



25/04039/FUL – Kett House, Station Road, Cambridge

Application details

Report to: Planning Committee

Lead Officer: Joint Director of Planning and Economic Development

Ward/parish: Petersfield

Proposal: Demolition of the existing building and structures, erection of an office building (Class E) to include ground floor flexible units (Class E, F1, F2) and a single basement for car parking and plant, hard and soft landscaping to create a new public realm, stopping up of the existing vehicular access on Hills Road and the provision of vehicular access on Station Road, provision of cycle access/parking, and related infrastructure and servicing.

Applicant: Essex County Council C/o Stanhope Plc

Presenting officer: Tom Gray

Reason presented to committee: Application raises special planning policy or other considerations

Member site visit date: TBC, provisional am Friday 30th Jan or 2nd Feb

Key issues: 1. Design, scale, massing and townscape impacts

2. Heritage impacts

3. Neighbourhood amenity impacts

4. Highways and transport impacts

5. Foul water

Recommendation: Approve subject to conditions / S106

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Table 1 Contents of report

1. Executive summary

- 1.1 The application seeks full planning permission for the demolition of the existing 1960s Kett House building, including the removal of the substation and the boundary wall, and the redevelopment of the site to provide an 8storey office building (Class E) with ground-floor flexible commercial/community uses. The scheme incorporates a basement for car parking, plant and end-of-trip facilities, extensive public realm and landscaping improvements, and reinstatement of the Kett Oak sculpture on the western façade. The proposal includes the permanent closure of the Hills Road vehicular access and realignment of the Station Road access.
- 1.2 The site represents the final major redevelopment opportunity on the southern side of Station Road and provides an important opportunity to complete the regeneration between the CB1 area to the east and Botanic Place to the west. The proposals have been informed by a rigorous and iterative design and consultation process including extensive pre-application engagement, technical workshops and two Design Review Panels which has resulted in reductions in height, refined articulation and massing, and a significantly enhanced public realm.
- 1.3 The principle of redevelopment for high-quality employment floorspace in this highly sustainable location within an Opportunity Area and an Area of Major Change is strongly supported by national and local policy. The scheme would deliver a substantial uplift in employment space (+11,044 sqm) and up to 953 jobs in a key AI and knowledge-based cluster adjacent to Cambridge Station.
- 1.4 In design, townscape and visual terms, the proposed building is considered to positively enhance the character and appearance of the local area. It's civic-scaled form, improved architectural quality and generous public realm respond appropriately to the mixed-scale context of Hills Road and Station Road, and contribute to the creation of a well-defined gateway space at this important junction.
- 1.5 With respect to heritage, the proposed development's scale and massing would result in a less than substantial harm to the New Town and Glisson Road Conservation Area at the lower end of the scale, and limited less than substantial harm to the setting of the Grade II War Memorial and the Grade I Church of Our Lady of the Assumption and the English Martyrs. Limited harm is also identified to the setting of locally listed terraces and the curved terrace. However, officers consider that this harm is clearly outweighed by the significant public benefits of the scheme.

- 1.6 The proposed scheme would deliver a number of benefits including but not limited to the following: Making efficient use of previously developed land; a high-quality employment floorspace in a prime sustainable location; a substantially improved public realm and active ground-floor frontage along with potential community uses at ground floor; major sustainability measures including a hybrid timber structure, lowcarbon materials, and biodiversity net gain in excess of 30%; significant improvements to pedestrian and cycle access and a contribution to GCP's Hills Road/Station Road junction enhancements; removal of car-dominated space and improved permeability; and contribution to training, apprenticeships and employment opportunities.
- 1.7 Technical matters are either resolved or can be secured through conditions, including controls on construction, drainage and noise and glazing treatment to mitigate overlooking. A Grampian condition preventing occupation until Anglian Water confirms wastewater treatment capacity is not necessary given the nominal net waste-water contribution that would arise from the site compared to existing processing at the Water Treatment Works in Cambridge.
- 1.8 Daylight and amenity impacts are generally compliant with BRE guidance, with impacts on the Centennial Hotel and The Flying Pig considered acceptable given the context and use of those buildings.
- 1.9 In the overall planning balance, the substantial economic, social and environmental benefits of the proposal are judged to outweigh the identified heritage harm. Officers therefore recommend that the application be **approved**, subject to conditions and completion of a Section 106 Agreement.

Consultee	Object / No objection / No comment / Other	Paragraph Reference
Access Officer	No comment	7.1
Active Travel England	No Objection	7.2
Anglian Water	Objection	7.3
Cadent Gas	No Objection	7.5
Cambridge City Airport	No Objection	7.6
Cam Cycle	No comment	7.8
Conservation Officer	No formal objection, but significant concerns raised	7.9
County Archaeology	No Objection	7.14
County Highways Development Management	Objection	7.16
County Transport Team Assessment Team	No Objection	7.19
Ecology Officer	No Objection	7.21
Environment Agency	No comment	7.23
Environmental Health	No Objection	7.24
Fire Authority	No comment	7.31
Historic England	No Objection but concerns raised	7.32
Landscape Officer	No Objection	7.37

Lead Local Flood Authority	No Objection	7.45
Natural England	No comment	7.47
Police Architectural Liaison Officer	No Objection	7.48
Preventative Health Development Officer	No Objection	7.50
Sustainability Officer	No Objection	7.51
S106 Officer	No comment	7.61
Tree Officer	No Objection	7.62
Urban Design Officer	No Objection	7.64
Waste Officer	No Objection	7.72
Design Review Panel Meetings	Full responses attached at Appendix A and B	7.74 & 7.76
Third Party Representations (16)	2 in support, 14 in objection	8
Member Representations (1)	1 in objection	9
Local Interest Groups and Organisations / Petition (2)	2 in objection	10

Table 2 Consultee summary

1. Site description and context

- 1.1 The application site lies on the southern side of Station Road and at the junction of Hills Road/Station Road. The site was previously redeveloped in 1962 to be let on a multi-occupancy basis. The building was refurbished in 2000 (under planning consent C/98/1069).
- 1.2 On the western elevation there exists a mural known as the Kett Oak' which depicts an ancient oak where some of the ancestors of George Kett (one of the founders of Rattee and Kett stonemasons local to Cambridge) were involved in the Kett Rebellion.
- 1.3 The application site is in a highly sustainable location, situated 0.2 km (5 minutes walk) from Cambridge Train Station, and is the last remaining brownfield site within the CB1 district on the southern side of Station Road.
- 1.4 The site is located with the New Town and Glisson Road Conservation Area. It is also situated within the Station Areas West and Clifton Road Area of Major Change and the Cambridge Railway Station, Hills Road Corridor to City Centre Opportunity Area.
- 1.5 With regards the draft Greater Cambridge Local Plan, the application site has draft designation within the Hills Road and Regent Street Corridor.
- 1.6 To the east of the site comprises modern commercial buildings which form part of the wider CB1 Station Area redevelopment. The opposite (northern) side of Station Road comprises a Victorian terrace (commercial with residential flats above) and villa buildings (and no fines concrete wall), designated as Buildings of Local Interest.
- 1.7 To the south of the site is The Centennial Hotel, which is formed of an original terrace (designated as a Building of Local Interest), with a modern three-storey extension located to the rear. To the west of the site, on the opposite side of Hills Road sits Botanic House (seven-storeys), comprising a distinctive ellipse shape.
- 1.8 The construction of Botanic Place (No.104-112 Hills Road), comprising commercial development on the opposite (western) side of Hills Road is currently underway.
- 1.9 To the west of the junction between Hills Road and Station Road is the Hills Road War Memorial (Grade II Listed) and beyond this is the entrance

to the Cambridge University Botanic Garden, a Grade II* Registered Park and Garden and designated as a Protected Open Space.

- 1.10 The application site is subject to low-high risk of surface water flooding and is located within the Cambridge Airport Safeguarding Zone.

2. The proposal

- 2.1 The proposed development would involve the demolition of the existing building with a replacement office building which would increase the existing 3,963 sqm (GIA including rooftop plant enclosures) to 15,007 sqm (GIA), with larger floorplates and higher floor to ceiling heights. The proposed building would be constructed utilising a hybrid steel/timber frame construction. It would also involve the demolition of existing on-site structures including the existing brick boundary wall and the removal of the substation. The Kett Oak sculpture would be reinstated on the western façade at ground/first floor level.
- 2.2 The existing vehicular access onto Hills Road would be permanently closed whilst vehicular access onto Station Road would be rearranged and this would serve basement car parking. Extensive soft and hard landscaping is proposed at street level including a double storey colonnade along Station Road and a colonnade along the southern elevation of proposed development.
- 2.3 The proposed basement level would comprise services, bin store, end-of-trip facilities and car parking. The proposed ground floor would comprise flexible Class E use and/or community space (Class F1, F2). Ancillary office uses and cycle parking would occupy the remainder of the ground floor in addition to the relocated substation, and car and bin lifts.
- 2.4 Other floors would comprise office accommodation, whilst the 6th floor would have access onto an extensive external terrace and the 7th floor would have access onto a small external terrace. The 8th floor would comprise plant roof enclosure with a green/blue roof around its periphery.

3. Engagement with the Community and the Council

- 3.1 The proposed development has been the subject of extensive stakeholder consultation prior to being submitted as a planning application. A detailed account can be found in the Applicant's submitted 'Statement of Community Involvement'.

3.2 In summary, community consultation events have taken place over two stages between April 2025 and September 2025. These include:

- April to June 2025: Virtual and in-person events including meetings with community and business stakeholders, public exhibition and Cambridge City Council Planning Committee member briefing.
- July to September 2025: Virtual and in-person events including meetings with community and business stakeholders, public exhibition and Cambridge City Council Planning Committee member briefing.

3.3 With regards engagement with the Greater Cambridge Shared Planning Service, a Planning Performance Agreement (PPA) has been entered into which has facilitated a series of regular meetings between officers, the developer and their team. This has involved a collaborative approach with meetings included as follows:

- Pre-application meeting 1 – Feb 2025
- Urban Design Workshop 1 – Feb 2025
- Pre-application meeting 2 – April 2025
- Sustainability Workshop – May 2025
- Urban Design Workshop 2 – June 2025
- Pre-application meeting 3 – June 2025
- Urban Design Workshop 3 – July 2025
- Pre-application meeting 4 – September 2025

3.4 In addition, the scheme has been presented to two Design Review Panel (DRP) sessions as follows:

- DRP 1 – May 2025
- DRP 2 – August 2025

3.5 As a result of the pre-application engagement with officers and wider stakeholders, the design approach has been shaped and adapted where possible and appropriate. These include the following changes:

- A reduction in height/removal of 8th storey office accommodation
- A colonnade added to the south- eastern elevation
- Integration of the Kett Oak sculpture on the western façade
- New terrace added to the west façade

- Articulation of facades and materials explored
- End-of-trip facilities developed
- Enhanced landscaping strategy

4. Relevant site history

Reference	Description	Outcome
25/04041/SCRE	EIA Screening Opinion under the Town and Country Planning (Environmental Impact Assessment) Regulations 2017 for Full Planning Permission for demolition of the existing building known as Kett House and removal of all existing trees and structures from the Site, erection of an office building (Class E) to include ground floor flexible ancillary units (Class E, F1, F2) and a single basement for car parking and plant, hard and soft landscaping to create new public realm, stopping up of existing vehicular access on Hills Road and provision of vehicular access on Station Road provision of improved cycle access and parking facilities and related infrastructure and servicing	Not EIA development
C/98/1069	Refurbishment of existing offices to incorporate a new elevational treatment and roof plant	Permitted

Table 3: Relevant site history

5. Policy

5.1 National policy

National Planning Policy Framework 2024

National Planning Practice Guidance

National Design Guide 2019

Local Transport Note 1/20 (LTN 1/20) Cycle Infrastructure Design

Circular 11/95 (Conditions, Annex A)

EIA Directives and Regulations - European Union legislation with regard to environmental assessment and the UK's planning regime remains unchanged despite it leaving the European Union on 31 January 2020

Conservation of Habitats and Species Regulations 2017

Environment Act 2021

ODPM Circular 06/2005 – Protected Species

Equalities Act 2010

5.2 Draft Greater Cambridge Local Plan 2024-2045 (Regulation 18 Stage Consultation – December 2025 to January 2026)

5.2.1 The Regulation 18 Draft Greater Cambridge Local Plan (the draft 'Joint Local Plan' (JLP)) represents the next stage of preparing a new joint Local Plan for Greater Cambridge. Once it is adopted, it will become the statutory development plan for the Greater Cambridge area, replacing the current (adopted) Local Plans for Cambridge City and South Cambridgeshire District.

5.2.2 Following endorsement by Joint Cabinet in November, the draft JLP has – at the time of writing - proceeded to a formal public consultation (under Regulation 18 of The Town and Country Planning (Local Planning) (England) Regulations 2012). This is currently scheduled between 1 December 2025 and 30 January 2026.

5.2.3 In line with paragraph 49 of the National Planning Policy Framework (NPPF), local planning authorities may give weight to relevant policies in emerging plans according to several factors. The draft JLP is consistent with policies in the current NPPF, but represents an early stage of the plan making process. Therefore, at this stage, the draft JLP and its policies can only be afforded limited weight as a material consideration in decision making

5.3 Cambridge Local Plan (2018)

Policy 1: The presumption in favour of sustainable development

Policy 2: Spatial strategy for the location of employment development
Policy 5: Sustainable transport and infrastructure
Policy 14: Areas of major change and opportunity areas – general principles
Policy 21: Station Areas West and Clifton Road Area of Major Change
Policy 25: Cambridge Railway Station, Hills Road Corridor to the City Centre Opportunity Area
Policy 28: Carbon reduction, community energy networks, 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: Protection of human health from noise and vibration
Policy 36: Air quality, odour and dust
Policy 40: Development and expansion of business space
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 Cambridge's historic environment
Policy 62: Local heritage assets
Policy 63: Works to a heritage asset to address climate change
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

5.4 Supplementary Planning Documents (SPD)

Health Impact Assessment SPD – Adopted April 2025

Biodiversity SPD – Adopted February 2022

Sustainable Design and Construction SPD – Adopted January 2020

Cambridgeshire Flood and Water SPD – Adopted November 2016

The following SPDs were adopted to provide guidance to support previously adopted Development Plan Documents that have now been superseded by the South

Cambridgeshire Local Plan 2018. These documents are still material considerations when making planning decisions, with the weight in decision making to be determined on a case-by-case basis:

Development affecting Conservation Areas SPD – Adopted 2009

Landscape in New Developments SPD – Adopted March 2010

Open Space in New Developments SPD – Adopted January 2009

Public Art SPD – Adopted January 2009

Trees and Development Sites SPD – Adopted January 2009

5.5 Other guidance

Biodiversity Checklist for Land Use Planners in Cambridgeshire and Peterborough (2001).

Buildings of Local Interest (2005)

Cambridge and Milton Surface Water Management Plan (2011)

Cambridge and South Cambridgeshire Level 1 Strategic Flood Risk Assessment (2010)

Cambridgeshire and Peterborough Waste Partnership (RECAP): Waste

Cambridgeshire Design Guide For Streets and Public Realm (2007)

5.6 Area Guidelines

New Town and Glisson Road Conservation Area Appraisal (2012)

6. Consultations

Publicity

Neighbour letters – Y

Site Notice – Y

Press Notice – Y (Conservation Area/Major Development)

- 6.1 Access Officer – No comments received**
- 6.2 Active Travel England – No Objection**
- 6.3 Anglian Water – Objection**
- 6.4 Holding objection until alternative plans to increase capacity at the existing Cambridge Recycling Centre to deal with wastewater from growth are confirmed.
- 6.5 Cadent Gas – No Objection. Informative recommended.**
- 6.6 Cambridge City Airport – No Objection**
- 6.7 Recommend conditions to avoid impact on the Instrument Flight Procedures associated to Cambridge Airport and glint and glare assessment.
- 6.8 Cam Cycle – No comments received (out of time)**
- 6.9 Conservation Officer – Does not formally object but raises significant concerns**
- 6.10 Visual impact analysis from the submitted views indicate the significant impact from the Botanic Garden side of the junction, from viewpoints along Hills Road towards the north and from Mawson Road. The proposal would result in a stark relationship with the adjacent BLI hotel terrace and difficult transition in height and setback to the finer-grain character of Hills Road. The curved terraces across of the junction would become dominated by the proposed building. The daylight/sunlight study does not take into account the Flying Pig's external sitting area.
- 6.11 The junction is bounded by and has significance from the entrance to the Botanic Garden; the War Memorial and its setting; the locally listed buildings and the approach to the station. All this would become subject to the intrusive and dominant presence of the office building. Station Road as a business centre is readily perceptible without a building of such scale and massing on this site.
- 6.12 The combination of scale proposed together with its footway position and bulk and massing involved would result in a level of so-called "less than

substantial harm” within the conservation area that does not appear justified. The scale and massing harm has not be sufficiently mitigated.

- 6.13 In balancing the harm and public benefits, it should be recognised that the delivery of high-quality materials, façade, pavement realm treatment and reuse of the Kett Oak sculpture may be achieved by a less harmful scheme.

6.14 County Archaeology – No Objection

- 6.15 Archaeological potential. Recommend pre-commencement condition requiring a written scheme of investigation.

6.16 County Highways Development Management – Objection

- 6.17 Would not permit the use of bespoke or non-standard materials within the adopted highway. Planters or tree pits adjacent to the highway should provide adequate support and not interfere with the fabric/integrity of the highway/

- 6.18 Requests conditions that the existing access onto Hills Road be permanently and effectively closed; a construction traffic management plan; restriction of 3.5 tonne vehicles; visibility splays in accordance with submitted drawing; and amendments to servicing plan

6.19 County Transport Assessment Team – No Objection

- 6.20 Car and cycle parking and trip generation are acceptable. Recommend travel plan condition to include annual monitoring of staff travel and cycle parking for 5 years post occupation. Contribution towards GCP Hills Road improvement scheme.

6.21 Ecology Officer – No Objection

- 6.22 Ecological appraisal is acceptable. Recommend statutory biodiversity net gain, construction ecological management plan, ecology enhancement and lighting strategy conditions.

6.23 Environment Agency – No comments received (out of time)

6.24 Environmental Health – No Objection

- 6.25 Construction/demolition pollution: Recommendation that this controlled via condition to ensure that air quality, noise/vibration and artificial lighting impacts are mitigated.
- 6.26 Operational noise impacts: Some plant will operate during the night and appropriate noise emission limits have been provided. Exact specification of plant is still unknown and therefore recommend that full calculations are provided prior to installation to ensure suitable plant is selected and mitigation carried out to ensure that this does not exceed the background noise levels at the boundary. Recommend control of hours of use of the roof terrace and restrictions on amplified music. Any external mechanical plant associated with the ground floor use should be adequately assessed within the plant noise assessment.
- 6.27 Operational artificial lighting: Recommend that a lighting assessment and details are requested via bespoke condition.
- 6.28 Operational odour impacts: Adequate odour and smoke control should be place and a condition is recommended.
- 6.29 Contamination risk: Phase 1 and 2 reports provided which demonstrate very low risks and no specific remediation is required. Recommend condition as a precaution in addition to material management plan.
- 6.30 Air quality impacts: Information is acceptable and location is suitable for its proposed end use. Back-up generators clarified and EV charging points should be conditioned.
- 6.31 Fire Authority – No comments received (out of time)**
- 6.32 Historic England – No Objection but concerns raised**
- 6.33 Some harm to the significance of the New Town and Glisson Road Conservation Area because of its scale and massing which would intrude strongly into the open space at the south-east of the junction, and would be overbearing in its conservation area context. It would be highly prominent in views up Hills Road from the south and along Station Road from the east.
- 6.34 The proposals would improve the quality of the hard and soft landscaping around the building and would help preserve the relatively open character of the junction, whilst the propose planting would relate to the mature planting of both the Botanic Gardens and Station Road. The retention of the oak tree sculpture is welcomed and would help to promote the

character of the junction as a semi-civic space. The sustainability credentials are also positive.

6.35 Small negative impact on other designated heritage assets through changes to their setting including the War Memorial, Railway Station and the Church of Our Lady of the Assumption and the English Martyrs.

6.36 Question if the proposed bulk is necessary and whether or not the harm has been clearly and convincingly justified according to the requirements of the NPPF.

6.37 Landscape Officer – No Objection

6.38 Pre-application discussions have revolved around a collaborative and iterative approach to achieving the final proposals.

6.39 The site has the opportunity to bring together the disparate elements such as modern development along Station Road, the presence of Botanic House as a landmark building in the Local Plan, the Conservation area terraced houses along Hills Road, the curved terrace of buildings on the opposite side of Station Road, the open space to the front of the Botanic Garden and also considered the approved development of Botanic Place.

6.40 In landscape terms, the final proposal has successfully responded and resolved concerns over scale, mass, competition and addressing its two significantly different faces on Station Road and Hills Road.

6.41 The height and scale are suitable in views, when considered against both modern and historic assets such as the Roman Catholic Church, and when viewed from strategic views such as Red Meadow Hill and Castle Mound. While visible, the building does not outcompete or appear overbearing or dominant on the skyline.

6.42 The proposed landscaping focuses on a large Plane tree which will grow to a significant height and provide a soft and green landmark to tie the whole space together with Botanic Gardens opposite. A planted bookend adjacent to No.10 Station Road is proposed and a more formal colonnaded walkway leads to a planted area at the apex of the building.

6.43 A more informal planted area is proposed as a pocket park to bridge the change in use, scale and character between the Centennial Hotel and the proposed building.

- 6.44 Roof terrace planting is proposed which will be an effective counterpoint to the roof top planting proposed at Botanic Place.
- 6.45 Lead Local Flood Authority – No Objection**
- 6.46 Substantial betterment when compared to current brownfield discharge rates. Recommend surface water drainage scheme condition and how additional surface water run-off from the site will be avoided during construction works.
- 6.47 Natural England – No comments received (out of time)**
- 6.48 Police Architectural Liaison Officer – No Objection**
- 6.49 Secured by design condition recommended.
- 6.50 Preventative Health Development Officer – No objection (informal discussion)**
- 6.51 Sustainability Officer – No Objection**
- 6.52 Options to retain and refurbish the existing building were discussed and investigated as part of early pre-application discussions. It was considered that the demolition would present a more appropriate option on this occasion.
- 6.53 Kett Oak sculpture would be retained and reinstated on the new building and the pre-demolition audit has concluded that 99.8% of the existing building fabric can be recycled or reused offsite.
- 6.54 The scheme utilises a hybrid timber structure and low carbon stone bricks to be used in the façade, designed for longevity and future reuse. This approach reduces upfront embodied carbon.
- 6.55 Circular Economy principles have also been integrated into the proposals. The building is to be constructed using largely mechanical fixings to allow both for swift construction but also the potential to dismantle and reuse large portions of the building in the future.
- 6.56 The proposals include targeting a range of environmental ratings including BREEAM excellent, WELL Gold enabled, NABERS 4.5* and WiredScore Platinum.

- 6.57 A full climate change risk assessment has been undertaken with the façade design and glazing ratios informed by dynamic thermal modelling using current and future climate scenarios.
- 6.58 A range of water efficiency measures including targeting 5 Wat01 credits with greywater collected to flush WCs, water sub-meters and leak detection system and the basement floor plan allocated space for greywater plant.
- 6.59 The energy strategy takes an all-electric approach. Air source heat pumps will provide heating and cooling, whilst photovoltaic panels are proposed.
- 6.60 Recommend BREEAM, grey water reuse, BREEAM water calculator and commercial water metering conditions.
- 6.61 S106 Officer – No comments received (out of time)**
- 6.62 Tree Officer – No Objection**
- 6.63 The existing trees are not remarkable examples of their species. Their loss can be mitigated through replacement planting.
- 6.64 Urban Design Officer – No Objection**
- 6.65 The proposed building balances the need for scale/height at the corner, recognising the site's prominence and location in the townscape, assisting legibility and wayfinding to the station, whilst providing a positive contextual and sensitive response to views, surrounding listed buildings, gardens, their settings and the New Town and Glisson Road Conservation Area.
- 6.66 The proposed building is sufficiently separated from the locally listed terraces buffered by trees along Station Road, dropping down in scale/massing to the two storey locally listed Eastbourne terraces along Hills. The proposal is a proportionate response of a building of scale dropping down on a central, corner site that seeks to use land efficiently, in close proximity to the station, in the evolving context high density buildings along and around the junction of Hills Road and Station Road.
- 6.67 The new proposal has an appropriate massing that is carefully juxtapositioned adjacent the locally listed terrace and is a typical urban condition found in historic cities. Considered holistically the proposals would enhance the character and qualities of junction of Hills Road and Station Road.

- 6.68 Several changes were achieved as part of the pre-application process including a reduction in height to an 8 storey building + plant, set back of its top storey, accentuation of the corner of the building, improvement in the articulation of the facades, integration of a high-quality public realm and the retention and reinstatement of the Kett Oak sculpture.
- 6.69 The scheme has evolved and the Greater Cambridge Design Review Panel were supportive of the scheme's height, scale and massing in this context, its sustainability credentials and landscape approach. The suggested improvements suggested by the panel have largely been successfully taken forward.
- 6.70 Further improvements could be made, and the quality of the scheme will be dependent on the detailing and materiality which will need to be conditioned including the façade materials of limestone and sandstone.
- 6.71 Conditions recommended including details of the external façade, building materials, sample panel showing façade depths that includes both masonry cladding with minimal/flush joints, mortar, windows/frames/curtain walling, ventilation louvers, spandrel panels, lintels, balconies, coping, soffit cladding over the colonnade, rainwater goods and public realm materials.
- 6.72 Waste Officer – No Objection**
- 6.73 Bins should be presented within 10 metres of the kerb.
- 6.74 Design Review Panel Meeting of 14th August 2025**
- 6.75 Full response attached at Appendix A: Welcomed the scheme's progress, including the reduced height, improved sustainability measures, and strengthened landscape strategy, and agreed the revised massing now sits comfortably in views. Advised that further refinement of the colonnade and façade by the removal of the superficial column planting in favour of higher-quality detailing referencing local craft or site heritage, and greater differentiation between the Station Road and Hills Road elevations. Highlighted the need to resolve pedestrian–cyclist interactions and refine planting and public realm materials to function well at close range and across seasons.
- 6.76 Design Review Panel Meeting of 8th May 2025**

- 6.77 Full response attached at Appendix B: Considered that the scheme's architectural clarity and simplified massing was an appropriate response but had concerns regarding its height, scale and impact, advising a reduction in the number of storeys to improve its relationship with neighbouring terraces and key views. The Panel supported the emerging landscape and public realm strategy but emphasised the need for higher quality treatment of the colonnade, stronger integration with the character of Botanic Gardens and heritage, and improved connectivity and inclusive access, including potential additional entrances. They also highlighted the need for clearer sustainability justification for demolition over retrofit, remaining car parking, and design refinements to respond more sensitively to the context and anticipated pedestrian and cyclist movements.

7. Third party representations

- 7.1 16 representations have been received, 2 in support and 14 in objection.

- 7.2 Those in objection have raised the following issues:

- Principle of development – Empty office spaces in the vicinity. Current supply exceeds demand.
- Neighbourhood amenity impacts – Lack of mitigation to prevent overlooking of The Centennial Hotel that could result in operational harm. Overbearing and overshadowing impacts and sense of enclosure. Loss of light impacts will negatively affect guest experience and building maintenance. Modelled internal layouts based on estimated dimensions and lack of accurate and comprehensive information. Noise impact assessment is required. Substantial loss of light for properties on the opposite side of Station Road. Overshadowing for pedestrians on the junction.
- Scale, massing and design – No meaningful transition in height or setback to respect the fine-grain character of Hills Road. Uncomfortable juxtaposition. Out of proportion and excessive scale and massing. Design is an uninspired, angular form and repetitive architecture which does not respond to the area's history or from the innovative design of nearby landmark buildings. Out of scale compared to two-storey properties on the opposite side of Station Road. Canyon-like enclosure. Would not enhance the wider townscape. Should be subservient in height to CB1. Would break the skyline. Would result in an uneasy competitive relationship with Botanic House. Low quality design.

- Kett Oak sculpture – poor solution that should be seen at high level and from some distance.
- Landscaping – Public realm would fail to be enhanced.
- Sustainability – Solar PVs may not contribute significantly to the energy consumption of the building.
- Heritage impacts – Dominates the locally and Grade II listed street scene. Negative impact on Historic Core. Overdevelopment that would cause harm to nearby heritage assets, setting of Grade II Listed War Memorial and adjacent locally listed Victorian terraces. Aggressive and clumsy form when viewed from the War Memorial. Adverse impact on the New Town and Glisson Road Conservation Area.
- Health Impact Assessment fails to demonstrate the effect on people from the façade design.

7.3 Those in support have given the following reasons:

- The landscape is a major improvement
- Sustainability ambitions
- Reinstatement of Kett Oak sculpture

7.4 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.

8. Member Representations

8.1 Cllr Richard Robertson has made a representation objecting to the application on the following grounds:

- Loss of much of the open space in front of the existing Kett House.
- Overbearing impact of the proposed building which would harm the whole setting.
- Loss of existing trees and lack of space for tree planting along Station Road. New trees will take several decades to mature.
- Aggressive change in height and building line that is inconsistent with the planned evolution of the streetscape.
- Would brutally command a prominent position and dominate with an uninspired building of angular rectilinear form rather than draw inspiration from the nearby landmark buildings.
- Inappropriately scaled frontage.
- Kett Oak sculpture would be very difficult to view. The sculpture is around 3 metres x 4 metres in size and needs to be seen from a distance to be understood and appreciated. The proposed location means that viewing it would be constantly interrupted by passing traffic and pedestrians and obscured behind a large tree with the lower part

hidden behind shrubs and other landscaping. This needs to be relocated from the current proposed position.

9. Local Groups / Petition

9.1 Cambridge Past, Present and Future has made a representation objecting to the application on the following grounds:

- Inappropriate and harmful overdevelopment of the site due to its excessive massing and scale which would tower over and dominate the adjacent two-storey, locally listed and Grade II listed street scene.
- Uninspired and angular form and repetitive character. Lacks the innovative language. Fails to complement the design of Botanic Place.
- Jarring and inappropriate scale.
- Inconsistent with the evolution of the streetscape and the huge size would block views of Botanic House.
- The proposed trees will take many years to mature and will lack adequate light.
- If consent is granted, the public realm designs must be coordinated with these future infrastructure changes to ensure cohesion and functional urban environment.
- The Kett Oak sculpture should remain prominent.

9.2 South Petersfield Residents Association has made a representation objecting to the application on the following grounds:

- Would cause substantial harm to the settings of Botanic Garden and the War Memorial, and views along Station Road and Hills Road.
- Proposal looms out from the established building lines and visualisations do not convey the contrast in scale and form.
- Angularity and repetitive detailing further accentuate the building's bulk and creates an ugly contrast with the curvilinear buildings on the west side of Hills Road.
- Proposed building abruptly alters the progression of building heights.
- Combination of bulk, height and lack of character in form and detailing makes the proposal overbearing and unfitting to its location.
- Historic England have underestimated the level of harm, and we consider that the harm is substantial because of the exceptionally high prominence of the location and the proposed building's overbearing relationship with its surroundings.
- If approved, recommend the delivery of the Hills Road/Station Road junction pedestrian crossings reconfiguration and a responsive control system to prioritise buses.

- 9.3 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. Assessment

- 10.1 From the consultation responses and representations received and from an inspection of the site and the surroundings, the main issues are as follows:
- Principle of development
 - Character and appearance/heritage effects
 - Trees
 - Carbon reduction and sustainable design
 - Biodiversity
 - Water management and flood risk
 - Highway safety and transport impacts
 - Cycle and car parking provision
 - Neighbourhood Amenity
 - Third party representations
 - Planning obligations (s106)
 - Other matters
 - Planning balance
 - Recommendation
 - Planning conditions

11. Principle of Development

- 11.1 The application site currently comprises a 1960s office building, albeit refurbished in 2000. The current building lacks the quality of buildings found elsewhere in the immediate context whilst the original retained structure and foundations are at the end of their design life and have restricted floor-to-floor heights to provide for a good quality office environment. The site is dominated by extensive surface car parking, a limited public realm and poor-quality landscaping.
- 11.2 The proposed scheme comprises a speculative development, which responds to a prime central office sub-market and high-tech cluster centred around Cambridge train station.
- 11.3 Significant new development has taken place to the east of the application site (CB1 development) and construction is ongoing to the west (Botanic Place). Development on the southern side of Station Road represents a unique opportunity to create and complete a high quality, mixed-use gateway to the city and high-quality link connecting the city centre to the

station and between Botanic Place to the west and CB1 development to the east.

- 11.4 Paragraph 124 of the National Planning Policy Framework (NPPF) (2024) states that planning policies and decisions should promote an effective use of land in meeting the need for homes and other uses, while safeguarding and improving the environment and ensuring safe and healthy living conditions.
- 11.5 Paragraph 125 (c) of the NPPF 2024 states that planning policies and decisions should give substantial weight to the value of using suitable brownfield land within settlements for homes and other identified needs, proposals for which should be approved unless substantial harm would be caused.
- 11.6 Paragraph 125 (d) of the NPPF 2024 states that planning policies and decisions should promote and support the development of under-utilised land and buildings.
- 11.7 The proposed development through its redevelopment and enhanced office floorspace would provide a more effective and efficient use of previously development land in a highly sustainable location in accordance with the NPPF 2024.
- 11.8 Policy 1 of the Cambridge Local Plan 2018 states that when considering the development proposals, *the Council will take a positive approach that reflects the presumption in favour of sustainable development within the NPPF. It will always work proactively with applicants to jointly find solutions, so that proposals can be approved wherever possible, and to secure development that improves the economic success and quality of life and place in Cambridge.*
- 11.9 Policy 2 of the Local Plan 2018 places particular emphasis on growing knowledge-based institutions and reinforcing Cambridge's existing high technology and research clusters. The Local Plan aims to meet these needs in a sustainable way, through appropriate mixed-use growth, favouring the more accessible urban areas and therefore employment development will be focused on the urban area in defined Areas of Major Change, Opportunity Areas and the city centre.
- 11.10 The application site is in close proximity to Cambridge train station. Policy 40 of the Local Plan 2018 states that new offices are encouraged to come forward within areas around the two stations.

- 11.11 The proposed development would support economic growth, and further expansion of the knowledge-based economy in a key employment location within the city. Whilst officers consider that there is an adequate supply of office accommodation in the short-term and third-party comments citing empty office space are noted, delivering viable floorspace in prime locations would maintain the Cambridge region as a national and global destination for businesses within information and communications technology research in the longer term.
- 11.12 It would deliver an enhanced employment building, amenity space and high-quality public realm as part of a holistic approach to placemaking. Therefore, officers consider that the proposal complies with policies 2 and 40 of the Local Plan 2018.
- 11.13 The site lies just outside the City Centre and within the Station Areas West and Clifton Road Area of Major Change and the Cambridge Railway Station, Hills Road Corridor to the City Centre Opportunity Area.
- 11.14 Policy 21 of the Local Plan 2018 states the development within this area of major change will support the continued and complete regeneration of vibrant, mixed-use areas of the city, centred around and accessible to a high quality and improved transport interchange.
- 11.15 Policy 14 of the Local Plan 2018 states that development within the Areas of Major Change and Opportunity Areas should be of the highest quality design and incorporate the principles of sustainable design and construction.
- 11.16 Policy 14 states that in terms of movement, density and activity, development should:
- d. be of higher densities in the city centre, and around key transport interchanges;
 - e. create active and vibrant places that encourage social interaction and meeting, and foster a sense of community.
- 11.17 Policy 14 states that in protecting existing assets, including heritage assets, landscape and water management, development should:
- f. seek to protect existing public assets, including open space and leisure facilities. Where the loss of such assets is unavoidable, appropriate mitigation should be provided, including where applicable the replacement of assets in an alternative location, in addition to infrastructure generated by the needs of the development;

- g. ensure public rights of way are protected, and enhanced where possible;
- h. develop a new, strong landscape framework that is guided by and incorporates existing positive landscape and townscape features and heritage assets; and,
- i. where practicable, undertake on-site strategic landscaping to the agreed framework early in the development of the site so that this will become established as development proceeds.

- 11.18 Policy 25 of the Local Plan 2018 states that development proposals within the Cambridge Railway Station, Hills Road Corridor to the City Centre Opportunity Area will be supported if they help promote and coordinate the use of sustainable transport modes, and deliver and reinforce a sense of place and local shops and services.
- 11.19 One of the key projects identified within Policy 25) is in relation to Station Approach (i) to improve the public realm and linkages to CB1 Station Square from Tenison Road through to Hills Road
- 11.20 Policy S/PR1A in the Draft Greater Cambridge Local Plan further emphasises the aims of Policy 25, in particular the opportunity to improve sustainable transport modes and the quality of the public realm.
- 11.21 The application site comprises one of the last remaining prominent available sites in the Station Areas West area. The proposals present a prime opportunity to complete the regeneration of the southern side of Station Road in terms of built form and public realm.
- 11.22 With respect to compliance with Policy 14, the proposed development would consist of a high-quality design that would incorporate exceptional standards of sustainable construction, minimise embodied carbon and ensure efficient use of water.
- 11.23 The necessary transport infrastructure is in place to support the development, and appropriate densities are proposed given its location in a highly sustainable location in close proximity to the train station.
- 11.24 Officers consider that the proposed development would transform the area into a dynamic and connected destination. The proposal would introduce active frontages along Station Road and Hills Road, vibrant ground-floor retail/community space, and an engaging public realm, thereby creating a lively, welcoming environment. It would safeguard existing pedestrian routes while significantly improving connectivity for both pedestrians and cyclists between Hills Road and Station Road.

When looked at holistically, the proposed development is the final piece that brings cohesion, accessibility, and a sense of place to the Station Road-Hills Road corridor.

- 11.25 The proposals include a strong landscaping scheme whilst it incorporates existing townscape features and heritage assets, including the Kett Oak sculpture on the western elevation, albeit with respect to other heritage assets, there is limited conflict with this policy and this is addressed in the subsequent section on heritage effects.
- 11.26 With respect to Policy 25, the proposals would deliver a series of coordinated streetscape and public realm improvements, and the changes to the streetscape are compatible with the Greater Cambridge Partnership's plans to enhance the transport infrastructure at the Hills Road/Station Road junction. The proposals would prioritise the pedestrian environment by effectively widening pavements and adding interest through the use of street trees to encourage social interaction and a sense of community.
- 11.27 On this basis, officers consider that the proposals broadly comply with policies 1, 2, 14, 21, 25 and 40 of the Local Plan 2018, emerging LP policy and make effective and efficient use of brownfield land in accordance with the NPPF 2024.

12. Character and appearance/heritage effects

- 12.1 The application falls within the New Town and Glisson Road Conservation Area and is within the setting of several listed buildings, Buildings of Local Interest and the Botanic Gardens Registered Park and Garden, which are detailed within the Heritage Assets section.
- 12.2 Policies 55, 56, 57 and 59 of the Local Plan 2018 seek to ensure that development responds appropriately to its context, is of a high quality, reflects or successfully contrasts with existing building forms and materials and includes appropriate landscaping and boundary treatment. Policy 60 states that any proposal for a structure that breaks the existing skyline and/or is significantly taller than the surrounding built form will be considered against certain criteria. These include the need to demonstrate how the proposals fit within the existing landscape and townscape (criteria a).
- 12.3 Paragraph 135 of the NPPF 2024 details that planning policies and decisions should ensure that developments function well and add to the

overall quality of the area. To achieve this, amongst other matters, it requires developments to be visually attractive and establish a strong sense of place, using the arrangement of streets, spaces, and building types to create attractive, welcoming, and distinctive places to live, work, and visit. Moreover, developments should be sympathetic to their context and surroundings, whilst not preventing or discouraging appropriate innovation or change, such as increased densities. These principles are also elaborated upon within the National Design Guide (NDG) and the National Model Design Code.

12.4 In Areas of Major Change and Opportunity Areas, Policy 14 of the Local Plan 2018 requires the highest quality of sustainable design and construction. It expects higher densities around key transport interchanges, to create active and vibrant places that encourage social interaction and a sense of community.

12.5 For the purpose of this report, the character and appearance/heritage effects are presented as follows:

- Townscape context
- Design, scale, layout and landscaping
- Townscape and visual effects
- Heritage assets
- Overall conclusion

Townscape context

12.6 The application site is located at a nodal point on the busy transport route of Hills Road and marks the junction with Station Road. The site is currently occupied by a part 3 storey and part 5 storey office building and is dominated by hardstanding and surface-level car parking. Moreover, its scale, orientation and utilitarian design create poor relationships with the surrounding townscape. To the immediate east of the site comprises 10 Station Road, a 5-storey office building that was recently completed.

12.7 Kett House sits outside of the original 2004 Station Area Masterplan which designed the buildings gradually stepping down in height toward the Hills Road/Station Road junction. Whilst third-parties, local groups and the local member comments concerning this are noted, given the considerable time that has elapsed and taking into account the evolving urban context including the redevelopment of Botanic Place, this historic masterplan no longer reflects the current reality of tall and highly dense commercial development which is now part of the townscape character.

- 12.8 The wider surroundings are characterised by an eclectic mix of building typologies, with 3 storey Victorian villas and terraces to the north, and 2/3 storey terraces to the south. There is a mixture of large modern commercial buildings up to 9 storeys further to the east along Station Road whilst there are large bespoke designed buildings including the 7 storey Botanic House and the recent ongoing construction of Botanic Place located across Hills Road to the west. This contrast in terms of design, scale and age forms the character of the New Town and Glisson Road Conservation Area.

Design, scale, layout and landscaping

- 12.9 As required by Policy 14 of the Local Plan 2018, the proposal's density recognises the site's prominence and location. The proposal is seen to represent the final piece of a successful regeneration scheme along Station Road.
- 12.10 Third party, local member and local groups concerns with regards the proposed development's excessive scale and massing, its dominant form, a lack of meaningful transition and set back to the fine-grain character of Hills Road, an angular and repetitive architecture and the relationship with the surrounding context are acknowledged.
- 12.11 The application site occupies a prominent and strategically important corner at the junction of Station Road and Hills Road. With the construction of Botanic Place on the opposite side of Hills Road, pedestrian flows along the southern side of Station Road are expected to increase significantly. As secured through the Botanic Place Section 278 agreement, this frontage will benefit from upgrades to Hills Road, including a new pedestrian crossing adjacent to Kett House. In addition, forthcoming Greater Cambridge Partnership (GCP) proposals aim to reconfigure the junction to further enhance pedestrian and cycle connectivity. In this context, the form of the proposed building and its associated public realm has been deliberately designed with a strong civic quality. The western façade provides a clear wayfinding marker, reorienting the urban axis towards Cambridge Station, while the building's massing and frontage help to define and enclose an 'Urban Room' formed by the surrounding cluster of curvilinear buildings at this key junction.
- 12.12 One of the application site's key constraints is its largely triangular geometry positioned between two streets, however this presents an opportunity to bring together the disparate elements including the modern developments along Station Road, the presence of Botanic House as a

landmark building, the terraced houses along Hills Road, the curved terrace on the Hills Road/Station Road junction, the open space to the front of Botanic Gardens and the undergoing redevelopment of Botanic Place.

- 12.13 The existing Botanic House is denoted within the Local Plan as a 'landmark' building, whilst along with the Botanic Place redevelopment site, which are unhindered in their sites' geometry, comprise large bespoke designed buildings. Rather than imitating the new Botanic Place redevelopment curvilinear footprint and form and thus differentiate itself from these 'landmark' buildings, officers support the proposed development's approach which responds to the orthogonal form and height of the office blocks along Station Road.
- 12.14 Whilst the concerns raised by third parties, local groups and local member, regarding the angular and rectilinear form are acknowledged, officers consider that this design approach is an appropriate response to the surrounding context. In particular, the more angular form provides a deliberate counterpoint to the curvilinear Botanic Place redevelopment on the opposite side of Hills Road, avoiding visual competition and ensuring that each building maintains its own architectural identity. At the same time, the proposed development successfully mediates between the finer grain and lower scale of the Hills Road terraces and the larger commercial buildings to the west, providing a balanced transition in both scale and massing.
- 12.15 The proposed building formed of two interlocking masses has followed the testing of several forms in this location. The proposal balances the need for scale/height and massing and the differing context of Station Road and Hills Road. This approach was supported by the Design Review Panel who considered that the interlocking masses were well resolved and the building heights successful in responding to the three different settings of the elevations.
- 12.16 Whilst third party, local groups and local member have raised concerns with the proposal's inconsistency with the evolution of the streetscape in terms of scale, with the redevelopment of Botanic Place at a much larger scale than No.10 Station Road, officers support the proposal as an appropriate transition, and this was supported by the Design Review Panel.
- 12.17 Following an iterative design process, the applicant tested a lower overall height and massing, which resulted in a noticeably squatter form. Officers, supported by the Design Review Panel, considered this alternative to be

inappropriate for the site, as it failed to provide the necessary vertical emphasis and did not respond effectively to the emerging townscape context. Instead, the scheme was refined to an eight-storey building (plus plant), with the uppermost storey set back to reduce perceived bulk while retaining the desired verticality of the Station Road elevation. The resulting height sits comfortably within the range of nearby commercial buildings, as demonstrated in the table below:

Building	Overall height to top of roof plant (m AOD)
Proposal	48.289
Botanic Place	47
50/60 Station Road	49.1

Table 4: Comparable heights

- 12.18 During pre-application discussions, the scheme was refined to strengthen its architectural clarity and relationship with the junction. Key amendments include introducing a deeper corner column to emphasise the building's civic presence, setting back the top storey to reduce perceived bulk and create a new terrace, adding a colonnade along the southern elevation, and confirming a high-quality material palette using two complementary stone brick types. Collectively, these refinements ensure that the building confidently commands the corner, contributes a well-articulated architectural composition, and enhances the distinctive character and identity of the surrounding area.
- 12.19 The Design Review Panel supported this design evolution, noting that the proposed massing strategy, particularly the stepping down of the building to six storeys achieves an appropriate response to the varied scales present along Hills Road and results in a form that sits comfortably within its wider townscape context.
- 12.20 The proposed building would maintain an appropriate degree of separation from the Buildings of Local Interest located at the Hills Road/Station Road corner (Nos. 1–7 Station Road; Nos. 55–59 Hills Road). This setback, combined with the proposed landscaping, would provide a suitable buffer that respects their scale.
- 12.21 Although the development sits in relatively close proximity to Eastbourne Terrace, the design responds sensitively to this relationship by stepping

down to six storeys along this frontage. Additionally, the building's angled footprint and significant setback help to balance its massing relative to adjoining two- and three-storey properties. Officers consider this to be a proportionate and contextually appropriate response to the surrounding urban fabric, effectively mediating between the modest scale of the adjacent terrace and the larger commercial buildings within the evolving high-density cluster.

- 12.22 Although the building comprises two volumes expressed in a consistent architectural language, each façade has been carefully articulated through variations in column depth, window reveals and spandrel panel design. Glazing ratios of approximately 40% glazing to 60% solid ensure a balanced composition and appropriate solar control. On the western elevation, the deeper piers enhance the building's visual prominence and improve solar shading. This treatment reinforces key wayfinding points and strengthens the building's civic presence at the junction.
- 12.23 The external material palette comprises two complementary stone types—Portland limestone for the larger volume and sandstone for the secondary volume. These materials are both durable and sustainable, and their tonal qualities reference the historic character of the Conservation Area and the history of the original Rattee and Kett building. The contrast between the stones also assists in visually breaking down the massing and grounding the building within its context.
- 12.24 While comments regarding the perceived lack of open space are noted, the proposals deliver approximately 1,500 m² of public realm compared with the 400 m² of circulation space currently on site. This includes a series of spaces designed for movement, rest and social interaction, all of which will remain publicly accessible and would be secured through planning conditions.
- 12.25 The existing trees on site are of limited arboricultural merit. In consultation with the Council's Landscape and Urban Design Officers, the proposed introduction of a landmark plane tree at the apex of the public realm is considered a significant enhancement, providing a strong visual anchor that complements the Botanic Garden opposite.
- 12.26 Additional trees and planting would introduce human-scale greenery, create resting points for pedestrians, and enhance the landscape character along the Hills Road corridor. Although CPPF queried light levels in landscaped areas, officers are satisfied that the main planted zones receive adequate sunlight, and while new trees will take time to mature, they will deliver meaningful long-term benefits. The landscape

strategy which is focused around three key planted nodes supports a cohesive public realm, complemented by the generous, double-height colonnade which provides a sheltered, permeable pedestrian route and avoids fragmentation of the space.

- 12.27 Concerns regarding the absence of tree planting along Station Road have been acknowledged. During pre-application discussions, several iterations of a reduced colonnade to create space for tree pits were tested. However, officers concluded that this approach would not support meaningful long-term tree growth and would result in an awkward, truncated frontage that conflicts with the architectural coherence of the building. A narrower colonnade would also compromise pedestrian comfort and reduce the quality of the public realm. For these reasons, this option was discounted.
- 12.28 The proposed colonnade, with 6-metre column spacing and slender profiles, delivers a clear and attractive pedestrian route from Station Road towards the landscaped apex of the site. This linear sequence links seamlessly to the more formal green edge along Station Road, reinforcing legibility and permeability.
- 12.29 A smaller, informal pocket park is proposed along Hills Road, helping to mediate the change in scale and use between the new building and the Centennial Hotel, and offering a softer, more intimate landscaped space, whilst at rooftop level (floor 6), a planted roof terrace is proposed which would be an effective counterpoint to the rooftop planting consented at Botanic Place.
- 12.30 With regards to inclusive access, entrances in the proposed development would have level thresholds whilst internal circulation routes would be step-free. Each floor would have accessible WC provision whilst all terraces would be accessible for all users.
- 12.31 In terms of external surface-level materials, the proposed slab paving, setts and banding would positively contribute to the high-quality public realm. Having met with the Local Highway Authority to discuss their concerns regarding the materials palette for the public realm, officers are confident that enhanced materials can be delivered across the public realm and adjacent pavements, such as with the use of Yorkstone paving, which would be agreed through condition.
- 12.32 Overall, the proposed public realm and landscape strategy would create a significantly improved environment that integrates well with both the new building and the wider area. Subject to detailed planting and tree pit

design to be secured via condition, the proposal accords with Policy 59 of the Local Plan 2018.

- 12.33 The proposal comprises the reinstatement of the Kett Oak sculpture, currently located on the western façade of the existing building. Originally commissioned to commemorate Robert Kett's Rebellion, the relief is an important piece of public art with both cultural and historical resonance. Specialist engineering advice on behalf of the applicants confirms that the sculpture can be safely removed and re-installed. Whilst some representations suggest the sculpture should be re-integrated at a higher level, several relocation options were explored with officers, and the preferred approach places the artwork at ground/first floor level on the western façade, improving its visibility to pedestrians on a busy thoroughfare and providing a connection to people resting within the newly created public realm. It will still retain some prominence in medium distance views, through the enhanced landscape provision to the corner. Its careful removal and reinstatement will be secured by condition.
- 12.34 Accordingly, the proposal complies with Policies 56 and 59 of the Local Plan 2018 and Paragraph 135 of the NPPF 2024, which requires development to establish and reinforce local character and a strong sense of place.
- 12.35 Although the Urban Design Officer and Design Review Panel highlight opportunities for further refinement such as increased façade differentiation, additional inseting of glazing, colouring and enhanced detailing, officers are satisfied that these matters can be secured through conditions requiring full material, detailing and sample submissions.
- 12.36 Overall, officers consider that the proposed design, layout, scale and massing would enhance the character and appearance of the area, and in particular the important junction of Hills Road and Station Road. The scheme represents a high-quality architectural response that contributes positively to its surroundings, in accordance with Policies 55, 56 and 57 of the Local Plan 2018 and Paragraph 135 of the NPPF 2024.
- 12.37 Subject to conditions including a sample panel, full external material details and signage strategy, the proposed development is considered acceptable.

Townscape and visual effects

- 12.38 Policy 60 of the Cambridge Local Plan 2018 requires proposals for buildings that break the existing skyline or are significantly taller than surrounding development to demonstrate compliance with a series of criteria. These include how the scheme fits within the existing landscape and townscape (criterion a), its impact on the historic environment (criterion b), the scale, massing and architectural quality (criterion c), the effects on amenity and microclimate (criterion d), and implications for the public realm (criterion e).
- 12.39 The application is accompanied by a Townscape and Visual Impact Assessment (TVIA). It evaluates both townscape effects which relate to changes in the character and quality of the urban environment and visual effects experienced by receptors such as pedestrians, travellers, and users of public spaces, as well as changes to the visual setting of designated heritage assets.
- 12.40 Heritage impacts arising from the proposals are addressed in detail in a separate section of this report. This part focuses specifically on wider townscape and visual considerations, including the overall quality, character and visual experience of the area, independent of the heritage-specific assessment.
- 12.41 The TVIA was prepared using an iterative approach agreed with the Council's Landscape Officer. It assesses the development during construction, at completion, and 15 years post-completion, and includes cumulative effects with other developments. Nineteen agreed viewpoints comprising local, dynamic and long-distance locations were used to test visibility and visual impact.
- 12.42 The historic residential terraces and the wider New Town and Glisson Road Conservation Area contribute strongly to the area's townscape character. While the proposed development contrasts with the scale and appearance of these terraces, it will read as a modern addition comparable to existing contemporary development in the area, including Botanic House and the CB1 cluster.
- 12.43 The proposal would complete the Station Road frontage, acting as the final book-end to the series of tall buildings leading to the station. Its scale and massing respond positively to the station approach and allow it to sit comfortably within the existing cluster of taller buildings, while remaining deferential to Botanic House as a key local landmark. Although the green character of the site would diminish initially, the long-term landscape strategy reinstates a strong verdant presence and reinforces the site's visual connection with the Botanic Garden.

- 12.44 The building would establish a clear marker at the convergence of the Botanic Garden, the station approach and the route into the historic city centre. Its materiality responds sympathetically to the character of the area, while its dual-volume form complements the contemporary design language of Botanic Place.
- 12.45 The architectural quality of the proposal through its design, materials and construction methodology would strengthen the identity of the junction and provide a more coherent and distinctive visual focus.
- 12.46 The loss of existing trees along Station Road would result in a temporary reduction in greenery and a noticeable short-term townscape impact. However, officers note that replacement planting will, by year 15, restore canopy cover, reinforce the site's visual link to the Botanic Garden and enhance greening along Hills Road and the terraces.
- 12.47 When assessed against Policy 60 views (viewpoints 15-19), the proposed development would not give rise to adverse effects on these key viewpoints, including Red Meadow Hill and Castle Mound. While the building will be visible, its massing aligns with the established rhythm of taller buildings along Station Road and remains subservient to Botanic Place and the larger elements of the CB1 cluster, ensuring that the historic skyline remains dominant.
- 12.48 Along Station Road (viewpoints 5, 6 and 14), the development would improve coherence and legibility within the modern streetscape, though the short-term loss of mature planting would create some initial adverse visual effects. These would diminish as replacement landscaping matures, softening the building and enhancing the streetscape. From Hills Road (viewpoints 1, 2, 3, 8, 10, 13 and 14), the proposal reads as a taller contemporary form that strengthens the junction's gateway role with contrasting materials helping to articulate the massing whilst retaining views of the Grade I Church of Our Lady of the Assumption and the English Martyrs. Maturing planting will similarly reduce visual hardness over the longer term.
- 12.49 From more distant residential areas, including the Mill Road Conservation Area (viewpoints 7 and 9), the development would only be glimpsed and remain recessive. Visitors to the Botanic Garden would experience some vegetation loss, but by year 15 the landscape strategy and architectural composition would provide a balanced visual relationship.

- 12.50 In summary, whilst short-term adverse townscape and visual effects would arise from the loss of existing vegetation, these diminish substantially over time. By year 15, the maturing landscape would soften the building's form, reinforce the gateway character of the Hills Road/Station Road junction and strengthen the area's sense of place.
- 12.51 The design has evolved through an iterative process, including reductions in height and adjustments to façade articulation and materials. Officers concur that the proposal would have a positive townscape and visual impact, enhancing the role of the junction as a key gateway, reinforcing the coherence of the CB1 cluster and Botanic Place, and significantly improving the public realm in accordance with Policy 60 of the Local Plan 2018.
- 12.52 Overall, the long-term townscape benefits of the proposal are judged to be positive and significant.

Heritage assets

- 12.53 The impact of the proposed scheme on heritage assets, their significance and setting relative to the site and how the scheme would alter and impact these settings, are matters of considerable importance given the public prominence of the site on the junction of Hills Road / Station Road, a key gateway into and out of the Cambridge.
- 12.54 The statutory considerations as set out in section 66(1) and section 72(1) of the Town and Country Planning (Listed Buildings and Conservation Areas) Act 1990, are matters to which the determining authority must give great weight to when considering schemes which have the potential to impact on heritage assets.
- 12.55 Section 66(1) of the Planning (Listed Buildings and Conservation Areas) Act 1990 sets out the legislative context for development that affects the setting of listed buildings. In considering whether to grant planning permission for development which affects a listed building or its setting, the Local Planning Authority or, as the case may be, the Secretary of State, shall have special regard to the desirability of preserving the building or its setting or any features of special architectural or historic interest which it possess.'
- 12.56 Section 72 (1) of the Planning (Listed Buildings and Conservation Areas) Act 1990 makes it a statutory duty for a local planning authority, in the exercise of its planning powers with respect to any buildings or other land

within a Conservation Area, to; “Pay special attention to the desirability of preserving or enhancing the character or appearance of that area”. . Likewise, section 102 of the Levelling-up and Regeneration Act 2023 requires separate special consideration of the effects on relevant heritage assets, including registered parks and gardens, which is relevant in respect of the Botanic Gardens.

- 12.57 Officers have had regard to the statutory duties set out in section 66(1) and section 72(1) of the Planning (Listed Buildings and Conservation Areas) Act 1990 and section 102 of the Levelling-up and Regeneration Act 2023, in considering this application, and have given considerable weight and importance to the desirability of preserving the setting of the affected Listed Buildings, to preserving or enhancing the character and appearance of the New Town and Glisson Road Conservation Area and to the registered Botanic park and gardens.
- 12.58 Paragraph 212 of the NPPF 2024 states that when considering the impact of a proposed development on the significance of a designated heritage asset, great weight should be given to the asset’s conservation (and the more important the asset, the greater the weight should be). This is irrespective of whether any potential harm amounts to substantial harm, total loss or less than substantial harm to its significance.
- 12.59 Paragraph 213 states that any harm to, or loss of, the significance of a designated heritage asset (from its alteration or destruction, or from development within its setting), should require clear and convincing justification.
- 12.60 Paragraph 215 states that where a development proposal will lead to less than substantial harm to the significance of a designated heritage asset, this harm should be weighed against the public benefits of the proposal including, where appropriate, securing its optimum viable use.
- 12.61 Paragraph 216 states that the effect of an application on the significance of a non-designated heritage asset should be taken into account in determining the application. In weighing applications that directly or indirectly affect non-designated heritage assets, a balanced judgement will be required having regard to the scale of any harm or loss and the significance of the heritage asset.
- 12.62 Paragraph 219 states that Local planning authorities should look for opportunities for new development within Conservation Areas and World Heritage Sites, and within the setting of heritage assets, to enhance or better reveal their significance. Proposals that preserve those elements of

the setting that make a positive contribution to the asset (or which better reveal its significance) should be treated favourably.

- 12.63 Policy 60 of the Cambridge Local Plan (2018) states that any proposal for a structure that breaks the existing skyline and/or is significantly taller than the surrounding built form will be considered against certain criteria. These include the need to demonstrate the impact on the historic environment (criteria b).
- 12.64 Policy 61 requires development to preserve or enhance the significance of heritage assets, their setting and the wider townscape, including views into, within and out of the conservation area, with clear justification for any harm where substantial public benefits occur. This equates to the NPPF requirements in Paragraph 212 to weigh less than substantial harm to the significance of designated heritage assets against public benefits.
- 12.65 Regardless of being less than substantial, and reflecting the statutory duties quoted, considerable importance and weight must be attached to any such harm found, with the presumption that the preservation of the significance of these heritage assets is to be preferred.
- 12.66 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. Where an application for any works would lead to harm or substantial harm to a non-designated heritage asset, a balanced judgement will be made having regard to the scale of any harm or loss and the significance of the heritage asset. This equates to the NPPF requirements in Paragraph 216.
- 12.67 The heritage assets which are considered likely to be affected by the proposed development are set out below. A description of their significance is contained with the applicant's submitted heritage statement.

Designated Assets

New Town and Glisson Road Conservation Area
War Memorial (Grade II)
Milestone (Grade II)
Highsett and front retaining wall (Grade II)
Royal Albert Homes (Grade II)
The Railway Station (Grade II)
Church of St Paul (Grade II)
No.20 and 22 Hills Road (Grade II)

Nos. 12-18 (even) Hills Road (Grade II)
 Nos. 8 and 10 Hills Road (Grade II)
 Nos. 4 and 6 Hills Road (Grade II)
 Wanstead House (Grade II*)
 Rectory of the Church of Our Lady and the English Martyrs (Grade II)
 Church of Our Lady and the English Martyrs (Grade I)
 Botanic Garden (Grade II* Registered Park and Garden)
 Central (Core) Conservation Area
 St. Johns College (Grade I)
 Kings College Chapel (Grade I)
 St Mary the Great Church (Grade I)
 All Saints Church (Grade I)
 Jesus College (Grade I)
 University Library (Grade II)

Non-designated Assets

Nos. 55-59 (odd) Hills Road (with 1-7 Station Road) (Locally Listed)
 Nos. 9-15 Station Road and Boundary Wall with Station Road (Locally Listed)
 Nos 63-99 (odd) Eastbourne Terrace, Hills Road (Locally Listed)
 Nos. 101-123 (odd) College Terrace, Hills Road (Locally Listed)
 Flying Pig Public House (Building Important to Character)

Heritage consultation responses

- 12.68 As set out in Section 6 of this report, concerns have been raised by the Conservation Officer and Historic England in terms of heritage impacts. There are also third-party objections on these grounds, including from local groups, claiming that the degree of heritage harm is greater than as stated by the applicants and Historic England.
- 12.69 Historic England consider that by virtue of the large scale, massing and bulk, the proposed building would dominate the junction and contribute to the further erosion of its historically open and expansive character, resulting in some harm to the significance of the conservation area. They recommend that the harm that would be caused is clearly and convincingly justified, and that it is outweighed by the potential wider public benefits of the scheme, prior to the granting of planning consent.
- 12.70 Historic England also consider that the proposed building would have a minor impact on other designated heritage assets through changes to their setting, which include the war memorial (Grade II), Railway Station

(Grade II) and Church of Our Lady of the Assumption and the English Martyrs (Grade I).

- 12.71 The Council's Conservation Officer shares similar concerns, namely, that as a result of the proposed scale, its position relative to the footway, bulk and massing, the proposal would result in an over-dominance of the street and associated public space at this location and cause a level of less than substantial harm within the conservation area that does not appear justified.
- 12.72 In addition, the Conservation Officer considers that the proposal would have an adverse impact on some designated and non-designated heritage assets within the immediate vicinity. They consider that the proposed height close to the Centennial Hotel creates a stark relationship and a difficult transition in height or setback to the finer-grain character of Hills Road (Eastbourne Terrace) and would dominate the curved terrace on the corner with Station Road.

Special interest and significance of the Conservation Area

- 12.73 The New Town and Glisson Road Conservation Area (NTGRCA) forms part of Cambridge's wider central conservation area and contains a varied townscape, including the gault-brick Eastbourne Terrace, the modest Flying Pig PH, the prominent Botanic House and the recently relocated War Memorial. Historic England notes that the Hills Road/Station Road junction has a semi-civic character, shaped by the war memorial, the Botanic Garden entrance and the openness around the junction to Kett House. They note that the site remains a juncture where several areas of different character meet and highlight that the existing building's scale and set-back currently provide a relatively gentle transition to the adjacent two- and three-storey Victorian terraces.
- 12.74 Historic England observe that while the CB1 development steps down in height from east to west, nearby buildings such as Botanic House and Botanic Place introduce a much larger scale. Botanic House's curved form reduces its perceived impact, and Botanic Place's massing is softened by its setbacks, however, officers note that the overall character of the junction has evolved significantly, with building heights now ranging from 2 to 8 storeys. The transition from fine-grain residential development to larger commercial buildings is therefore already an established feature, and Station Road has taken on a more mixed historical and higher density urban character.

- 12.75 The Inspector for the Botanic Place (Flying Pig PH) appeal similarly identified the Hills Road corridor as an architecturally diverse approach to the historic city centre, containing buildings of varying scale, age and quality. The application site sits directly opposite that appeal site and forms part of this varied townscape context. The submitted heritage statement concludes that, owing to this mix and the broader townscape quality, the Conservation Area possesses overall “good” significance.
- 12.76 Historic England and the Council’s Conservation Officer agree that the existing Kett House makes a neutral contribution to the Conservation Area. However, officers consider that its limited architectural quality, weak engagement with the junction, extensive surface car parking, substation and associated street clutter collectively detract from the character of this prominent corner. While the Kett Oak sculpture is recognised as making a positive contribution, officers consider that existing application site is a negative contributor to the Conservation Area and the redevelopment of the site presents a clear opportunity to enhance the townscape and improve the overall character and appearance of this part of the Conservation Area.

Special interest and significance of other designated heritage assets

- 12.77 Historic England identifies potential impacts on the setting of nearby designated heritage assets, including the Grade II War Memorial, the Grade II Railway Station, and the Grade I Church of Our Lady of the Assumption and the English Martyrs. The War Memorial’s immediate setting centred on the Botanic Garden entrance makes a moderate contribution to its significance, while the wider urban setting contributes less so.
- 12.78 The Grade II Railway Station holds high aesthetic and communal value. Its immediate forecourt setting contributes positively to its significance, while the broader context reflects the evolving mixed-use character of the area. The application site is not visible from the station itself, and its only contribution to the station’s setting is as part of the general built form lining Station Road, which is considered neutral.
- 12.79 The Grade I Church of Our Lady of the Assumption and the English Martyrs is highly significant, with its spire forming a key element of the city skyline. Although the application site and the church can be perceived in some long-distance views along Hills Road, the site’s current low-scale means it contributes little in these views. It therefore makes a neutral contribution to the church’s wider setting.

- 12.80 The Grade II* Registered Park and Garden of Cambridge Botanic Garden derives significance from its relationship with the city beyond, particularly along Hills Road. The majority of views of the application site from within the Garden will be screened once Botanic Place is completed, although it will remain visible from the entrance and in oblique views from the south. In its existing form, the site makes a neutral contribution overall, with the surface car park detracting slightly from the wider urban context.
- 12.81 The application site also falls within the wider setting of other designated heritage assets, but as no specific concerns have been raised by consultees, officers consider there to be no harmful effects on their character or significance.

Special interest and significance of non-designated heritage assets

- 12.82 Nos. 55–59 Hills Road and Nos. 1–7 Station Road form a prominent three-storey curved corner terrace of moderate significance, contributing strongly to the townscape at the junction. Although visually coherent in themselves, their smooth transition is disrupted by the current Kett House site, whose form and orientation create an awkward relationship. The site is therefore considered to make an adverse contribution to the setting of this terrace.
- 12.83 Station Road villas (Nos. 9-15 Station Road) hold moderate significance primarily through their collective character and strong group value. Their setting is defined by their shared driveway, mature lime trees and consistent residential grain, which together make a moderate positive contribution to their significance. The existing Kett House design makes it disconnected from its built environment and is at odds with the streetscape. The site is therefore considered to make an adverse contribution to the villas' wider setting.
- 12.84 Eastbourne Terrace (Nos. 63–99 Hills Road), including extensions forming part of the Centennial Hotel, is of moderate to low significance. Its setting derives from its curtilage, its relationship with the wider terrace, and longer oblique views along Hills Road alongside larger office buildings on Station Road. The existing Kett House site currently creates a disjointed and abrupt transition in this view, resulting in a minor adverse contribution to the terrace's setting.
- 12.85 The Flying Pig Public House, although of low significance due to extensive alteration, remains an important streetscape feature. Its setting

is currently weakened by the isolated condition of the site and the poor-quality surface car park. The redevelopment of Botanic Place will substantially improve its context, but at present the application site contributes adversely to its setting.

Proposals and effects on the Conservation Area

- 12.86 Given its strategic position between CB1, Botanic House and Botanic Place, the site naturally lends itself to a prominent 'marker' building that frames the approach to the station. The proposal's assertive scale and contemporary design inevitably create tension within the Conservation Area, where larger commercial buildings meet finer-grain residential terraces.
- 12.87 Historic England and the Conservation Officer agree the scheme results in less than substantial harm due to its scale, massing and bulk and its effect on the historically open character of the junction. Third parties and local groups comments in this regard are also acknowledged.
- 12.88 These heritage consultees' consideration of the existing site's contribution in heritage terms is also noted. Officers consider that the building lacks the quality of surrounding modern developments whilst by virtue of the surface level car parking, substation and weak landscaping, the current scheme detracts from this key corner and therefore the existing building and its site are negative contributors to the character and appearance of the Conservation Area. On this basis, the sensitive redevelopment of the site offers a clear opportunity for significant townscape enhancement.
- 12.89 Some viewpoints (particularly 4, 11 and 14) show a strong visual impact; however, when read in the context of surrounding tall buildings, retained junction spacing, and the vertical emphasis established by Botanic House, officers consider these effects acceptable. At longer distances, such as Mawson Road, the proposal visually completes and compliments the emerging commercial cluster, and its visibility does not translate into harm.
- 12.90 With reference to the TVIA, officers note that in some viewpoints, including those from the Botanic House entrance (viewpoint 4), the north of Botanic House (viewpoint 11), and the curved terrace to the north of the junction (viewpoint 14), the proposal would result in a noticeable increase in built form. However, when considered within the broader context of surrounding tall buildings, largely retained setbacks at the junction, and the established vertical emphasis created by Botanic House, officers

consider the impact upon the character and appearance of the Conservation Area to be acceptable.

- 12.91 Whilst concerns have also been raised by the Conservation Officer regarding longer-distance views, from Mawson Road (viewpoint 9), the TVIA shows the building completing the maturing Station Road cluster and officers consider that the visibility from this location does not equate to harm given the distance and compatible surrounding scale. On this basis and from this view, there would be no harmful impact upon the character and appearance of the Conservation Area.
- 12.92 As heritage consultees and third parties/local groups note, from the south along Hills Road (viewpoints 13, 8 and 12), the building projects modestly further towards the junction and together with its scale and massing appears more dominant when viewed in the context of the curved terrace (Nos. 55–59 Hills Road and Nos. 1–7 Station Road) and adjacent Eastbourne Terrace. This does introduce a degree of less than substantial harm, as a transition from two-storey residential terraces to larger commercial forms is already present. The design mitigates this relationship through façade angling, increased separation from the terrace and a considered stepping of massing.
- 12.93 From viewpoint 6, the proposed colonnade is a prominent feature on Station Road. Although it increases the building’s presence at street level, it establishes a clear and coherent edge that supports the emerging civic character of the junction. The double-height, open colonnade creates a generous and permeable pedestrian route, contributing to a sense of openness rather than enclosure. Unlike the semi-private recessed colonnade at No. 50–60 Station Road (visible in viewpoint 5), the proposed colonnade is fully public and operates as an extension of the public realm, allowing comfortable pedestrian movement and maintaining views towards the War Memorial and new landscaping at the junction apex. When read alongside No. 50–60 Station Road at the eastern end, the proposal provides a balanced “bookend” to the corridor. Officers therefore consider the visual impact in this viewpoint to be justified and to result in no harm to the Conservation Area.
- 12.94 Other viewpoints (1, 2, 3 and 10) demonstrate that the proposal integrates comfortably with the varied commercial townscape of Hills Road. Key features such as St Paul’s Church tower, the War Memorial and wider views toward the Historic Core remain clear and legible. The upper storeys sit below the highest elements of the CB1 cluster and do not break the skyline. Officers therefore identify no harm from these

perspectives, nor to the wider historic setting when viewed from strategic locations such as Castle Mound.

- 12.95 In summary, officers consider that by virtue of its massing and scale, the proposal would reduce the sense of openness at the Hills Road/Station Road junction when viewed from the south-west, leading to a degree of less than substantial harm. However, when viewed from the north, the improved architectural quality, enhanced frontage and public realm contribute positively to the Conservation Area's character.
- 12.96 The proposed redevelopment also delivers heritage benefits including the replacement of a mediocre building with high quality architecture, removal of surface-level parking and street clutter, and substantial public realm improvements. Taking these considerations together, officers conclude that the proposals would result in less than substantial harm to the New Town and Glisson Road Conservation Area at the lower end of the scale.
- 12.97 In conclusion, although the proposed scheme's design, scale and massing demonstrate that appropriate regard has been given to preserving or enhancing the Conservation Area in line with Section 72 of the Planning (Listed Buildings and Conservation Areas) Act 1990, officers consider that the development would still result in a degree of harm to the significance and visual appreciation of the New Town and Glisson Road Conservation Area. This is assessed as at the lower end of less than substantial harm. Under Paragraph 215 of the NPPF 2024, this harm must be weighed against the public benefits of the proposal.

Proposals and effects on other designated heritage assets

- 12.98 Historic England and the Conservation Officer consider that the proposal would cause minor impacts to the settings of the War Memorial and the Railway Station, and Historic England consider that the proposal would result in a minor adverse impact on the Church of Our Lady of the Assumption and the English Martyrs.
- 12.99 With regard to the impact upon the War Memorial (Grade II), officers acknowledge concerns raised. Although the building steps forward on Station Road, spacing at the junction is largely maintained, and the vertical emphasis of the façade, combined with the open and double height colonnade, preserves longer-distance views. Any resulting impact is judged to amount to only limited less than substantial harm.

- 12.100 Views (viewpoint 13) of the Church of Our Lady of the Assumption and the English Martyrs (Grade I) would remain available along Hills Road. Whilst there would be an increase in scale, given the intervening distance and the fact that the church continues to dominate the skyline, any effect on its setting would also constitute limited less than substantial harm.
- 12.101 Regarding the effects on Cambridge Botanic Garden (Grade II*), although the building will be visible from the Garden entrance, its orientation towards the junction and the enhanced public realm ensure that the experience of the Garden's setting is not harmfully affected. From other viewpoints, the massing is recessive when read against the Botanic Place redevelopment. Officers therefore consider that no harm arises to this heritage asset and the requirement of section 102 of the LURA 2023.
- 12.102 Concerning the impact upon the Railway Station, the proposed forward projection is mitigated by the generous colonnade, which preserves views through to the junction and towards the War Memorial. When read alongside the scale of No. 50–60 Station Road, the proposal forms a balanced bookend to the corridor and does not harm the station's setting or significance.
- 12.103 No concerns from consultees or third parties have been raised regarding other designated heritage assets, and officers agree that the proposals would preserve the settings of nearby Grade II and Grade II* buildings, with no identified harm.
- 12.104 Overall, while the scheme demonstrates appropriate regard for Section 66 of the Planning (Listed Buildings and Conservation Areas) Act 1990 and Section 102 of the LURA 2023, officers conclude that limited less than substantial harm at the lowest end of the scale would arise to the settings of the War Memorial and the Church of Our Lady of the Assumption and the English Martyrs.
- 12.105 In accordance with Paragraph 215 of the NPPF 2024, this harm must be weighed against the public benefits of the development.

Proposals and effects on non-designated heritage assets

- 12.106 For Nos. 63–99 Hills Road (Eastbourne Terrace and College Terrace), officers acknowledge the Conservation Officer's view and other similar concerns raised by third parties and local groups that the proposal creates a stark contrast in scale. However, the existing relationship between these terraces and the current Kett House is already poor, with limited

coherence in townscape terms. The proposed building's stepped-back lower storey, angled façade and increased separation introduce additional breathing space. Together with improved soft landscaping and a stronger public-realm treatment along the northern edge of the terrace, these measures would improve how these locally listed assets are experienced despite the overall increase in height.

- 12.107 While some degree of harm inevitably arises from the juxtaposition of modest Victorian terraces and a larger commercial building, this contrast is characteristic of this part of the Conservation Area, where small-scale heritage assets sit alongside larger contemporary forms. Given the low-to-moderate significance of the terraces, and taking account of the design measures incorporated, officers consider that the limited harm identified is acceptable within the context of achieving meaningful redevelopment on this key site.
- 12.108 Regarding the curved terrace of Nos. 55–59 Hills Road and 1–7 Station Road, officers acknowledge concerns about the potential dominance of the new building. The proposed development would reduce the visible length of these Buildings of Local Interest when viewed from the south (viewpoint 13), however, impacts are mitigated to some extent by the proposal's high-quality architectural approach, removal of surface car parking and introduction of an improved public realm to create a more coherent setting than currently exists. On this basis, officers consider that there would be limited harm to the setting of these locally listed buildings and taking into account the design measures incorporated, officers consider that the limited harm identified is acceptable within the maturing townscape context where small-scale heritage assets sit alongside larger modern buildings.
- 12.109 Regarding the Flying Pig Public House, officers acknowledge comments about potential effects on its garden space. Nevertheless, the building is already enclosed on three sides by the Botanic Place redevelopment, and the proposed scheme provides additional landscaping and a higher-quality architectural backdrop. In this context, the proposal does not introduce further harm and continues the existing pattern of modest buildings set within a high-density commercial environment.
- 12.110 No concerns have been raised by consultees regarding the setting of Station Road Villas (Nos. 9–29), and officers agree that their significance and contribution would be preserved, largely because of their increased set-back from the road behind a well landscaped frontage.

- 12.111 In conclusion, while some limited harm arises to the settings of Eastbourne Terrace and the curved terrace (Nos. 55–59 Hills Road and 1–7 Station Road), when balanced against the significance of the assets, the quality of the design, and the public-realm and townscape enhancements proposed, in accordance with Paragraph 216 of the NPPF 2024, in taking a balanced judgement, officers consider the level of harm to be acceptable in this case.

Overall Conclusion

- 12.112 In conclusion, the proposed development would result in some harm to designated and non-designated heritage assets, and this is summarised in the table below:

Heritage Asset	Harm (level)
New Town and Glisson Road Conservation Area	Lower end of less than substantial harm
War Memorial (Grade II)	Limited less than substantial harm
Church of Our Lady of the Assumption and the English Martyrs (Grade I)	Limited less than substantial harm
Eastbourne Terrace (Building of Local Interest)	Limited harm
Curved Terrace (Nos. 55–59 Hills Road and 1–7 Station Road) (Building of Local Interest)	Limited harm

Table 5: Summary of heritage harm

- 12.113 In summary, the proposed development would result in less than substantial harm at the lower end of the scale to the character and appearance of the New Town and Glisson Road Conservation Area, as well as limited less than substantial harm to the settings of the War Memorial (Grade II) and the Church of Our Lady of the Assumption and the English Martyrs (Grade I). Officers have had full regard to the statutory duties in sections 66(1) and 72(1) of the Planning (Listed Buildings and Conservation Areas) Act 1990, and considerable weight has been given to

the conservation of these heritage assets in line with Paragraph 212 of the NPPF 2024.

- 12.114 While Historic England and the Conservation Officer question the need for a development of this scale, the wider context has changed significantly due to the emergence of tall, high-density commercial buildings along Station Road and Hills Road. The proposal reflects this evolving townscape and accords with Policy 14 of the Local Plan 2018, which supports higher density near key transport interchanges and expects development to create active, high-quality places. In line with Paragraph 125 of the NPPF 2024, substantial weight is afforded to the effective reuse of brownfield land in such a sustainable location.
- 12.115 The proposed scheme has undergone an iterative design process which has reduced its scale and refined its massing and appearance, ensuring contextual architectural quality and improved integration with both designated and non-designated heritage assets. The public-realm strategy, enhanced landscaping, and high-quality material palette further mitigate its visual impact.
- 12.116 The proposals would deliver a wide range of public benefits, including the following:
 - 12.117 Economic benefits would arise from the delivery of high-quality employment floorspace in a strategically important central location, supporting Cambridge's knowledge-based economy, potentially accommodating up to 953 employees. This will provide significant economic productivity gains and boost local services and facilities.
 - 12.118 Social benefits would arise through the delivery of an Employment and Skills Strategy, including apprenticeships, training and job-creation during construction and occupation.
 - 12.119 There would be significant improvements to the public realm, greening and seating areas, contributing to social interaction and pedestrian experience.
 - 12.120 Environmental and sustainability benefits would arise through the use of a hybrid structural system, renewable technologies, EV charging, rainwater storage, greywater recycling, and reduced surface-water runoff which would all contribute to climate-resilience and sustainable development.

- 12.121 Townscape and placemaking benefits would arise from the replacement of an outdated building with a high-quality scheme, activation of the ground floor through retail/community uses and the creation of a distinctive civic presence at a key junction.
- 12.122 The cultural heritage of the Kett Oak sculpture would be retained, reinforcing local identity and a sense of place, however given that this sculpture is already present, officers consider this to be neutral in the heritage balance.
- 12.123 Sustainable travel enhancements would arise through the reduction in car parking, improved circulation space and walking and cycling connectivity, supporting modal shift and aligning with the GCP infrastructure objectives.
- 12.124 Taken together, officers consider that these economic, social and environmental benefits to be substantial. In accordance with Paragraph 215 of the NPPF 2024, these benefits provide clear and convincing justification that outweighs the identified less than substantial harm to the Conservation Area and the settings of designated heritage assets.
- 12.125 A small degree of harm also arises to certain non-designated heritage assets, notably Eastbourne Terrace, due to contrasts in scale and the curved terrace (Nos. 55–59 Hills Road and 1–7 Station Road), due to the reductions in visible length when viewed from the south. However, in line with Paragraph 216 of the NPPF 2024, this harm is limited, affects assets of low to moderate significance, and is outweighed by the heritage, townscape and public-realm enhancements delivered by the scheme.
- 12.126 Officers recognise that redevelopment of a brownfield site of this importance at the interface of major transport infrastructure and an expanding commercial district inevitably involves a degree of urban change and tension with heritage assets. In this case, officers consider that the public benefits demonstrably outweigh the heritage harm. In conclusion, and having had full regard to statutory duties and national and local policy, officers consider that the proposal is acceptable and in accordance with policies 55, 56, 57, 60, 61 and 62 of the Local Plan 2018, the NPPF 2024 and LBCA 1990 and LURA 2023 Acts' statutory provisions contained within sections 66, 72 and 102 respectively.

13. Trees

- 13.1 The application is accompanied by an Arboricultural Impact Assessment and Tree Survey. The proposal would result in the loss of 9 existing trees (5 Category C trees and 4 Category B trees). The proposal would plant 25 new trees as part of the soft landscaping strategy including 17 trees at street level.
- 13.2 Whilst local member concerns regarding the loss of trees are noted, following a formal consultation with the Council's Trees Officer, given that the existing trees are not remarkable examples of their species, and the mitigation through replacement planting, there is no objection to proposed development in arboricultural terms, in accordance with policies 59 and 71 of the Local Plan 2018.

14. Carbon reduction and sustainable design

- 14.1 The application is supported by a Sustainability Statement, Energy Assessment and Design and Access Statement.
- 14.2 Although refurbishment of the existing building was explored at pre-application stage, it was ruled out due to structural limitations, insufficient floor-to-ceiling heights and the significant interventions required to meet modern office standards. In consultation with the Sustainability Officer, demolition is considered appropriate. A pre-demolition audit confirms that 99.8% of the existing building fabric can be reused on site or reused off-site where existing materials do not align with the proposal's low-carbon design approach.
- 14.3 The proposed new building employs a hybrid timber structure and low-carbon stone façade designed for longevity and future disassembly, reducing upfront embodied carbon to c.689 kgCO₂e/m² (LETI Bands C–D). Circular-economy principles are embedded through mechanical fixings to support future reuse and the scheme targets BREEAM Excellent, WELL Gold enabled, NABERS 4.5* and WiredScore Platinum.
- 14.4 Dynamic thermal modelling has informed the façade strategy, with calibrated glazing ratios, deep reveals and vertical articulation providing solar control and good internal daylighting. An all-electric energy strategy is proposed, with air-source heat pumps for heating and cooling and roof-mounted photovoltaic panels. These measures achieve a 12% reduction in carbon emissions above Building Regulations.

- 14.5 The proposals respond positively to Policy 28 through their approach to embodied carbon, energy efficiency and sustainable construction. Water-efficiency measures include targeting 5 Wat01 credits (55% reduction), greywater recycling for WC flushing, water sub-metering and leak detection, meeting all relevant BREEAM water credits.
- 14.6 The Sustainability Officer raises no objection, subject to conditions securing carbon-reduction technologies and water-efficiency systems. Officers therefore conclude that the scheme complies with Policies 28 and 29 of the Local Plan 2018 and the Greater Cambridge Sustainable Design and Construction SPD 2020.

15. Biodiversity

- 15.1 The existing site comprises buildings and sealed surfaces, trees and shrubs. The site is within 50 metres of Cambridge University Botanic Garden, a County Wildlife Site.
- 15.2 In accordance with policy and circular 06/2005 'Biodiversity and Geological Conservation', the application is accompanied by a Preliminary Ecological Appraisal (PEA) and Biodiversity Net Gain (BNG) Assessment.
- 15.3 The Council's aspirational Biodiversity Net Gain (BNG) target is 20%. The applicant proposes an on-site ecological uplift of 30% in this instance. A scheme of ecological enhancement will also be attached as a condition on any planning consent granted.
- 15.4 The application has been subject to formal consultation with the Council's Ecology Officer, who raises no objection to the proposal. The PEA has found no evidence to suggest that a protected species licence will be required prior to works commencing on site, however, non-licensable avoidance measures will be used to remove any residual harm.
- 15.5 Whilst the Ecology Officer recommends several conditions pertaining to ecology, given its location and nature of the site, it is not considered by officers that these conditions as worded are necessary.
- 15.6 On this basis, subject to the above and on-site biodiversity net gain, officers are satisfied that the proposed development complies with Policy 70 of the Local Plan 2018, the Biodiversity SPD 2022, the requirements of the Environment Act 2021 and 06/2005 Circular advice.

16. Water management and flood risk

16.1 Surface water flood risk

16.2 The site is in Flood Zone 1 and is therefore considered at low risk of fluvial flooding. A very small part of the site is also located within 1 in 30 year surface water extent and whilst this is categorised as being high risk of pluvial flooding, following a formal consultation with the Lead Local Flood Authority (LLFA), the proposed development in terms of surface water drainage, would provide a substantial betterment when compared to the current brownfield discharge rates.

16.3 Surface water would be drained using a system of blue roofing, rain gardens and tanked permeable paving before discharging via flow control at 11.7 l/s and 16.7 l/s at the two existing surface water discharge points into the existing surface water sewer.

16.4 The applicant has also provided a detailed maintenance strategy outlining maintenance practices, frequency and adoption details of all surface water drainage features and the water quality has been adequately assessed.

16.5 On this basis, subject to a detailed surface water drainage scheme and measures to avoid additional surface water run-off from the site during construction, the proposal is in accordance with policies 31 and 32 of the Local Plan 2018 and the NPPF 2024.

16.6 Foul water flood risk

16.7 Under Section 106 of the Water Industry Act 1991, all Water and Sewerage Companies have a legal obligation to provide developers with the right to connect to a public sewer. The duty imposed by section 94 of the 1991 Act requires these companies to deal with any discharge that is made into their sewers.

16.8 Paragraph 201 of the NPPF states that the focus of planning policies and decisions should be on whether proposed development is an acceptable use of land, rather than the control of processes or emissions (where these are subject to separate pollution control regimes). Planning decisions should assume that these regimes will operate effectively.

16.9 The application site is located within the Cambridge Water Recycling Centre (WRC) catchment area. Anglian Water comments state that Cambridge WRC currently lacks the capacity to treat the additional flows generated by the proposed development. Anglian Water's consultation

correspondence goes on to state that following the recent announcement from the Ministry of Housing, Communities and Local Government (MHCLG) that the Housing Infrastructure Fund (HIF) will no longer be available to support the delivery of a new Water Recycling Centre for Greater Cambridge, holding objections will be submitted to all future planning applications. Anglian Water has advised that this position will continue until alternative plans to increase capacity at the existing Cambridge WRC to deal with wastewater from growth are confirmed. A comprehensive feasibility review of all available options is currently being undertaken by Anglian Water to determine how future growth can be supported at the existing facility. The assessment is not expected to conclude until June 2026.

- 16.10 Until such time as the feasibility review is concluded, Anglian Water raise a 'holding objection' to the proposed development. This is on the grounds that any connection into the foul network will contribute to pollution and deterioration of the watercourse via the WRC as it is unable to accommodate additional flows.
- 16.11 Wastewater infrastructure capacity has become a strategic issue for many local planning authorities across the south-east of England over the last year. At a local level, the MHCLG decision in August 2025 not to support the delivery of the Cambridge WRC has resulted in objections being raised by Anglian Water to planning applications within the Cambridge WRC catchment.
- 16.12 Whilst Anglian Water's consultation response is described as a 'holding objection' with regard to wastewater treatment, officers note that Anglian Water does not have the statutory power to issue a 'holding direction' or directly prevent the local planning authority from determining the planning application. Officers consider that the availability of treatment capacity at Cambridge WRC, and any environmental or amenity harm caused by increased discharges from storm overflows associated with the application proposals is a material planning consideration in the assessment of this planning application. The weight to be attached to this matter is for the decision maker.
- 16.13 Officers do not consider it reasonable to withhold the consideration of this planning application until the conclusion of Anglian Water's feasibility review to determine how future growth can be supported at the Cambridge WRC. Developers retain a right to appeal against non-determination if there is an unnecessarily delay in determination.
- 16.14 Capacity of Cambridge WRC

- 16.15 Under the application proposals, foul water would be treated at Anglian Water's Cambridge WRC. Anglian Water have advised that this treatment works currently lacks the capacity to treat the additional flows generated by the proposed development.
- 16.16 In response to officers' request, Anglian Water has advised that using the latest 2024 Q90 dry weather flow (DWF) headroom figures, as verified by the Environment Agency, the WRC consent permit is for 37,330 m³ per day (37,330,000 litres per day), however as of 2024 Q90 data, the WRC was operating at 39,354 m³ per day (39,354,000 litres per day).
- 16.17 Whilst no specific environmental harm has been identified by Anglian water from the additional flows from this particular proposal to substantiate their objection, officers have undertaken a desktop exercise and reviewed datasets published by the Environment Agency which relate to the monitoring of storm overflows at Cambridge WRC.

Year	Number of spills	Duration (hours)
2021	0	0
2022	0	0
2023	74	1476
2024	23	295

Table 6: Cambridge WRC Storm Overflow, Spill frequency event duration monitoring data (Source: Environment Agency Storm Overflow – Spill Frequency Portal)

- 16.18 The data indicates that storm overflows at Cambridge WRC are being used in circumstances other than the exceptional storm conditions for which they were designed. This validates Anglian Water's position that there is currently inadequate capacity to deal with existing waste flows in normal non-storm circumstances, and that – for a limited number of spills and for a specified duration - untreated sewerage is being discharged into the receiving water course (The River Cam). However, this issue is no fault of any developer, nor is the solution – a strategic investment decision for Anglian Water - within any developer's direct control. To a very real extent, this is a pre-existing and significant issue with or without permission coming forward on the site.

16.19 The desktop exercise indicates that as Cambridge WRC is currently operating above its operational capacity, additional flows could worsen the situation. On this basis, officers take the view that the net increase in foul water flow arising from this development has the potential to cause environmental harm to receiving watercourses, albeit any attribution of harm from a single development site, including a proposal that does not amount to EIA development as in this case, is difficult to ascertain.

16.20 Calculations of the existing and proposed daily used water discharge rates associated with the application site have been extracted from the updated Drainage Report (December 2025) which accompanies the planning application.

Development	Area of building GIA (m2)	Daily Discharge rates (litres/day)
Existing	3,963	11,008
Proposed	15,007	19,426

Table 7: Existing and proposed domestic foul water flow rates.

16.21 Foul water flows are proposed to be discharged via gravity into Anglian Water's foul water sewer within Station Road via the existing outfall. A new outfall may be required to coordinate with other utilities and services. The foul water connection will be secured via condition on any planning consent granted.

16.22 Assessment of harm

16.23 The proposed development will result in a net increase in wastewater rates of over 8,418 litres/day equating to 0.02% of the daily existing dry weather water processing at Cambridge WRC (approximately 39 million litres per day).

16.24 Anglian Water has not provided any specific evidence to demonstrate the harm to the environment that the additional foul flows arising from this development would cause to the receiving watercourse. As a proportion of the existing overall processing at CWRC, which is accepted as above the current permit licence, officers consider that the net increase of foul flow rates from the application site would be negligible and that it would not be possible to attribute any meaningful or significant harm arising from this

scheme to the water environment beyond that already occurring. Notwithstanding that there would be a cumulative effect with other development, the scheme before members is not EIA development and there is no requirement for such an assessment to be undertaken by the applicants.

- 16.25 The risk of harm is capable of being mitigated significantly by investment in and implementation of a suitable scheme to upgrade the capacity of the catchment wastewater treatment works, Cambridge WRC. Anglian Water have committed to make that investment in their October 2025 statement.
- 16.26 As such, in light of the statutory obligations imposed on Anglian Water, the lack of evidence concerning attributable harm arising from this development and its nominal contribution to the daily dry weather WRC processing, mean that a planning condition to restrict occupation until net capacity is improved is not necessary. The proportionate impact of 0.02% renders any harm negligible. A Grampian condition should only be imposed if the impacts were such they would result in a recommendation of refusal. In this case, it is not necessary to impose a condition to grant planning permission. Whilst the proposal before members would result in degree of conflict with the development plan and the NPPF, such conflict is miniscule and should not bear any significant material weight in favour of a condition being considered necessary to limit occupation until Cambridge WRC capacity is improved.
- 16.27 Planned improvements to Cambridge WRC
- 16.28 Notwithstanding Anglian Water's position as advised in consultation correspondence (that there are currently no funded plans to increase capacity at Cambridge WRC to deal with wastewater from growth), officers are of the view that there is a reasonable prospect that alternative plans will be forthcoming within the life of a planning permission.
- 16.29 In reaching this position, officers have had particular regard to the government's agenda for growth in Cambridge and its environs, as reaffirmed in the Written Ministerial Statement on Delivering ambitious and high-quality sustainable growth in Greater Cambridge, made by Matthew Pennycook, Minister of State for Housing and Planning, on 23 October 2025. This statement demonstrates the government's firm commitment to realising the full potential of Greater Cambridge in the months and years ahead and confirms that the government has instructed Anglian Water to accelerate planning for wastewater infrastructure upgrades required to accommodate development and growth, and that this will be reported to government by early 2026.

16.30 Conclusion

16.31 Foul water is a material planning consideration in the assessment of the application proposals.

16.32 The development would increase foul water flows to a receiving WRC which is already operating over capacity. The net increase has the potential to cause cumulative environmental harm to receiving watercourses, but any increase in this case would be negligible and incapable of meaningful attribution in terms of harm.

16.33 The application is acceptable with reference to its likely impacts notwithstanding policy 32 of the Local Plan 2018, in light of NPPF advice and Government signalling.

17. Highway safety and transport impacts

17.1 Policy 80 supports developments where access via walking, cycling and public transport are prioritised and is accessible for all. Policy 81 states that developments will only be permitted where they do not have an unacceptable transport impact.

17.2 Paragraph 116 of the NPPF 2024 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.

17.3 The existing site has vehicular access from both Hills Road and Station Road, which serves the surface level car parking. The application is supported by a Transport Assessment, Delivery and Servicing Plan and Operational Waste Management Strategy.

17.4 The proposed development would stop-up the existing vehicular access onto Hills Road and a vehicular access onto Station Road created, replacing the existing substation.

17.5 In consultation with the Local Highway Authority, the visibility splays for the access onto Station Road are acceptable and will be subject to condition to be attached to any planning consent granted to ensure the safe operation and the permanent and effective closure of the Hills Road access, with the kerb raised to full height and the footway reinstated in accordance with highway specification, and the realignment of the Station Road access to be subject to planning condition.

- 17.6 With regards to servicing and deliveries, this would be undertaken from on-street along Station Road. Following consultation with the Local Highway Authority, this strategy is acceptable subject to slight amendments, and this will be required via conditions on any planning consent granted. Should formal loading arrangements be agreed, this could be secured via a traffic regulation order under separate legislation and process.
- 17.7 The Local Highway Authority has raised concerns with regards the palette of materials along the footways (outside of the developers' control), highlighting concerns with the durability of bespoke materials and the limited suite of materials when repairs/replacements are required, and the risk to highway users. In addition, it is advised that the design of tree pits/planters take into account the highway to ensure that this is not impacted structurally.
- 17.8 Whilst this is the case, the public realm improvement encompassing the footways in the same materials is fundamental to the success of the scheme and on this basis, officers support the landscaping strategy as proposed and this will be subject to a S278 agreement should planning consent be granted. Having discussed the available materials palette with the Local Highway Authority, officers are satisfied that a uniform and high-quality surface material can be achieved with appropriate maintenance sums secured under a S278 across the site and adopted pavements, including for example with the use of York stone paving.
- 17.9 Regarding the planter/tree pit impacts, officers consider it reasonable and necessary to incorporate this into a landscaping condition attached to any planning consent granted.
- 17.10 In terms of the highway safety impacts during construction, subject to a condition to restrict construction delivery & muck-away timings for vehicles in excess of 3.5 tonnes between the hours of 9:30 and 15:30 Monday to Saturday, and a pre-commencement construction traffic management plan to be agreed and conditioned on any planning consent granted, highway safety impacts would be appropriately mitigated.
- 17.11 The proposed development is expected to result in a trip generation for walking of 111 and cycling of 246 in the AM peak, and 100 walking and 222 cycling in the PM peak. This demonstrates the high proportion of walking and cycling trip to and from the building would benefit from the Greater Cambridge Partnership (GCP) Hills Road proposals, in particular the proposed improvements to the Hills Road/Station Road junction.

- 17.12 Subject to conditions and S106 mitigation including financial contributions towards the GCP Hills Road improvements, the proposal accords with the objectives of policies 80 and 81 of the Local Plan 2018 and is compliant with NPPF advice.

18. Car and cycle provision

- 18.1 The planning application is accompanied by a Transport Assessment and Travel Plan.

Cycle parking

- 18.2 The application site is in close proximity to Cambridge Railway Station and there are regular bus services accessible within the vicinity. The proposal would stop-up the Hills Road vehicular access and provide a substantial area of internal, secure, ground floor cycle parking.
- 18.3 This ground floor internal cycle parking would be accessible for employees from both Hills Road and Station Road. This approach provides exceptional accessibility when the majority of cycle parking provision within the CB1 redevelopment is at basement level.
- 18.4 The Cambridge Local Plan (2018) supports development which encourages and prioritises sustainable transport, such as walking, cycling and public transport. Policy 82 of the Cambridge Local Plan (2018) requires new developments to comply with the cycle parking standards as set out within appendix L which for office development should be 2 spaces for every 5 members of staff or 1 per 30sqm gross floor area (whichever is greater). To support and encourage sustainable transport, the provision for cargo and electric bikes should be provided on a proportionate basis.
- 18.5 The proposed development would have an internal floor area of 9489sqm NIA and is forecast to generate approximately 953 employees, of which 667 would be expected to be in the building on a typical day. Whilst is recognised that the cycle parking provision would fall below the 1 space per 30sqm of gross floor area as required by Appendix L of the Local Plan 2018, the applicant has engaged with the Cambridgeshire County Council Transport Assessment Team and a modal share amongst staff in the building on a typical day of around 45% (298) is considered to be appropriate. Based on census travel pattern data including anticipated cycle trips, the transport statement targets that the Travel Plan should aim for 42.9% (286) of daily employees to travel by bicycle.

- 18.6 The proposed development proposes 298 spaces which includes 272 internal cycle spaces in addition to 30 folding-bike lockers and 26 external visitor cycle spaces which would be located conveniently near entrance points. Of the internal cycle parking spaces, 148 would be Sheffield Stands and 24 spaces for non-standard cycles. There would be 100 internal spaces in the form of double stackers.
- 18.7 The internal arrangement has the possibility of increasing the quantum of double stackers whilst still maintaining at least 20% Sheffield Stands. The potential increase in internal cycle provision would be subject to travel plan monitoring and cycle parking management plan which would be secured via condition on any planning consent granted.
- 18.8 Within the building, end-of-trip facilities including showers, changing rooms, personal lockers and a cycle repair shop would promote the use of active travel modes and discourage private car use.
- 18.9 On this basis, the proposed cycle parking is considered to be acceptable.

Car parking

- 18.10 Policy 82 of the Local Plan 2018 requires new developments to comply with, and not exceed, the maximum car parking standards as set out within appendix L. Car-free and car-capped development is supported provided the site is within an easily walkable and cyclable distance to a District Centre or the City Centre, has high public transport accessibility and the car-free status can be realistically enforced by planning obligations and/or on-street controls.
- 18.11 The proposed development would reduce the number of on-site car parking spaces from 46 surface level bays to 12 spaces within the basement (of which two are accessible for blue badge holders) and therefore would retain a very limited provision. The Transport Assessment Team are satisfied with the quantum and the reduction in car modal share.
- 18.12 On this basis, the proposed car parking arrangement is compliant with policies 81 and 82 of the Local Plan 2018.

EV charging

- 18.13 The proposed development would provide 6 charging points from first occupation of the development. The remaining space will have passive

provision should this be required. There is no objection raised by the Council's Environmental Health Officer in this regard. On this basis, the proposal is compliant with policies 36 and 82 of the Local Plan 2018 and the Greater Cambridge Sustainable Design and Construction SPD 2020 subject to a condition to be attached on any planning consent granted.

19. Neighbourhood Amenity

- 19.1 Policies 55, 56, and 57 of the CLP require the design of developments to respond positively to their context. Policy 60 of the CLP outlines criteria for assessing tall buildings. Criterion (d) requires applicants to demonstrate that their proposals will not adversely impact neighbouring buildings and open spaces in terms of overlooking and overshadowing, in addition to ensuring there is adequate sunlight and daylight within and around the proposals. The objective of achieving a high standard of amenity is also contained in paragraph 135 of the NPPF 2024.
- 19.2 This section considers daylight, sunlight and overshadowing, as well as loss of privacy and visual enclosure.
- 19.3 *Daylight, sunlight and overshadowing*
- 19.4 The application is supported by the Daylight & Sunlight Effects Report (DPR, September 2025)
- 19.5 In accordance with BRE guidance (BRE209: Site Layout Planning for Daylight and Sunlight – A Guide to Good Practice (June 2022) (the BRE Guide), this document applies the following technical methods to assess daylight, sunlight, and overshadowing:
- Vertical sky component (VSC): Normally abbreviated as VSC, this is a measure of how much daylight the centre of a window (as measured on the face of the window wall) receives from an overcast sky. A higher VSC indicates that more daylight illuminance is available to enter the room through that window. The maximum theoretical value for VSC is almost 40% for a vertical window. Where a room is served by multiple windows, an 'area-weighted' Vertical Sky Component may be derived for the room based on the size of each window, subject to the methodology within the BRE Guide.
 - Daylight distribution (NSL): Typically referred to in terms of the 'no sky line' (NSL), it shows the areas within a room that can receive skylight. Areas behind the NSL cannot see / receive direct skylight,

whereas areas in front of the NSL can see / receive direct skylight at the working plane, which for a residential use is at 85cm above the floor level. Accurate calculation of the NSL requires an understanding of the room layouts.

- Annual probable sunlight hours (APSH): This measure determines how much sunlight is available to the centre of the window (as measured on the face of the window wall) as a percentage of the probable sunlight hours available during a year. The test calculates the percentage of probable hours of sunlight received by a window or room over the course of a year. Winter hours' are also considered between the 21st September and the 21st March.
- 2-hour sun on the ground: This identifies the areas of amenity space that can receive at least two hours of sunlight on the ground on the 21st March.

19.6 This BRE guidance is quite clear from the outset that it is not an instrument of policy, it is an aid, primarily for designers. Whilst the technical recommendations in the BRE Guidelines should be interpreted with consideration and applied flexibly, it provides the following advisory targets:

- VSC: If the VSC is greater than 27% then enough skylight should be reaching the window. If the VSC is both less than 27% and less than 0.8 times its former value (a reduction of 20%), occupants will notice the reduction in daylight, as the room will appear gloomier with electric lighting needed more often.
- NSL: If the NSL is less than 0.8 times its former value, occupants will notice the reduction in direct skylight and more of the room will appear poorly lit.
- APSH: If a room receives 25% of the total annual probable sunlight hours, including at least 5% during the winter months, then it should still receive enough sunlight. If the available sunlight hours are both below these benchmark figures and less than 0.8 times their former value, with the overall annual loss being greater than 4%, then occupants will notice the loss of sunlight.
- Sunlight to gardens / amenity areas (overshadowing): At least half of a garden or amenity area should receive at least two hours of sunlight on the 21st of March and if falling below this, with the reduction being less than 0.8 times the former value, then the reduction will be noticeable.

19.7 There are, however, some additional considerations when interpreting any numerical reductions in daylight, sunlight, or increases in overshadowing.

For instance, given the relatively low-rise nature of the existing building on the site, some of the surrounding neighbouring properties may benefit from higher levels of daylight and sunlight than ordinarily anticipated for an urban location, meaning that some degree of harm to neighbouring amenity, due to daylight and sunlight reductions, may be inevitable. Accordingly, the BRE guidance incorporates some flexibility for alternative target values to be adopted where they can be justified based on the special requirements of the development or its location. However, this flexibility in the guidance does not imply that a material deterioration can be disregarded if the guidelines indicate it will occur.

- 19.8 The technical assessment of daylight reductions is the first stage in a two-stage approach to the acceptability of the effects as confirmed in *Rainbird, R (on the application of) v The Council of the London Borough of Tower Hamlets* [2018] EWHC 657 (Admin). Where the daylight, sunlight and shading effects of the proposal meet the numerical criteria set out in the BRE guidelines they are considered to be acceptable. Where they are not met, the second stage is to consider whether the identified impacts would be "unacceptable". This second stage of the test requires the consideration of wider factors including site context, relevant comparative typologies, special circumstances, consideration of alternative targets, and any other applicable source documents.
- 19.9 Given the nature of the pre-existing site, it is to be anticipated that meaningful redevelopment may lead to the potential for some reductions in daylight and sunlight which may not meet the BRE target criteria. The questions to be addressed under this two-stage approach are a) whether or not the proposals would result in a "material deterioration" of daylight and sunlight conditions and b) whether or not any such deterioration would be "unacceptable".
- 19.10 The principal recommendations in the BRE guidance relate to residential buildings, where daylight is required, including living rooms, kitchens and bedrooms. With regards to sunlight, these apply to all main living rooms of neighbouring dwellings and conservatories that have a window facing within 90 degrees of due south.
- 19.11 On this basis, the assessment has included nearby residential accommodation. It also includes hotel accommodation which is transient in nature and should be considered with lesser weight.
- 19.12 The BRE daylight and sunlight tests in the existing baseline and proposed development scenarios to assess the change.

- 19.13 Where exceedances of BRE targets occur, in alignment with EIA practice which is common practice in the industry to categorise the numerical losses as follows:
- Minor Adverse: Reductions in VSC or NSL of more than 20% to 30%.
 - Moderate Adverse: Reductions in VSC or NSL of more than 30% to 40%.
 - Major Adverse: Reductions in VSC or NSL of greater than 40%.
- 19.14 With regards to VSC and NSL impacts to neighbouring windows, the daylight impacts on the following properties would be fully inside the BRE guidance:
- No.6 Claremont
 - No.5 Claremont
 - No.4 Claremont
 - No.59 Hills Road
 - Nos.1-3 Station Road
 - No.5 Station Road
 - No.7 Station Road
 - Nos.60-71 Warren Close
 - No.75 Hills Road
 - No.77 Hills Road
 - No.79 Hills Road.
- 19.15 In terms of impacts, a total of 213 out of the 232 windows (92%) would meet the BRE guidance for VSC and 149 out of the 160 rooms (93%) would meet the targets for NSL.
- 19.16 The two properties that would experience VSC and/or NSL impacts outside the BRE guidance are The Centennial Hotel (Nos.63-73 Hills Road) and The Flying Pig (No.106 Hills Road).
- 19.17 Whilst third party comments have cited substantial loss of light for properties on the opposite side of Station Road, any reductions to these properties are within BRE guidance and officers therefore consider that the impacts on these properties' amenities are acceptable.

Daylight impacts upon The Centennial Hotel, Nos.63-73 Hills Road

- 19.18 The hotel is located immediately to the south-east of the application site along Hills Road. The rooms have been modelled as accurate layouts are unknown as per the BRE guidance.
- 19.19 The VSC assessment finds that 84% of windows would meet the BRE guidance, representing a very high level of compliance.
- 19.20 Of the 16 windows that would fall below the BRE target, 2 would experience a minor impact, 2 would experience a moderate impact and 12 would experience a major impact.
- 19.21 It is understood that these 16 windows serve hotel bedrooms, and the majority (63%) of these windows already fall below the recommended target of 27% in existing conditions, which is resulting in disproportionate percentage reductions.
- 19.22 Whilst an NSL analysis has been undertaken which shows that 85% of rooms would meet BRE guidance, in the absence of confirmed layouts, NSL results cannot be relied upon since they rely heavily on accurate room dimensions. Whilst third party comments concerning the use of modelled internal layouts are noted, in accordance with the BRE guidance, NSL analysis should be carried out only where the room layouts are known. In this instance, these room layouts are not publicly available and therefore the use of VSC calculations remain the only accurate form of daylight assessment in this instance.
- 19.23 Notwithstanding that the reductions exceed the BRE targets, hotel bedrooms are transient in nature, typically occupied for short stays and primarily used during evening and night-time hours when natural light is not relied upon. Moreover, given the layout of the existing hotel with its three-storey extension facing the proposed development, it is likely that there would be a degree of inevitable reductions to a small number of windows through the redevelopment of this site. As per BRE guidance, a degree of flexibility regarding the building type is appropriate given that the hotel use does not typically require the same level of daylight provision as residential accommodation.
- 19.24 Whilst third party comments concerning loss of light impacts are acknowledged, officers consider that the overall impact upon The Centennial Hotel is limited and is acceptable in accordance with policies 55, 56, 57 and 60 of the Local Plan 2018 and the NPPF advice.

Daylight impacts upon No.106 Hills Road (The Flying Pig)

- 19.25 The Flying Pig Public House is located to the south of the proposed development and is to be retained as part of the Botanic Place redevelopment. Planning drawings approved of this application show that the first and second floors would serve residential use in connection with the principal use of a Public House.
- 19.26 The VSC assessment demonstrates that 2 out of the 5 windows (40%) would meet BRE guidance and all three rooms assessed would meet BRE guidance for NSL.
- 19.27 The 3 windows which do not meet VSC guidance all experience major reductions (more than 40%), however, each window would retain daylight levels in excess of 17% VSC.
- 19.28 The Flying Pig is primarily a Public House with tenant accommodation at first and second storey. On the basis that the residential use of the site is ancillary to the Public House, officers consider that the overall impact upon The Flying Pig Public House is limited and is acceptable in accordance with policies 55, 56, 57 and 60 of the Local Plan 2018 and the NPPF advice.

Sunlight impacts

- 19.29 The BRE guidance provides an annual target of 25% APSH with at least 5% achieved between 21st September and 21st March ('winter sun'). Occupiers may notice the loss of sunlight if the APSH, is reduced below 25% APSH and less than 0.80 times former value and for 'winter sun', if reduced below 5% of APSH and less than 0.80 times former value; and also having a sunlight reduction for the whole year greater than 4% APSH.
- 19.30 As regards external amenity areas, a 2-hour 'sun on ground' test is recommended for quantifying sunlight availability with a decrease in available sunlight indicating greater shading from development. The guidance suggests that if at least 50% of an amenity area receives at least 2 hours of sun on 21st March, then it is likely to be adequately lit throughout the year. If open space receives less than 50%, then the guidelines suggest that the loss in sunlight may be noticeable if it is reduced below 0.80 times its former value.

- 19.31 All rooms within the 13 properties potentially impacted by the proposed development would be fully inside the BRE guidance for annual and winter sunlight.
- 19.32 With regards to external amenity spaces, it is noted that there are none serving neighbouring properties close enough to be impacted by the proposed development. An analysis of new amenity spaces within the proposed development have been assessed, one of which is the public realm located at ground floor level and the other, the terrace on the 6th floor. For both of these areas at least 50% of the area would receive over 2 hours on sunlight on the 21st March and therefore meet these targets. Therefore, whilst third party comments regarding overshadowing on pedestrians are acknowledged, the impacts are considered acceptable.
- 19.33 On this basis, the proposed development would result in an acceptable sunlight impacts in accordance with policies 55, 56, 57 and 60 of the Local Plan 2018 and the NPPF advice.

Overbearing and overlooking impacts

- 19.34 The proposed development would be approximately 9 metres away from The Centennial Hotel to the south-east. This premises comprises tourist accommodation and whilst third party comments are acknowledged and the proposal would be highly visible from this neighbouring premises, given the non-residential nature and type of rooms affected (hotel bedrooms) which would be primarily used for sleeping, it is not considered that any significant harm would result on account of overbearing or visual enclosure.
- 19.35 Third party comments are acknowledged and given the close proximity of the proposed development, there would be a degree of overlooking. Officers consider that it would be appropriate to mitigate these impacts through the use of glazing treatments. A condition is therefore recommended to be attached to ensure that windows on the proposed south-eastern elevation are obscured to ensure that any overlooking impacts are mitigated.
- 19.36 On this basis, the proposed development would result in an acceptable overbearing and overlooking impacts in accordance with policies 55, 56, 57 and 60 of the Local Plan 2018 and the NPPF advice.

Wind microclimate impacts

- 19.37 A Wind Microclimate Assessment has undertaken a qualitative assessment of the likely wind conditions around the proposed development as compared to the existing building based on the building massing and on-site features. Through an iterative process, wind mitigation measures including amending the design of the raised planters at terrace 6 level have been included as part of the scheme to ensure comfort and safety and the wind effects would remain negligible in accordance with Policy 60 of the Local Plan 2018.

Noise impacts

- 19.38 An environmental noise survey has been undertaken and further clarification requested on the operation of plant during night-time hours. This additional information confirmed that some plant will continue to operate during the night and appropriate noise emission limits have been provided.
- 19.39 Third party comments concerning the lack of noise assessment is noted. In consultation with the Council's Environmental Health Officer, given that the exact specification of the plant is still unknown at this stage and the proximity of noise sensitive receptors, a plant noise condition to ensure full calculations are provided prior to installation to ensure that the specific plant installed does not exceed the background noise level of the boundary is recommended and will be attached on any planning consent granted in accordance with Policy 35 of the Local Plan 2018. This is to minimise impacts on the noise sensitive receptors.
- 19.40 The larger roof terrace on the 6th floor would be adjacent to noise sensitive receptors and therefore conditions to control hours of use and restrictions on the use of amplified music are recommended and will be conditioned on any planning consent granted in accordance with Policy 35 of the Local Plan 2018.
- 19.41 Regarding the potential use of part-ground floor as a café (Class E), any external mechanical plant associated with the café will need to be assessed within a noise assessment to be conditioned on any planning consent granted in accordance with Policy 35 of the Local Plan 2018.

Lighting impacts

- 19.42 An External Lighting report has been submitted with the application. This provides an overview of the approach to external lighting across the site including the roof terrace. Subject to a condition requiring full lighting

details to be attached to any planning consent granted, the proposal is in accordance with Policy 34 of the Local Plan 2018.

Odour impacts

- 19.43 A Ventilation and Extract Statement has been submitted with the application. In consultation with the Council's Environmental Health Officer, given that the potential café use on the ground floor could be intensified and therefore higher odour risk cooking/preparation result, these activities need to be considered and adequate odour and smoke control in place. Therefore, it is recommended that an odour compliance condition is attached to any planning consent granted in accordance with Policy 36 of the Local Plan 2018.

Air quality impacts

- 19.44 The application is accompanied by an Air Quality Assessment. The proposed development would result in a net reduction in car parking spaces from 46 to 12. Following a formal consultation with the Council's Environmental Health Officer, the information provided is acceptable.

Health/Equity impacts

- 19.45 A Health Impact Assessment has been submitted with the application. An informal discussion has taken place with the Preventative Health Programme Officer following this submission who has advised such assessments are scoped in at the beginning of the pre-application process. However, in this instance, the start of the pre-application process pre-dates the adoption of the Health Impact Assessment SPD.
- 19.46 The Health Impact Assessment is considered acceptable.

Construction and environmental health impacts

- 19.47 Policy 35 guards against developments leading to significant adverse impacts on health and quality of life from noise and disturbance. Following a formal consultation with the Council's Environmental Health Officer, noise and disturbance, artificial lighting and air quality impacts during construction would be minimized through conditions requiring a Demolition and Construction Environmental Management Plan (DCEMP).
- 19.48 The application site comprises the redevelopment of previously developed land. Both a Phase 1 and Phase 2 risk assessment has been undertaken

and included with the application. Together the reports conclude that the contamination risks are very low and no specific remediation is required

- 19.49 Following consultation with the Council's Environmental Health Officer, to prevent the importation of potentially contaminated soils and aggregates from off-site sources, officers consider it appropriate to attach an unexpected contamination condition and material management plan condition on any planning consent granted in accordance with Policy 33 of the Local Plan 2018.

Summary

- 19.50 The proposal adequately respects the amenity of its neighbours. Subject to conditions, the proposal is compliant with policies 55, 56, 57, 58, 59 of the Local Plan 2018. The associated construction and environmental impacts would be acceptable in accordance with policies 33, 34, 35 and 36 of the Local Plan 2018, subject to conditions

20. Third party representations

- 20.1 The remaining third-party representations not addressed in the preceding paragraphs are summarised and responded to in the table below:

Third party comment	Officer response
Public realm design coordination with future infrastructure changes	Greater Cambridge Partnership (GCP) are due to consult on Hills Road enhancements including the Hills Road/Station Road junction improvements. Whilst outside the Council's control, it would be expected that regard should be had to any works or consent granted on land adjacent land.
Recommend a responsive control system to prioritise buses at this junction	GCP will be undertaking a consultation on these junction improvements in due course.
Comments in support	Comments regarding the landscape, sustainability and sculpture enhancements are discussed in the relevant sections of the report

Table 8: Officer response to third party representations

21. Planning obligations (S106)

21.1 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.

21.2 Policy 85 of the Local Plan 2018 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.

21.3 The applicant has indicated their willingness to enter into a S106 planning obligation in accordance with the requirements of the Council's Local Plan 2018 and the NPPF 2024.

Heads of terms

21.4 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
Transport	A contribution of £327,400 to the Greater Cambridge Partnership Hills Road improvement scheme, and in particular the works within the locality of the development at the junction of Hills Road/Station Road	Prior to occupation
Employment and Skills Strategy	Facilitating apprenticeships, training and employment	Prior to occupation

	opportunities as part of the development	
S106 Administration, Monitoring and Compliance	To secure adequate monitoring and compliance fees. £2,200 base fee in addition to £500 per obligation that requires confirmation in writing	

Table 9: Heads of terms for S106 agreement

Transport

- 21.5 The local group comments regarding the delivery of improvements to this junction are acknowledged and as recommended by the Transport Assessment Team, the contribution towards the Greater Cambridge Partnership improvements to Hills Road and the Hills Road/Station Road junction are considered necessary to ensure that active travel modes are prioritised.

Employment and Skills Strategy

- 21.6 The Employment and Skills Strategy is considered necessary as it would improve social mobility and upskilling by adopting positive business practices including apprenticeships and training programmes.

S106 Administration, Monitoring and Compliance

- 21.7 This obligation is necessary to ensure that the proposed obligations are delivered and managed.
- 21.8 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 and are in accordance with Policy 85 of the Local Plan 2018.

22. Other matters

- 22.1 *Refuse storage and collection*
- 22.2 On-site provision of 12 x 1100 litre bins and 6 x 240 litre bins would be stored within the basement. Waste generated from the office floors and any retail/community unit would be transferred via the goods lift to the

designated internal waste storage area within this basement. On designated collection days, building management would transfer the bins to ground level using the basement bin lift and presented externally at the kerbside for collection. The bins would be promptly returned to the basement once collected. Following consultation with the Shared Waste Team, there are no objections to the operational waste strategy subject to a compliance condition on any planning consent granted.

22.3 *Archaeological impacts*

22.4 The application site is located within an area of archaeological potential. An Archaeological Desk-Based Assessment has been submitted. Following comments from the Archaeological Officer, a pre-commencement condition concerning a written scheme of investigation will be attached to any planning consent granted in accordance with the NPPF 2024.

22.5 *Airport safeguarding impacts*

22.6 Following a formal consultation with Cambridge City Airport, concerns are raised with regards the proposal, cranes and tall equipment that may be used in the erection of the building which has the potential to impact instrument flight procedures. Given that the proposed development would be in close proximity to other tall buildings, any proposed development is not considered to be detrimental to flights to/from Cambridge Airport, however, to ensure that any tower cranes do not cause unacceptable harm, a condition is considered necessary and will be attached to any planning consent granted.

22.7 In addition, to ensure that any glint and glare effects from the PV panels proposed as part of the sustainability strategy on the roof are mitigated, a glint and glare assessment will be conditioned on any planning consent granted.

22.8 *Other considerations*

22.9 Cadent Gas have notified officers of that the application site is in close proximity to medium and low pressure pipe line assets and recommend an informative be attached to make the applicant aware of their responsibilities.

22.10 The Police Architectural Liaison Officer has been consulted on the application and recommended that a “Secured by Design” accreditation

be conditioned on any planning consent granted. In this instance, officers do not consider that this is necessary in this instance.

23. Planning balance

- 23.1 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).
- 23.2 The NPPF is a material consideration which must be taken into account where it is relevant to a planning application. This includes the presumption in favour of sustainable development found in paragraph 11 of the NPPF 2024, which requires approving development proposals that accord with an up-to-date development plan without delay, or any adverse impacts of doing so would significantly and demonstrably outweigh the benefits, when assessed against the policies in the NPPF 2024 taken as a whole.
- 23.3 The NPPF 2024 lists the three dimensions to sustainable development: economic, social and environmental. These dimensions are interdependent and need to be pursued in mutually supportive ways to achieve sustainable development. These roles are considered in weighing up the benefits and dis-benefits of the development proposals, relative to all material considerations discussed in the report.
- 23.4 *Summary of harm*
- 23.5 Officers have had regard to the statutory duties set out in section 66(1) and section 72(1) of the Planning (Listed Buildings and Conservation Areas) Act 1990 and section 102 of the Levelling Up and Regeneration Act 2023 and in considering this application have given considerable weight and importance to the desirability of preserving the setting of the affected listed / registered buildings and gardens, and to preserving or enhancing the character and appearance of the Newtown and Glisson Road Conservation Area.
- 23.6 In the view of officers, the proposal would result in less than substantial harm at the lower end of the scale to the New Town and Glisson Road Conservation Area and a limited level of less than substantial harm to the Grade II War Memorial and Church of Our Lady of the Assumption and the English Martyrs. There would be limited levels of harm to the locally listed Eastbourne Terrace and curved terrace (Nos. 55–59 Hills Road and

1–7 Station Road). Officers consider that the identified harm would be outweighed by the substantial public benefits.

23.7 With regards to daylight impacts, given the transient nature of hotel accommodation and the ancillary residential use at The Flying Pig, together with the fact that the majority of neighbouring windows meet BRE guidance, officers consider that given the context and use of these neighbouring properties, the resulting daylight impacts would not be unacceptable.

23.8 *Water Impacts*

23.9 With regard to environmental impacts arising from increased foul water flows from the development, whilst Anglian Water has raised an objection, neither the Environment Agency nor Natural England have raised any concerns and the imposition of a 'Grampian' style planning condition which would restrict occupation of the development until such time as sufficient capacity at the receiving WRC has been confirmed is not necessary. The impacts from this scheme would be negligible and any harm is not capable of meaningful attribution. On this basis, officers consider this issue to be close to neutral in the planning balance.

23.10 *Summary of benefits*

23.11 Economic

23.12 National Planning Policy places a clear emphasis on the importance of economic growth and delivering economic benefits as a key component of sustainable development.

23.13 The proposals would make a substantial contribution towards the supply of office space within a prominent AI cluster which accommodates a number of the world's biggest ICT companies and within a highly sustainable location in the City in accordance with aims and objectives of Local Plan policies and will maintain the vitality of Cambridge as a world-renowned location for technology research and knowledge economy.

23.14 The proposed development would result in an uplift 11,044sqm of floorspace and the potential provision of 953 jobs.

23.15 The Government reaffirmed on 28 August 2024 that Greater Cambridge has a vital role to play in this Government's mission to kickstart economic growth. For these reasons, the proposed scheme would make a positive contribution to the local and national economy in line with the NPPF 2024.

- 23.16 There would be considerable new employment associated with both the construction and operational phase of the development which would also help to support local services and facilities in terms of the multiplier effect, together with increased spending in the area.
- 23.17 The economic benefits of the proposed development are afforded significant positive weight in the planning balance.
- 23.18 Social
- 23.19 The proposed development would deliver a range of social benefits from a new and enhanced public realm that would facilitate social interaction to a vibrant and active commercial frontage including provision of retail or community uses at ground floor.
- 23.20 The Employment and Skills Strategy will seek to secure job and training opportunities particularly across the construction phase.
- 23.21 The reinstatement of the Kett Oak sculpture would help retain a part of the city's cultural heritage, maintain its appreciation of the asset and create a strong sense of place however because it is already on-site, its re-provision would be neutral.
- 23.22 The social benefits arising from the proposed development are afforded moderate weight in the planning balance.
- 23.23 Environmental
- 23.24 The proposal would make effective use of previously developed land at a density appropriate to context of the surrounding built environment and in close proximity to a key transport interchange.
- 23.25 The proposal would remove street clutter, promote sustainable transport and improve air quality from motor vehicles, prioritising pedestrian and cycle movements by reducing on-site car parking, increasing the public realm and contributing towards pedestrian connectivity enhancements at the Hills Road/Station Road junction.
- 23.26 The proposed design of the development would positively enhance the townscape by creating a high quality architectural and sustainable building.

- 23.27 Enhancements to the local environment would arise, including the use of efficient and sustainable construction methods, water conservation measures, incorporation of renewable technologies, EV charging, rainwater storage and greywater recycling, thereby reducing the surface water flood risk.
- 23.28 The proposed development is designed to deliver a biodiversity net gain of over 30%, exceeding the mandatory biodiversity net gain target through a strategic landscaping strategy including tree planting.
- 23.29 The environmental benefits arising from the proposed development are afforded significant weight in the planning balance.
- 23.30 Overall conclusion
- 23.31 Officers have carefully considered the development against the Cambridge Local Plan 2018, the NPPF 2024 and the statutory duties in sections 66(1) and 72(1) of the Planning (Listed Buildings and Conservation Areas) Act 1990 and section 102 of LURA 2023. The scheme would result in less than substantial harm on the lower end of the scale to the character and appearance of the New Town and Glisson Road Conservation Area, a limited degree of less than substantial harm to the setting of the Grade II War Memorial and Grade I Church of Our Lady of the Assumption and the English Martyrs, and a limited degree of harm to locally listed Eastbourne Terrace and Station Road, Nos 1-7 (with 55-59 Hills Road). It would also cause some daylight impacts to a small number of neighbouring windows, however given the context and use, these impacts are not considered unacceptable. The wastewater capacity issue can be satisfactorily addressed through a Grampian-style condition and is therefore close to neutral in the planning balance.
- 23.32 Set against this harm is a substantial package of economic, social and environmental public benefits, including the delivery of significant new employment floorspace in a highly sustainable location, up to 953 jobs, major townscape and public-realm improvements, a comprehensive sustainability strategy, biodiversity net gain and enhancements to pedestrian and cycle connectivity. These benefits attract significant weight, consistent with the NPPF's emphasis on economic growth, efficient use of brownfield land and sustainable development.
- 23.33 When applying the heritage balance under NPPF paragraphs 215 and 216, and the overall planning balance under NPPF paragraph 11, officers conclude that the public benefits clearly and convincingly outweigh the identified less than substantial harm to designated and harm to non-

designated heritage assets. The proposal therefore represents sustainable development in economic, social and environmental terms.

- 23.34 Having taken into account the provisions of the development plan, NPPF and NPPG guidance, the statutory requirements of section 66(1) and section 72(1) of the Town and Country Planning (Listed Buildings and Conservation Areas) Act 1990 and section 102 of LURA 2023, the views of statutory consultees and wider stakeholders, as well as all other material planning considerations, the proposed development is recommended for approval.

24. Recommendation

24.1 Approve subject to:

- the planning conditions and informatives as set out in Section 28 of this report with delegated authority to officers to carry through amendments to those conditions and informatives (including additional / revised conditions as appropriate and necessary) prior to the issuing of the planning permission.
- 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.

25. Planning conditions

1. 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).

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

KHSE-BAA12E1DPA0 EAST AND WEST ELEVATIONS
DEMOLITION (Revision REV P02) 17.10.2025
KHSE-BAA-12-L00-DP-A-0 DEMOLITION LEVEL 00
(GROUND FLOOR) PLAN (Revision REV P02) 17.10.2025
KHSE-BAA-20-L01-DP-A-0 GENERAL ARRANGEMENT -
LEVEL 01 - FLOOR PLAN (Revision REV P03) 17.10.2025

KHSE-BAA-20-L02-DP-A-0 GENERAL ARRANGEMENT -
LEVEL 02 - FLOOR PLAN (Revision REV P03) 17.10.2025
KHSE-BAA-20-L03-DP-A-0 GENERAL ARRANGEMENT -
LEVEL 03 - FLOOR PLAN (Revision REV P03) 17.10.2025
KHSE-BAA-20-L04-DP-A-0 GENERAL ARRANGEMENT -
LEVEL 04 - FLOOR PLAN (Revision REV P03) 17.10.2025
KHSE-BAA-20-L05-DP-A-0 P03 GENERAL ARRANGEMENT -
LEVEL 05 - FLOOR PLAN 17.10.2025
KHSE-BAA-20-ES1-DP-A-1 GENERAL ARRANGEMENT -
PROPOSED SOUTH ELEVATION (Revision REV P02) 17.10.2025
KHSE-BAA-20-L00-DP-A-0 GENERAL ARRANGEMENT -
LEVEL 00 - GROUND FLOOR PLAN (Revision REV P04) 17.10.2025
KHSE-BAA-20-L07-DP-A-0 GENERAL ARRANGEMENT -
LEVEL 07 - FLOOR PLAN (Revision REV P03) 17.10.2025
KHSE-BAA-20-B1-DP-A-0 P03 GENERAL ARRANGEMENT -
LEVEL B1 FLOOR PLAN 17.10.2025
KHSE-BAA-20-L06-DP-A-0 GENERAL ARRANGEMENT -
LEVEL 06 - FLOOR PLAN (Revision REV P03) 17.10.2025
KHSE-BAA-20-L08-DP-A-0 P03 GENERAL ARRANGEMENT -
LEVEL 08 - FLOOR PLAN 17.10.2025
KHSE-BAA-20-EE1-DP-A-0 GENERAL ARRANGEMENT -
PROPOSED EAST ELEVATION (Revision REV P03) 17.10.2025
KHSE-BAA-20-EN1-DP-A-0 GENERAL ARRANGEMENT -
PROPOSED NORTH ELEVATION (Revision REV P03) 17.10.2025
KHSE-BAA-20-ES1-DP-A-0 GENERAL ARRANGEMENT -
PROPOSED SOUTH EAST ELEVATION (Revision REV P03)
17.10.2025
KHSE-BAA-20-EW1-DP-A-1 P02 GENERAL ARRANGEMENT
- PROPOSED SOUTH WEST ELEVATION 17.10.2025
KHSE-BAA-20-EW1-DP-A-0 GENERAL ARRANGEMENT -
PROPOSED WEST ELEVATION (Revision REV P03) 17.10.2025
KHSE-BAA-20-L09-DP-A-0 GENERAL ARRANGEMENTS -
LEVEL 09 - ROOF PLAN (Revision REV P03) 17.10.2025
KHSE-BAA-20-SN1-DP-A-0 GENERAL ARRANGEMENTS -
PROPOSED NORTH SECTION (Revision REV P03) 17.10.2025
KHSE-BAA-20-SE1-DP-A-0 GENERAL ARRANGEMENTS -
PROPOSED EAST SECTION (Revision REV P03) 17.10.2025
KHSE-RMA-ZZ-ZZ-DR-L-04001 LANDSCAPE SECTION 01
(Revision REV P07) 17.10.2025
KHSE-RMA-ZZ-ZZ-DR-L-04002 LANDSCAPE SECTION 02
(Revision REV P07) 17.10.2025
KHSE-RMA-ZZ-06-DR-L-01001 LEVEL 6 TERRACE
MASTERPLAN (Revision REV P03) 17.10.2025
KHSE-RMA-ZZ-06-DR-L-04001 LEVEL 6 TERRACE

SECTION (Revision REV P01) 17.10.2025
KHSE-RMA-ZZ-07-DR-L-01001 LEVEL 7 TERRACE PLAN
(Revision REV P01) 17.10.2025
KHSE-RMA-ZZ-08-DR-L-01001 LEVEL 8 ROOF PLAN
(Revision REV P02) 17.10.2025
KHSE-RMA-ZZ-ZZ-DR-L-01003 MATERIALS MASTERPLAN
(Revision REV P02) 17.10.2025
KHSE-BAA-12-E2-DP-A-0 NORTH AND SOUTH
ELEVATIONS DEMOLITION (Revision REV P02) 17.10.2025
KHSE-BAA-10-ZZ-DP-A-1 PROPOSED SITE PLAN (Revision
REV P03) 17.10.2025
KHSE-BAA-10-ZZ-DP-A-0 SITE LOCATION PLAN (Revision
REV P03) 17.10.2025
KHSE-RMA-ZZ-ZZ-DR-L-01001 SITE MASTERPLAN
(Revision REV P12) 17.10.2025
KMC25169002 PROPOSED SITE ACCESS (Revision REV A)
17.10.2025

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.

3. No development (except from demolition) shall commence 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 development (except from demolition) 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.

Partial discharge of the condition can be applied for once the fieldwork at Part c) has been completed to enable the commencement of development (save for demolition). Part d) of the condition shall not be

discharged until all elements have been fulfilled in accordance with the programme set out in the WSI.

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 the National Planning Policy Framework 2024.

4. No development, including preparatory works, shall commence 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 in accordance with policies 31 and 32 of the Cambridge Local Plan 2018.

5. Prior to the commencement of development, or phase of, a 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 and construction phasing programme.
 - b) Confirmation of demolition and construction hours (works 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).
 - c) Deliveries for the purposes of demolition and construction activities 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.

- d) 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.
- e) Soil Management Strategy.
- f) 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*.
- g) 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*.
- h) Dust management, monitoring 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).
- i) Details of concrete crushers (location and noise, vibration and dust management).
- j) Prohibition of the burning of waste on site during demolition/construction.
- k) Site artificial lighting during construction and demolition including hours of operation, position and impact on neighbouring properties.
- l) Screening and hoarding details.
- m) Consideration of sensitive receptors.
- n) Complaints procedures, including complaints response procedures.

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

Reason: To protect the amenity of nearby properties in accordance with policies 35 and 36 of the Cambridge Local Plan 2018.

- 6. No demolition, hereby permitted, shall be undertaken, until details for the careful salvage and reuse/reinstatement of the Kett Oak sculpture have been submitted to and approved by the Local Planning Authority. A method statement of the works, details of the fixings and maintenance shall be provided. The works shall be carried out in

accordance with the agreed details. The office shall not be occupied until such time as the sculpture has been permanently repositioned into the façade of the new building.

Reason: To retain existing public art as a means of enhancing the development in accordance with policies 55, 56, 57 and 61 of the Cambridge Local Plan 2018.

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

- i) Movement and control of muck away vehicles (all loading and unloading should be undertaken where possible off the adopted public highway);
- ii) Contractor parking, with all such parking to be within the curtilage of the site where possible;
- iii) Movements and control of all deliveries (all loading and unloading should be undertaken off the adopted public highway where possible);
- iv) Control of dust, mud and debris, and the means to prevent mud or debris being deposited 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 in accordance with Policy 81 of the Cambridge Local Plan 2018.

8. No development shall commence until an ecological clerk of works or on-site ecologist has been appointed for the monitoring and duration of all works affecting ecology including the removal of vegetation.

Reason: To ensure that before any development commences ecological interests will be fully conserved and enhanced in accordance with policies 57, 59 and 70 of the Cambridge Local Plan 2018.

9. Prior to the commencement of the development, excluding demolition, full details of a scheme for the provision of foul drainage shall be submitted to and approved in writing by the Local Planning Authority. The details shall include: the design of all on-site foul sewerage infrastructure; the diameters of proposed pipes and the capacity of any on-site storage; and a timetable and programme for the provision of

the foul sewerage infrastructure. The scheme shall demonstrate that, where connection to a public sewer is proposed, the foul sewerage discharge can be accommodated within the piped public sewer system without significantly increasing the risk of flooding or backing up of the existing system on the site or elsewhere. The development shall be carried out in accordance with the approved details and the approved timetable and programme.

Reason: To reduce the risk of pollution to the water environment and to ensure a satisfactory method of foul water drainage in accordance with policies 31 and 32 of the Cambridge Local Plan 2018.

10. No laying of services, creation of hard surfaces or erection of a building shall commence until a detailed surface water drainage scheme for the site, based on the agreed Flood Risk Assessment & Sustainable Drainage Strategy Report, Heyne Tillett Steel, Ref: 3336, Rev: 03, Dated: 9th December 2025 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 in accordance with policies 31 and 32 of the Cambridge Local Plan 2018.

11. Prior to installation of underground services full details of all tree pits, including those in planters, hard paving and soft landscaped areas shall be 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. Any planters or tree pits that abut or are adjacent to the public highway shall be designed to provide adequate structural support for, and must not interfere with, the integrity or fabric of the highway.

Reason: In the interests of visual amenity and to ensure that suitable hard and soft landscape is provided as part of the development in accordance with policies 55, 57 and 59 of the Cambridge Local Plan 2018.

12. Notwithstanding drawing referenced "Materials Masterplan (Rev P02)", no development above ground level, other than demolition, 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;, other vehicle and pedestrian access and circulation areas;
- b) hard surfacing materials including those within the adopted footways;
- 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 in accordance with policies 55, 57 and 59 of the Cambridge Local Plan 2018.

13. Prior to any development above ground level, details of the biodiverse (green, blue or brown) roof(s) shall be submitted to and approved in writing by the Local Planning Authority. Details of the biodiverse roof(s) shall include the following:

- a) Confirmation of substrate depth, which shall be between 80-150mm (unless otherwise agreed).
- b) A plant /seed mix (with wildflower planting indigenous to the local area and no more than a maximum of 25% sedum (green roofs only)).
- c) A management / maintenance plan including means of access.
- d) Where solar panels are proposed, an array layout will be required incorporating a minimum of 0.75m between rows of panels for access and to ensure establishment of vegetation.

With the exception of the amenity terraces of Terrace 6 and Terrace 7, the biodiverse roof(s) shall not be used as an amenity or sitting out space of any kind whatsoever and shall only be used in the case of essential maintenance, repair or escape in case of emergency. All works shall be carried out and maintained thereafter in accordance with the approved details.

Reason: To ensure the development provides the maximum possible provision towards water management and the creation of habitats and valuable areas for biodiversity in accordance with Policy 31 of the Cambridge Local Plan 2018.

14. No development shall take place above ground level (except for demolition) until details of all the materials for the external surfaces to be used in the construction of that building have been submitted to and approved in writing by the Local Planning Authority.

The details shall include colours, joints and interfaces of all materials; external features such as roof top enclosures, the glazing, entrance doors and screens, masonry cladding systems with minimal/flush joints, mortar, columns, metal work, windows, frames and curtain walling, façade depths and reveal depths, ventilation louvres, lintels and cills, balconies, spandrel panels, balustrades, roof cladding, soffits and soffit cladding over the colonnade, external metal work, rainwater goods, and coping details.

The details shall consist of a materials schedule and a design details document, including detailed elevations and sections (scaled 1:5, 1:10, 1:20) and/or samples as appropriate to the scale and nature of the development in question and shall demonstrate consistency with the approved elevations.

The 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 in accordance with policies 55, 56 and 57 of the Cambridge Local Plan 2018.

15. No development above ground level (other than demolition and enabling/ utility diversion works) shall take place 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 in accordance with Policy 28 of the Cambridge Local Plan 2018 and the Greater Cambridge Sustainable Design and Construction SPD 2020.

16. No development above ground level shall take place 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 conserve and enhance ecological interests in accordance with policies 57, 59 and 70 of the Cambridge Local Plan and the Greater Cambridge Planning Biodiversity Supplementary Planning Document 2022.

17. No stonework or brickwork shall be laid until a sample panel at least 1.5 metres wide and 1.5 metres high has been constructed on site for that building detailing the choice of cladding, stone, brick, bond, coursing, special patterning, mortar mix, design and pointing technique and the details submitted to the local planning authority in an accompanying report, and until the sample panel and report have been approved in writing by the Local Planning Authority. The development shall be carried out in accordance with the approved details. The approved sample panel shall be retained on site for the duration of the works for comparative purposes.

Reason: To ensure that the external appearance of the development does not detract from the character and appearance of the area in accordance with policies 55, 56 and 57 of the Cambridge Local Plan 2018.

18. Prior to the commencement of any tree planting, a suitably qualified Clerk of Works shall be appointed to oversee the delivery of all trees to ensure that it accords with the approved landscaping details. The tree planting implementation shall be monitored on-site by the Clerk of

Works throughout the development of the site. No occupation of any building (across the site or in any agreed phase) shall take place until such time as a monitoring and completion report evidencing complete compliance (including a photographic record of delivery), with the approved tree planting scheme has been submitted to and approved in writing by the Local Planning Authority.

Reason: In the interests of visual amenity and to ensure that suitable tree planting is provided as part of the development in accordance with policies 55, 57 and 59 of the Cambridge Local Plan 2018.

19. Within 12 months of commencement of development, a Design Stage BREEAM assessment for that building will be submitted to the BRE. The following BRE issued Design Stage Certificate shall be submitted to, and approved in writing by, the Local Planning Authority within 1 month of issue and prior to first occupation of the building, hereby permitted. This assessment will demonstrate that BREEAM 'excellent' as a minimum will be met, with no less than 5 Wat01 credits (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 in accordance with Policy 28 of the Cambridge Local Plan 2018 and the Greater Cambridge Sustainable Design and Construction SPD 2020.

20. Prior to first occupation of the building, 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.

The public shall have unhindered access to all ground level external spaces outside the building, including the colonnade, hereby approved, and shall be retained thereafter.

Reason: To ensure that before any development commences an

appropriate landscape management plan has been agreed in accordance with policies 57 and 59 of the Cambridge Local Plan 2018.

21. Within 12 months following first occupation a Construction Stage BREEAM assessment for that building shall be submitted to the BRE. The following BRE issued Construction Certificate shall be submitted to, and approved in writing by, the Local Planning Authority within 1 month of issue. The certificate shall demonstrate 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 in accordance with Policy 28 of the Cambridge Local Plan 2018 and the Greater Cambridge Sustainable Design and Construction SPD 2020.

22. Prior to the first occupation of the proposed development, or as soon as reasonably practicable after occupation, 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 in accordance with Policy 28 of the Cambridge Local Plan 2018 and the Greater Cambridge Sustainable Design and Construction SPD 2020.

23. Prior to first occupation 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 and the total volume of greywater reclaimed. 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.

24. Prior to the first occupation of the building, a scheme for the treatment of the windows on floors 2-5 to south-eastern elevation to prevent overlooking to The Centennial Hotel shall be submitted to and approved in writing by the Local Planning Authority. The scheme shall include views showing the effect of the screening proposed from the office windows. Once approved the scheme shall be fully implemented prior to occupation in accordance with the approved details and shall thereafter be retained as such.

Reason: To protect neighbouring amenities in accordance with policies 55, 56, 57 and 60 of the Cambridge Local Plan 2018.

25. Prior to first occupation of the building, all works to the public highway shall be carried out in accordance with details to be submitted and approved under Section 278 of the Highways Act 1980. These works will include for the existing vehicular access onto Hills Road to be permanently and effectively closed, with the kerb raised to full height, the footway reinstated and the vehicular access onto Station Road to be realigned and reinstated.

Reason: In the interests of highway safety in accordance with Policy 81 of the Cambridge Local Plan 2018.

26. Prior to first occupation of the building, a Delivery and Servicing Plan shall be submitted and approved in writing by the Local Planning Authority, broadly in accordance with the approved Delivery and Servicing Plan by KMC (25169 - R03 dated October 2025). Thereafter the development will operate in accordance with the approved details. The Delivery and Servicing Plan shall include for operational details and monitoring arrangements.

Reason: In the interests of highway safety in accordance with Policy 81 of the Cambridge Local Plan 2018.

27. Prior to first occupation of the building, a Travel Plan/Cycle Parking Management Plan shall be submitted and approved in writing by the

Local Planning Authority, broadly in accordance with the approved Workplace Travel Plan by KMC (25169 - R02 dated October 2025). The Travel Plan/Cycle Parking Management Plan shall include annual monitoring of staff travel and cycle parking usage for five years following occupation, visitor cycle parking provision, a draft travel welcome pack and include details to ensure how the approved cycle parking provision can be adapted to respond to demand. The development shall be implemented in accordance with the approved details.

Reason: In the interests of encouraging sustainable travel to and from the site in accordance with Policy 82 of the Cambridge Local Plan 2018.

28. The development, hereby permitted, shall not be occupied until visibility splays have been provided each side of the vehicular access in full accordance with the details indicated on the submitted plan KMC25169 / 002 Rev A. The splays shall thereafter be maintained free from any obstruction exceeding 0.6m above the level of the adjacent highway carriageway.

Reason: In the interests of highway safety in accordance with Policy 81 of the Cambridge Local Plan 2018.

29. Notwithstanding the details of the DCEMP, no tower cranes shall be erected on site until a study determining the impact of proposed cranes on the instrument flight procedures (IFPs) associated to Cambridge Airport has been submitted to and approved in writing by the Local Planning Authority. The study shall be completed by an Approved Procedure Design Organisation (APDO) and shall determine the level of impact and include any measures necessary to mitigate any identified impacts. The development shall be carried out in accordance with the approved details.

Reason: To avoid the cranes on site endangering the safe movement of aircraft and the operation of Cambridge Airport in accordance with Policy 37 of the Cambridge Local Plan 2018.

30. No material for the development (or phase of) 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 Policy 33 of the Cambridge Local Plan 2018.

31. No external lighting shall be provided or installed until an ecologically sensitive artificial lighting impact assessment and mitigation scheme as required has been submitted to and approved in writing by the local planning authority. The assessment shall include the following:

i) the method of lighting (including luminaire type / profiles, mounting location / height, aiming angles / orientation, angle of glare, operational controls, horizontal / vertical isolux contour light levels and calculated glare levels to both on and off site receptors);

ii) the extent/levels of illumination over the site and on adjacent land and predicted lighting levels at the nearest light sensitive receptors

All artificial lighting must meet the Obtrusive Light Limitations for Exterior Lighting Installations contained within the 'Institute of Lighting Professionals - Guidance Notices for the Reduction of Obtrusive Light – GN01/21 (or as superseded)'.

Where required, the mitigation scheme shall be carried out as approved and shall be retained as such.

Reason: To minimise the effects of light pollution on the surrounding area in accordance with Policy 34 of the Cambridge Local Plan 2018).

32. Prior to installation, the details of any rooftop photovoltaic (PV) panel array shall be submitted and approved in writing by the Local Planning Authority, and installed in accordance with the approved details. The submitted details shall include the manufacturer's specifications,

spacing and layout, and shall be supported by a Glint and Glare Assessment to assess the impact on aircraft operations.

Reason: To ensure an appropriate arrangement for the solar panels and ensure that glint and glare would not adversely impact aircraft operations, in accordance with Policy 37 of the Cambridge Local Plan 2018.

33. No operational plant, machinery or equipment shall be installed until a noise assessment and any noise insulation/mitigation as required has been submitted to and approved in writing by the local planning authority. Any required noise insulation/mitigation shall be carried out as approved and retained as such.

Reason: To protect the amenity of nearby properties in accordance with Policy 36 of the Cambridge Local Plan 2018.

34. Prior to the setting out of any car parking spaces within the basement car park, an electric vehicle charging scheme shall be submitted to and approved in writing by the local planning authority. The scheme shall be implemented in accordance with the approved details 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.

35. No signage shall be installed until details at a minimum scale of 1:20, including elevations of shopfront signage for any proposed retail unit/s have been submitted to and approved in writing by the Local Planning Authority. The development shall thereafter 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 in accordance with policies 55 and 57 of the Cambridge Local Plan 2018.

36. E(b) (Sale of food and drink for consumption (mostly) on the premises) development use shall not commence until a scheme detailing plant, equipment or machinery for the purposes of extraction, filtration and abatement of odours has been 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 future occupiers and nearby properties in accordance with the Cambridge Local Plan 2018

37. Demolition or construction vehicles with a gross weight in excess of 3.5 tonnes shall service site only between the hours of 09.30hrs - 15.30hrs Monday to Saturday.

Reason: in the interests of highway safety in accordance with Policy 81 of the Cambridge Local Plan 2018.

38. 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 in accordance with Policy 33 of the Cambridge Local Plan 2018.

39. Acoustic / unamplified music and the playing of amplified music / voice is prohibited within all roof terraces.

Reason: To protect the amenity of nearby properties in accordance with policies 35 and 36 of the Cambridge Local Plan 2018.

40. The external rooftop terraces shall only be used by patrons and staff between the hours of 07:00 – 22:00hrs Monday to Sunday and shall be clear of patrons and staff outside these hours. Any waste / glass removal required and the cleaning of these areas including the clearance and the movement of any tables and seating / chairs shall be undertaken during these times only.

Reason: To protect the amenity of nearby properties in accordance with policies 35 and 36 of the Cambridge Local Plan 2018.

41. The management and collection of commercial waste including recycling shall be carried out in accordance with the Operational Waste Management Strategy dated 2nd October 2025 Issue P02, unless otherwise agreed in writing by the Local Planning Authority.

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

42. No development shall commence, apart from below ground works and demolition, until a Biodiversity Net Gain (BNG) Plan has been submitted to and approved in writing by the local planning authority. The BNG Plan shall target how a minimum net gain in biodiversity will be achieved through a combination of on site and / or off-site mitigation. The BNG Plan shall include:

- i) A hierarchical approach to BNG focussing first on maximising on-site BNG, second delivering off-site BNG at a site(s) of strategic biodiversity importance, and third delivering off-site BNG locally to the application site;
- ii) Full details of the respective on and off-site BNG requirements and proposals resulting from the loss of habitats on the development site utilising the appropriate DEFRA metric in force at the time of application for discharge;
- iii) Identification of the existing habitats and their condition on-site and within receptor site(s);
- iv) Habitat enhancement and creation proposals on the application site and /or receptor site(s) utilising the appropriate DEFRA metric in force at the time of application for discharge;
- v) An implementation, management and monitoring plan (including identified responsible bodies) for a period of 30 years for on and off-site proposals as appropriate.

The BNG Plan shall be implemented in full and subsequently managed and monitored in accordance with the approved details. Monitoring data as appropriate to criterion v) shall be submitted to the local planning authority in accordance with DEFRA guidance and the approved monitoring period / intervals.

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

Informatives:

1. This permission is accompanied by a Section 106 Agreement.
2. Cadent Gas Ltd own and operate the gas infrastructure within the area of your development. There may be a legal interest (easements and other rights) in the land that restrict activity in proximity to Cadent assets in private land. The applicant must ensure that the proposed works do not infringe on legal rights of access and or restrictive covenants that exist. If buildings or structures are proposed directly above the apparatus the development may only take place following diversion of the apparatus. The applicant should apply online to have apparatus diverted in advance of any works, by visiting cadentgas.com/our-services/gas-diversions Prior to carrying out works, including the construction of access points, please register on www.linesearchbeforeudig.co.uk to submit details of the planned works for review, ensuring requirements are adhered to.
3. Surface water and groundwater bodies are highly vulnerable to pollution and the impact of construction activities. It is essential that the risk of pollution (particularly during the construction phase) is considered and mitigated appropriately. It is important to remember that flow within the watercourse is likely to vary by season and it could be dry at certain times throughout the year. Dry watercourses should not be overlooked as these watercourses may flow or even flood following heavy rainfall.
4. 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
5. As the premises / approved uses are intended to be run as or includes a food business, the applicant is reminded that under the Food Safety Act 1990 (as amended) the premises / use will need to register with Cambridge City Council, as required by law. In order to avoid additional costs, it is recommended that the applicant ensure that the kitchen, food preparation and foods storage areas comply with food hygiene legislation,

before construction starts. Contact the Commercial Team of Environmental Health at Cambridge City Council on telephone number (01223) 457890 or email Commercial@cambridge.gov.uk for further information.

6. A premises licence under the Licensing Act 2003 may be required or varied for this development in addition to any planning permission. A premises licence may be required to authorise:
 - The supply of alcohol
 - Regulated entertainment e.g. Music (Including bands, DJ's and juke boxes)
 - Dancing
 - The performing of plays
 - Boxing or wrestling
 - The showing of films
 - Late Night Refreshment (The supply of hot food or drink between 23:00-05:00)A separate licence may be required for activities involving gambling including poker and gaming machines.
The applicant is advised to contact The Licensing Team of Environmental Health at Cambridge City Council on telephone number (01223) 457899 or email licensing@cambridge.gov.uk for further information.
7. The granting of a planning permission does not constitute a permission or licence to a developer to carry out any works within, or disturbance of, or interference with, the Public Highway, and that a separate permission must be sought from the Highway Authority for such works.

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 Development Framework SPDs

