authority. If any tree shown to be retained is damaged, remedial works as

may be specified in writing by the local planning authority will be carried out.

Reason: To satisfy the Local Planning Authority that trees to be retained will not be damaged during any construction activity, including demolition, in order to preserve arboricultural amenity in accordance with section 197 of the Town and Country Planning Act 1990 and Cambridge Local Plan 2018 Policy 71: Trees.

Trees Replacement

43. If any tree shown to be retained on the approved tree protection methodology is removed, uprooted, destroyed or dies within five years of project completion, another tree shall be planted at the same place and that tree shall be of such size and species, and shall be planted at such time, as may be specified in writing by the local planning authority.

Reason: To satisfy the Local Planning Authority that arboricultural amenity will be preserved in accordance with section 197 of the Town and Country Planning Act 1990 and Cambridge Local Plan 2018 Policy 71: Trees

Unexpected Contamination

44. If unexpected contamination is encountered during the development works which has not previously been identified, all works shall cease immediately until the Local Planning Authority has been notified in writing. Thereafter, works shall only restart with the written approval of the Local Planning Authority following the submission and approval of a Phase 2 Intrusive Site Investigation Report and a Phase 3 Remediation Strategy specific to the newly discovered contamination. The development shall thereafter be carried out in accordance with the approved Intrusive Site Investigation Report and Remediation Strategy.

Reason: To ensure that any unexpected contamination is rendered harmless in the interests of environmental and public safety (Cambridge Local Plan 2018 policy 33).

External Activities

45. No activities associated with the uses approved shall be carried out externally in the open air. Reason: To protect the amenity of the adjoining properties. (Cambridge Local Plan 2018 policy 35).

Collection/Deliveries

46. All service collections / dispatches from and deliveries to the units within the development as approved including refuse / recycling collections shall only be permitted between the hours of 07:00 to 23:00 Monday to Friday and 08:00 to 13:00 on Saturdays. Service collections / dispatches and deliveries are not permitted at any time on Sundays or Public Holidays.

Reason: To protect the amenity of the adjoining properties. (Cambridge Local Plan 2018 policy 35).

Finished Floor Levels

47. Finished floor levels to be set no lower than 150 mm above ground level except in those areas of the site that are shown by the EA Risk of Flooding from Surface Water maps to be at medium/high risk of flooding from surface water where finished floor levels are to be set no lower than 300mm above ground level.

Reason To reduce the risk of flooding to the proposed development and future occupation.

Full Application only

Time Limit

48. The development hereby permitted shall be begun before the expiration of three years from the date of this permission.

Reason: In accordance with the requirements of Section 91 of the Town and Country Planning Act 1990 (as amended by Section 51 of the Planning and Compulsory Purchase Act 2004).

Approved Plans

49. The development hereby permitted shall be carried out in accordance with the approved plans as listed on this decision notice.

PAD-PWA-ZZ-00-DR-A-01100 Revision C01 Location Plan

PAD-PWA-ZZ-00-DR-A-01102 Revision C01 Site Boundary Full Application

PAD-PWA-P1-00-DR-A-01201 Revision C01 Full Application Phase 1 Level 00

PAD-PWA-P1-00-DR-A-01202 Revision C01 Site Wide Plan Level 00

PAD-PWA-P1-MZ-DR-A-01203 Revision C01 Site Wide Plan Mezzanine

PAD-PWA-P1-01-DR-A-01204 Revision C01 Site Wide Plan Level 01
PAD-PWA-P1-RF-DR-A-01205 Revision C01 Site Wide Plan Roof
PAD-PWA-P1-00-DR-A-01210 Revision C01 Phase 1 Proposed Plan
Level 00
PAD-PWA-P1-MZ-DR-A-01211 Revision C01 Phase 1 Proposed Plan
Mezzanine
PAD-PWA-P1-01-DR-A-01212 Revision C01 Phase 1 Proposed Plan
Level 01
PAD-PWA-P1-RF-DR-A-01213 Revision C01 Phase 1 Proposed Plan
Roof
PAD-PWA-P1-ZZ-DR-A-01310 Revision C01 Phase 1 Section AA-BB
PAD-PWA-P1-ZZ-DR-A-01311 Revision C01 Phase 1 Section CC-DD
PAD-PWA-P1-ZZ-DR-A-01400 Revision C01 Phase 1 North and South
Elevation
PAD-PWA-P1-ZZ-DR-A-01401 Revision C01 Phase 1 East and West
Elevation

Reason: In the interests of good planning, for the avoidance of doubt and to facilitate any future application to the Local Planning Authority under Section 73 of the Town and Country Planning Act 1990.

Emergency Generator

50. The emergency back-up generator shall be constructed, installed and maintained thereafter in accordance with the Generator Specifications and Proposed Mitigation Measures detailed in sections 1.19 to 1.27 of the submitted 'CCC Environmental Quality & Growth Team Response, March 2025', prepared by Scotch Partners and Lucion Delta Simons.

Reason: To protect the amenity of the adjoining properties. (Cambridge Local Plan 2018 policy 35).

Substation

51. The substation shall not be installed until a noise insulation/mitigation scheme as required has been submitted to and approved in writing by the local planning authority. The rating level of the generator shall not exceed the Plant Noise Emission / rating level limits specified within the submitted 'Noise Impact Assessment, December 2024', prepared by Scotch Partners and 'CCC Environmental Quality & Growth Team Response, March 2025', prepared by Scotch Partners and Lucion Delta Simons. Any required noise insulation/mitigation shall be carried out as approved and retained as such.

Reason: To protect the amenity of the adjoining properties. (Cambridge Local Plan 2018 policy 35).

Post Construction Statement

52. The development hereby approved shall not be occupied until a post construction statement confirming that the water efficiency provisions as set out in Sustainability and Energy Statement, Scotch Partners, December 2024 have been fully implemented.

Reason: To respond to the serious water stress facing the area and ensure that development makes efficient use of water (Cambridge Local Plan 2018 Policy 28 and the Greater Cambridge Sustainable Design and Construction SPD)

Design Stage Certificate

53. Within 12 months of commencement of development, a BRE issued Design Stage Certificate shall be submitted to, and approved in writing by, the Local Planning Authority demonstrating that BREEAM 'excellent' as a minimum will be met, with maximum credits for Wat 01 (water consumption). Where the Design Stage certificate shows a shortfall in credits for BREEAM 'excellent', a statement shall also be submitted identifying how the shortfall will be addressed. If such a rating is replaced by a comparable national measure of sustainability for building design, the equivalent level of measure shall be applicable to the proposed development.

Reason: In the interests of reducing carbon dioxide emissions and promoting principles of sustainable construction and efficient use of buildings (Cambridge Local Plan 2018 Policy 28 and the Greater Cambridge Sustainable Design and Construction SPD 2020).

Post Construction Certificate

54. Within 12 months following first occupation, a BRE issued post Construction Certificate shall be submitted to, and approved in writing by the Local Planning Authority, indicating that the approved BREEAM rating has been met. If such a rating is replaced by a comparable national measure of sustainability for building design, the equivalent level of measure shall be applicable to the proposed development.

Reason: In the interests of reducing carbon dioxide emissions and promoting principles of sustainable construction and efficient use of

buildings (Cambridge Local Plan 2018 Policy 28 and the Greater Cambridge Sustainable Design and Construction SPD 2020).

Outline Application only

Reserved Matters

55. No development shall commence until details of the appearance, means of access, landscaping, layout and scale, (hereinafter called the 'reserved matters') have been submitted to and approved in writing by the Local Planning Authority. The development shall be carried out as approved.

Reason: This is an outline permission only and these matters have been reserved for the subsequent approval of the Local Planning Authority.

Time Limits

56. Application for approval of the reserved matters shall be made to the local planning authority before the expiration of twelve years from the date of this permission. The development hereby permitted shall be begun either before the expiration of five years from the date of this permission, or before the expiration of two years from the date of approval of the last of the reserved matters to be approved, whichever is the later

Reason: In accordance with the requirements of Section 92 of the Town and Country Planning Act 1990 (as amended by Section 51 of the Planning and Compulsory Purchase Act 2004).

Approved Plans

57. The development hereby permitted shall be carried out in accordance with the approved plans as listed on this decision notice.

PAD-PWA-ZZ-00-DR-A-01100 Revision C01 Location Plan

PAD-PWA-ZZ-00-DR-A-01101 Revision C01 Site Boundary

Outline Application Parameter Plans

PAD-PWA-ZZ-ZZ-DR-A-01111 Revision C01 Land Use

PAD-PWA-ZZ-ZZ-DR-A-01112 Revision C02 Building Heights and Layout

PAD-PWA-ZZ-ZZ-DR-A-01113 Revision C02 Landscape and Green Infrastructure

PAD-PWA-ZZ-ZZ-DR-A-01114 Revision C01 Access and Movement

Reason: In the interests of good planning, for the avoidance of doubt and to facilitate any future application to the Local Planning Authority under Section 73 of the Town and Country Planning Act 1990.

Energy and Sustainability Statement

58. All future reserved matters applications for buildings shall be accompanied by a Sustainability and Energy Statement setting out how they meet the targets and commitments set out in the site wide Sustainability and Energy Statement, Scotch Partners, December 2024 and Circular Economy Statement, Scotch Partners, December 2024. The development shall be carried out in accordance with the agreed details.

Reason: In the interests of reducing carbon dioxide emissions and promoting the principles of sustainable design and construction and efficient use of buildings (Cambridge Local Plan 2018 policy 28 and the Greater Cambridge Sustainable Design and Construction SPD 2020).

BREEAM Pre Assessment

59. All future reserved matters applications for the appearance, layout and scale of the development shall be accompanied by a BREEAM pre-assessment prepared by an accredited BREEAM assessor, indicating that all office buildings are capable of achieving a minimum of BREEAM excellent with at least 5 credits achieved for Wat01.

Reason: In the interests of reducing carbon dioxide emissions, ensuring efficient use of water and promoting principles of sustainable construction and efficient use of buildings (Cambridge Local Plan 2018 Policy 28 and the Greater Cambridge Sustainable Design and Construction SPD 2020).

Informatives

1. Biodiversity Net Gain informative (standard).

2. To satisfy and discharge Environmental Health conditions relating to artificial lighting, contaminated land, noise / sound, air quality and odours / fumes, any assessment and mitigation shall be in accordance with the scope, methodologies and requirements of relevant sections of the Greater Cambridge Sustainable Design and Construction SPD, (Adopted January 2020) <https://www.cambridge.gov.uk/greater-cambridge-sustainable-design-and-construction-spd> and in particular section 3.6 - Pollution and the following associated appendices: □ 6: Requirements for Specific Lighting Schemes □ 7: The Development of Potentially

Contaminated Sites in Cambridge and South Cambridgeshire: A
Developers Guide □ 8: Further technical guidance related to noise
pollution

3. The Bird Hazard Management Plan must ensure that flat/shallow pitched roofs be constructed to allow access to all areas by foot using permanent fixed access stairs ladders or similar. The owner/occupier must not allow gulls, to nest, roost or loaf on the building. Checks must be made weekly or sooner if bird activity dictates, during the breeding season. Outside of the breeding season gull activity must be monitored and the roof checked regularly to ensure that gulls do not utilise the roof. Any gulls found nesting, roosting or loafing must be dispersed by the owner/occupier when detected or when requested by Cambridge Airport. In some instances it may be necessary to contact Cambridge Airport before bird dispersal takes place. The owner/occupier must remove any nests or eggs found on the roof. The breeding season for gulls typically runs from March to June. The owner/occupier must obtain the appropriate licences where applicable from Natural England before the removal of nests and eggs.

4. Due to the site being within 6km of Cambridge Airport, the crane operator is required to submit all crane details such as maximum height, operating radius, name and phone number of site manager along with installation and dismantling dates to the CAA Airspace Coordination and Obstacle Management Service (ACOMS) system. For notification, please follow the link via CAA website (caa.co.uk). Once crane notification has been received from the CAA, Cambridge Airport safeguarding team will assess and issue the necessary crane permit. No cranes should operate on site until a crane permit has been issued. Specific CAA guidance for crane lighting/markings is given in CAP1096: Guidance to crane users on the crane notification process and obstacle lighting and marking (caa.co.uk).

5. Wind Turbines can impact on the safe operation of aircraft through interference with aviation radar and/or due to their height. Any proposal that incorporates wind turbines must be assessed in more detail to determine the potential impacts on aviation interests. This is explained further in CAST Advice Note 5, 'Renewable Energy' (available at CAST Advice Note 5 "renewable energy developments).

6. The Traffic Management Plan must relate solely to how the operation of the site will affect the adopted public highway and other information, such as noise levels is not a highway matter and should not be included within the plan.

7. Partial discharge of the programme of archaeological works condition can be applied for once the fieldwork at part c) has been completed to enable the commencement of development. Part d) of the condition shall not be discharged until all elements have been Page 22 fulfilled in accordance with the programme set out in the WSI. A brief for the recommended programme of archaeological works is available from the County office upon request.

8. Discharge for the fire hydrants condition can only be given as follows:
a. Partial discharge once a water scheme has been submitted to the fire authority for processing and or a phase of the development is complete. b. Full discharge will be given once all water scheme fire hydrants have been inspected, tested and are ready for operational use. All proposed water schemes and installation inspections can be booked via email to: Hydrants.User@cambsfire.gov.uk All costs for the installations of fire hydrants proposed are to be borne by the developer. The number and location of fire hydrants will be determined following a risk assessment and with reference to guidance contained within the "National Guidance Document on the Provision of Water for Fire Fighting" 3rd Edition, published January 2007. Access and facilities for the Fire Service should also be provided in accordance with the Building Regulations Approved Document B5 Vehicle Access. Dwellings Section 13 and/or Vol 2. Buildings other than dwellings Section 15 Vehicle Access. If there are any buildings on the development that are over 11 metres in height (excluding blocks of flats) not fitted with fire mains, then aerial (high reach) appliance access is required.

9. Anglian Water has assets close to or crossing this site or there are assets subject to an adoption agreement. Therefore the site layout should take this into account and accommodate those assets within either prospectively adoptable highways or public open space. If this is not practicable then the sewers will need to be diverted at the developers cost under Section 185 of the Water Industry Act 1991. or, in the case of apparatus under an adoption agreement, liaise with the owners of the apparatus. It should be noted that the diversion works should normally be completed before development can commence.

10. Approval and consent will be required by Anglian Water under S106 of the Water Industry Act 1991 to connect to the public sewer. Contact Development Services Team 0345 606 6087 Option 2.

11. No building will be permitted within the statutory easement width of 3 metres from the public sewer pipeline without agreement from Anglian Water. Please contact Development Services Team on 0345 606 6087

Option . The developer should note that the site drainage details submitted have not been approved for the purposes of adoption. If the developer wishes to have the sewers included in a sewer adoption agreement with Anglian Water (under Sections 104 of the Water Industry Act 1991), they should contact our Development Services Team on 0345 606 6087 Option 2 at the earliest opportunity. Sewers intended for adoption should be designed and constructed in accordance with Sewers for Adoption guide for developers, as supplemented by Anglian Water's requirements.

12. All green roofs should be designed, constructed and maintained in line with the CIRIA SuDS Manual (C753) and the Green Roof Code (GRO).
Construction Surface Water

13. Prior to final handover of the development, the developer must ensure that appropriate remediation of all surface water drainage infrastructure has taken place, particularly where the permanent drainage infrastructure has been installed early in the construction phase. This may include but is not limited to jetting of all pipes, silt removal and reinstating bed levels. Developers should also ensure that watercourses have been appropriately maintained and remediated, with any obstructions to flows (such as debris, litter and fallen trees) removed, ensuring the condition of the watercourse is better than initially found. This is irrespective of the proposed method of surface water disposal, particularly if an ordinary watercourse is riparian owned

14. Any double doors need to be electrically opened or be asymmetrical with one leaf being a minimum of 900 mm. The installation of firefighting or fire evacuation lifts should be standard in large buildings, emergency refuge points should be avoided in nearly every such circumstance. The accessible shower room could be a hybrid changing places toilet. The external seating needs a mix of seating, of various heights and with and without arms. Spaces for wheelchairs need to be left to sit alongside seating and use tables. 15. Designing Out Crime Officer comments

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