



## **25/04832/FUL – Wolfson Court, Clarkson Road, and 15A and side/rear of, 15 Madingley Road, Cambridge**

### **Application details**

**Report to:** Planning Committee

**Lead Officer:** Joint Director of Planning and Economic Development

**Ward/parish:** Newnham Ward

**Proposal:** Demolition of existing and construction of replacement purpose-built student accommodation, ancillary facilities, landscaping, new pedestrian access from Madingley Road and other associated development. Installation of a temporary construction access from Madingley Road.

**Applicant:** St John's College, Cambridge

**Presenting officer:** Tom Chenery

**Reason presented to committee:** Referred by Delegation Panel

**Member site visit date:** 29 June

**Key issues:**

1. Impact on the Character and Appearance of the Area
2. Impact on the amenity of neighbouring properties
3. Impact on the Highway

**Recommendation:** Approve subject to conditions and S106

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Table 1 Contents of report

### 1. Executive summary

- 1.1 The application seeks planning permission for the demolition of the existing student accommodation and erect new purpose-built student accommodation on the site. Planning permission is also being sought for new landscaping and associated infrastructure in relation to the development. Furthermore, permission is being sought for the installation of a temporary construction access on to Madingley Road.
- 1.2 The existing built form comprises a courtyard/quadrant style student accommodation which is located in the West Cambridge Conservation Area. The buildings are not considered to be positive buildings within the Conservation Area.

- 1.3 In principle, the proposed demolition of the existing 147-bedroom student accommodation and erection of 408 student rooms is acceptable as it is already located on an established site used for student accommodation and would provide enhanced welfare and study spaces for existing and future postgraduate students.
- 1.4 The proposed development would provide high quality, landscape-led development that would be sensitive to the character and appearance of the Conservation Area.
- 1.5 The new buildings would be of high sustainability standards and would be a significant upgrade on the facilities to be demolished.
- 1.6 The proposed development would achieve a biodiversity net gain within the site whilst the lighting design would be sensitive to protected species including bats to mitigate any harm. Any impacts upon protected habitats and species during the construction phase would be minimised.
- 1.7 The proposal would result in an appropriate level of cycle and car parking provision, whilst the indicative construction route is considered achievable subject to further details to ensure that the potential conflict with other road users is avoided. The resulting traffic movements during operation would be minimal.
- 1.8 The proposed development would result in acceptable amenity impacts for neighbouring dwellings and future occupiers. The proposed development would meet the requirements for all users including those with impaired mobility.
- 1.9 Other potential impacts including noise and odour can be controlled via condition, and other matters have been considered as part of this planning assessment.
- 1.10 Officers recommend that the Planning Committee approve the application subject to conditions and delegated powers to complete a Section 106 agreement.

<b>Consultee</b>	<b>Object / No objection / No comment</b>	<b>Paragraph Reference</b>
Anglian Water	Holding Objection	6.1
Archaeology	No Objection subject to recommended condition	6.5 - 6.6
Conservation Officer	No Objection to recommended conditions	6.2 - 6.4
County Highways Development Management	No Objection subject to recommended conditions	6..7 – 6.8
County Transport Team	No Objection subject to condition and S106 contributions	6.9
Ecology Officer	No Objection subject to recommended conditions	6.10 – 6.11
Environment Agency	No response	6.17
Environmental Health	No Objection subject to recommended conditions	6.12 – 6.16
Historic England	No Objection	
Landscape Officer	No Objection subject to recommended conditions	6.19 - 6.20

Lead Local Flood Authority	No Objection subject to recommended conditions	6.21 – 6.22
Natural England	No Response	6.23
Police Architectural Liaison	Design Recommendations Made	6.24-6.25
Sustainability Officer	No Objection subject to recommended conditions	6.26
S106 Officer	No contributions sought	6.27 -6.28
Tree Officer	No Objection subject to recommended conditions	6.29 – 6.30
Urban Design Officer	No Objection subject to recommended conditions	6.31 – 6.33
Third Party Representations (22)		6.38 – 6.41
Member Representations (1)		7.1
Local Interest Groups and Organisations / Petition (2)		8.1 – 8.3

Table 2 Consultee summary

## 2. Site description and context

- 2.1 The current built form on site comprises a campus style college accommodation which forms smaller individual courtyards with a parcel of open space towards the rear of the site.
- 2.2 The site is located within the West Cambridge Conservation Area.

- 2.3 To the east of the site is St Johns School and to the west of the site is the Centre for Mathematical Sciences. Residential dwellings are located to the north which front Madingley Road. There are also residential dwellings to the south which face Clarkson Road.
- 2.4 The proposal includes part of the rear garden and garage of No.15 Madingley Road, Cambridge, which is a large HMO.
- 2.5 There are several silver birch trees located in a parcel of open space on the eastern boundary with St Johns school. These trees benefit from a Tree Protection Order.
- 2.6 The site is located within an area at low risk of fluvial flooding (Flood Zone 1) and there are some areas of high to low surface water risk on the eastern boundary and garden of No.15 Madingley Road. Larger portions of the site are at low risk of surface water flooding.

### **3. The proposal**

- 3.1 Demolition of existing and construction of replacement purpose-built student accommodation, ancillary facilities, landscaping, new pedestrian access from Madingley Road and other associated development. Installation of a temporary construction access from Madingley Road.
- 3.2 The application has been amended to address representations, and further consultations have been carried out as appropriate.
- 3.3 Additional information has been provided regarding the proposed temporary construction access on to Madingley Road with the description of development amended to reflect this.
- 3.4 In addition to this, amended plans regarding the design of the proposal, the design of the bin and bike stores and the required substation have been submitted to overcome concerns initially raised by consultees.
- 3.5 Furthermore, a student management plan has been submitted to address concerns of behaviour by third party representations.

## 4. Relevant site history

Reference	Description	Outcome
C/69/0491	Additional Graduate and undergraduate residential accommodation	Approved
C/90/0362	EXTENSION TO EXISTING COLLEGE WITH RESIDENTIAL and LIBRARY ACCOMMODATION	Approved
C/02/0315	Erection of day nursery to Northwest corner at rear of Wolfson Court.	Refused – Appeal Allowed
C/04/0020	Erection of day nursery to northwest corner at rear of Wolfson Court.	Approved

Table 2 Relevant site history

- 4.1 Planning permission was granted historically for the erection of student accommodation on the site known as Wolfson Court. Planning permission for an extension to this student accommodation was permitted in 1990.

## 5. Policy

### 5.1 National policy

National Planning Policy Framework 2024

National Planning Practice Guidance

National Design Guide 2021

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

Circular 11/95 (Conditions, Annex A)

Technical Housing Standards – Nationally Described Space Standard (2015)

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

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 latest 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. The draft JLP was published for formal public consultation (under Regulation 18 of The Town and Country Planning (Local Planning) (England) Regulations 2012) between 1 December 2025 and 30 January 2026.
- 5.2.2 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 earlier 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
- 5.2.3 Consultation on a Regulation 19 draft plan is anticipated in Summer/Autumn 2026.

5.3 **Cambridge Local Plan (2018)**

- Policy 1: The presumption in favour of sustainable development
- Policy 3: Spatial strategy for the location of residential development
- Policy 28: Carbon reduction, community energy networks, sustainable design and construction, and water use
- Policy 29: Renewable and low carbon energy generation
- 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 43: University development
- Policy 46: Development of student housing
- Policy 50: Residential space standards
- Policy 51: Accessible Homes
- Policy 55: Responding to context
- Policy 56: Creating successful places
- Policy 57: Designing new buildings

Policy 58: Altering and extending existing 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 68: Open space and recreation provision through new development  
Policy 70: Protection of priority species and habitats  
Policy 71: Trees  
Policy 73: Community, sports and leisure facilities  
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)**

Greater Cambridge S106 Planning Obligations SPD 2026

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

Trees and Development Sites SPD – Adopted January 2009

#### **Area Guidelines**

West Cambridge Conservation Area Appraisal (2011)

## **6. Consultations**

### **Publicity**

Neighbour letters – Y

Site Notice – Y

Press Notice – Y Major Development and Affects Conservation Area

### **Anglian Water - Object**

6.1 Temporary Objection due to wastewater capacity

### **Conservation Officer - No Objection**

6.2 The proposed development has been the subject of extensive pre-application advice and a collaborative design process with a focus on high quality design responsive to local context and the conservation area. The submitted plans correspond to proposals supported at pre-app. It is considered that the proposed development would sustain the character and appearance of the West Cambridge Conservation Area, and the setting of the listed building 3 Clarkson Road

6.3 The details appear to safeguard the tree coverage important to the Conservation Area and are acceptable, subject to review by the Trees Officer.

6.4 Conditions Recommended

### **County Archaeology- No Objection**

6.5 Due to the archaeological potential of the site a further programme of evaluation is required in order to provide more information regarding the presence or absence, and condition, of surviving archaeological remains within the development area, and to establish the need for archaeological mitigation of the development as necessary.

6.6 Condition Recommended

### **County Highways Development Management - No Objection**

6.7 The effect of the proposed development upon the Public Highway should be mitigated if the following conditions form part of any permission that the Planning Authority is minded to issue in regard to this proposal

6.8 Conditions Recommended

## **County Transport Assessment Team - No Objection**

- 6.9 Subject to a planning obligation of £60,000 towards the Madingley Road Pedestrian and Cycle Improvements and a condition requiring a Travel Plan.

## **Ecology Officer - No Objection**

- 6.10 The Environmental Impact Assessment (EIA) concludes that a European Protected Species Licence (EPSL) from Natural England will be required before demolition of buildings B5 and B6 can proceed, and it recommends reasonable avoidance measures to minimise any residual risk to protected or priority species which in this case is bats. This is accepted without the need for further information. Additionally, the Biodiversity Net Gain (BNG) report confirms that while a minimum 10% net gain cannot be fully achieved on-site, this shortfall can be addressed through the purchase of off-site credits, an approach that is considered acceptable and can be secured via a statutory BNG condition.
- 6.11 Conditions Recommended

## **Environmental Health - No Objection**

- 6.12 Pollution from the demolition and construction phases has the potential to affect the amenity of surrounding properties if not controlled. This can be secured through a Demolition & Construction Environmental Management Plan (DCEMP) condition.
- 6.13 Noise impacts are acceptable following the assessment of the submitted Noise Impact Assessment. A condition is recommended regarding alternative ventilation.
- 6.14 Details regarding artificial lighting can overcome any concerns if secured by condition.
- 6.15 Contaminated Land information is considered acceptable and confirm the low-risk nature of the site. The report's conclusion that no formal scheme of remediation is required is considered to be accurate. Condition recommended regarding unexpected contamination.
- 6.16 There are no concerns regarding Air Quality as a result of the proposal specifically as the supporting document confirms that heating will be by

electric with no combustion emission to air and there will be a small increase in vehicle movements on the site.

### **Environment Agency**

6.17 No response

### **Historic England – No Objection**

6.18 No Objection

### **Landscape Officer- No Objection**

6.19 Overall, the landscape design has been successfully integrated with the architecture, engineering and ecology. The application includes a comprehensive landscape masterplan, a planting strategy and detailed information on planting in the design and access statement.

6.20 Conditions recommended

### **Lead Local Flood Authority- No Objection**

6.21 Based on the submitted details, as Lead Local Flood Authority (LLFA) we have no objection in principle to the proposed development.

6.22 Conditions Recommended

### **Natural England**

6.23 No Response

### **Police Architectural Liaison Officer - No Objection**

6.24 Site is in an area of medium to high risk to the vulnerability of crime. There is no detail within the Design and Access Statement regarding crime prevention or a security section.

6.25 Design recommendations have been made for the proposal.

### **Sustainability Officer- No Objection**

6.26 The proposals have been shaped through detailed pre-application discussions, which explored the feasibility of retrofitting existing buildings but ultimately concluded that demolition and redevelopment were more

viable due to structural and capacity constraints; however, a strong emphasis has been placed on reusing demolition materials on site, including timber, concrete, masonry, and roof tiles, significantly reducing the need for new materials. The scheme incorporates a comprehensive sustainability strategy, including rainwater harvesting to reduce mains water use, targeted reductions in embodied and operational carbon aligned with BREEAM and UK net zero standards, and the use of photovoltaic panels and air source heat pumps to improve energy efficiency. Overheating risks have been assessed through modelling, with design measures such as secure ventilation, shading potential, and future adaptability incorporated, although further modelling is recommended at detailed design stage. Overall, the integration of sustainable construction principles, energy efficiency measures, and material reuse is strongly supported, subject to appropriate planning conditions.

### **S106 Officer - No Objection**

- 6.27 The planning application is being made by St John's College and does not seek family accommodation, therefore s106 contributions in relation to matters such as children's play, are not being sought.
- 6.28 There are current ongoing discussions with the S106 team regarding the potential contributions of the proposal and further details will be provided as an update.
- 6.29 If a s106 agreement is required, a Monitoring Fee of £750 would be required to cover the costs incurred by the Council in the monitoring of the obligations or associated bespoke conditions and reporting on s106 agreements as required by government guidance.

### **Tree Officer - No Objection**

- 6.30 The application is supported by an Arboricultural Impact Assessment (AIA), the content of which is generally satisfactory. Previous anomalies have been amended.
- 6.31 Concern regarding proposed temporary haul road have been overcome with additional information. There are no overriding objections to the development, and any outstanding arboricultural issues can be appropriately managed through a pre-commencement Arboricultural Method Statement (AMS) condition.

## **Urban Design Officer - No Objection**

- 6.32 The Design and Access Statement (DAS) concludes that a new build approach is the most suitable option following appraisal against factors such as viability, carbon, health, and ecology, enabling an increase in high-quality accommodation alongside enhanced green infrastructure. The scheme has evolved around key principles including a landscape-led design, improved permeability through a new central pedestrian route, and a “villa”-style layout forming a series of varied courtyard spaces, all of which are supported from an urban design perspective.
- 6.33 Active ground floor uses and well-overlooked communal and garden spaces contribute to a vibrant, safe, and cohesive environment, while the movement strategy promotes a largely car-free development with acceptable access arrangements, although further clarification is needed regarding staff parking and cycle provision.
- 6.34 The massing and architectural approach respond sensitively to the surrounding Arts and Crafts context, consolidating taller elements away from the street frontage, and the proposed material palette reflects a high-quality, contextually appropriate design, subject to recommended conditions.

## **Design Review Panel Meeting of 22<sup>nd</sup> May 2026 (See appendix A for full comments)**

- 6.35 The existing 1990s buildings may have had greater potential for retention and reuse than the appraisal suggests, the scheme should do more to reduce embodied carbon through greater material reuse and lower-carbon construction choices, and shading needs to be designed in from the start to address overheating. The panel supports the inclusion of air source heat pumps, solar panels and landscaping, but encourages more ambitious sustainability measures, including increased renewable energy generation, more canopy trees, and stronger targets for low-carbon design, water reuse and biodiversity gain.
- 6.36 Particular concern was expressed about the route through 15 Madingley Road, which falls outside the application site despite being a key access point, and about cyclists emerging onto the southern footway of Madingley Road, where there is already evidence of conflict with pedestrians and no direct cycleway connection. The panel also considered the proposed cycle parking arrangement suboptimal, as concentrating parking in two large, covered buildings with double-deck racks is less convenient than providing more dispersed parking closer to building entrances, and the

cycle stores themselves appear insufficiently integrated into the overall site masterplan.

6.37 While the overall intention to create meaningful buildings within a naturalistic landscape is supported, the scheme needs a clearer and more coherent approach to how buildings, communal spaces, entrances, movement routes and landscape interact, particularly at ground level and around key arrival points. Concerns were also raised that the layout may rely too heavily on repeated building forms without responding enough to the differing site edges and character areas, and that important spaces such as the main south entrance, the Madingley Road entrance, and parts of the Clarkson Road frontage require further refinement. Overall, the proposals are attractively presented and show promise, but the panel considers that the design needs deeper contextual justification, stronger integration of landscape and community use, and more careful resolution of massing, access and spatial hierarchy.

6.38 The panel welcomed the project's strong community ambitions and clear commitment to delivering high-quality student accommodation with good management, maintenance and landscape care, but noted that these aspirations are currently expressed more in words than through the design itself. While they were highly supportive of much of the scheme's direction and praised the quality of the presentation materials, they considered that the most critical issues remain the climate response and the development of a stronger, more distinctive character. Overall, they felt the approach to date has been rigorous and promising, but that the scheme has the potential to go further and evolve from a good proposal into an exceptional one, with post-occupancy evaluation recommended to ensure the original aims are achieved.

## **7. Third party representations**

7.1 22 representations have been received, 21 in objection and 1 raising neutral comments.

7.2 Those in objection have raised the following issues:

- Concerns with construction process
- Impact on Trees from Construction Process
- Impact on Conservation Area from Construction Process
- Conflict with Policy 71 – Trees
- Out of Character with the Character and Appearance of Conservation Area
- Cycle Safety Concerns

- Damage to properties from Construction
- Concerns with sustainability approach
- Concerns with demolition
- Concern with out of term use
- Overdevelopment of the site
- Noise and Disturbance Concerns
- Vibration Concerns
- Anti-Social Behaviour
- Use by short term visitors
- Unacceptable amount of open space
- Light pollution
- Waste Water Treatment Capacity Concerns
- Landscape Layout Concerns
- Concerns with the submitted Outline Demolition and Construction Environmental Management Plan
- Traffic Concerns
- Misleading information
- Child Safety Concerns
- Parking Issues
- Misleading Public Consultation
- Construction Traffic Concerns
- Concerns with delivery vans
- Harm to Adams Road bird sanctuary
- Scale and Massing Concerns
- Impact on Listed Buildings
- Air pollution Concerns during construction
- Pedestrian Safety

7.3 Those raising neutral comments have given the following reasons:

- Share concerns regarding cyclist and pedestrian safety

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 Rees has made a representation (objecting to) the application on the following grounds:

- Concerns on cyclist safety
- Concerns on Road safety

- Sustainability Concerns
- Damage to properties
- Concerns on Environmental Impacts
- Concerns over site management
- Concerns on antisocial behaviour
- Concerns with public consultation process

## **9. Local Groups / Petition**

9.1 North Newnham Residents Association has made a representation objecting to the application on the following grounds:

- Concerns with public consultation
- Scale and Massing Concerns
- Concerns over future use of the buildings
- Anti-Social Behaviour
- Damage to properties during construction work
- Construction Vehicle concerns
- Cyclist Safety
- Parking of Construction Vehicles
- Location of cycle spaces and car parking

9.2 CamCycle have made a representation objection to the application on the following grounds:

- Failure to address the western shared path constraints
- Access from Madingley Road
- Construction Traffic Management
- Cycle Parking Provision and Quality

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 key issues are:

- Principle of development
- Design, layout, scale and landscaping
- Trees
- Heritage assets
- Carbon reduction and sustainable design

- Biodiversity
- Water management and flood risk
- Highway safety and transport impacts
- Car and cycle parking
- Amenity
- Third party representations
- Planning obligations (S106)
- Other matters
- Planning balance
- Recommendation
- Planning conditions

## **11. Principle of Development**

- 11.1 The application seeks to demolish the existing student accommodation on site and erect new purpose-built student accommodation including ancillary facilities and associated development. The proposal also seeks to create a temporary construction access from the site north onto Madingley Road.
- 11.2 The application site lies within the West Cambridge Conservation Area.
- 11.3 Policy 3 of the Cambridge Local Plan 2018 states that the overall development strategy is to focus the majority of new residential development in and around the urban area of Cambridge, creating strong, sustainable, cohesive and inclusive mixed-use communities. The policy is supportive in principle of new housing development that will contribute towards an identified housing need. It also states that to maintain housing provision, planning permission to change housing land or land in housing use to other uses will only be supported in exceptional circumstances. The policy clarifies that other uses include student accommodation.
- 11.4 Policy 46 of the Local Plan supports new student accommodation provided they meet an identified need for an existing educational facility. Applications regarding this type of development must comply with several criterion. As the proposal seeks to erect new student accommodation Policy 46 is relevant. The proposal's compliance with this policy and its criterion are assessed in turn below.
- a. *there being a proven need for student accommodation to serve the institution;*

- 11.5 The application site currently provides 147 student rooms which are rented out to and occupied by students at Lucy Cavendish college. The site is currently not being occupied fully with many rooms vacant as they do not meet the accommodation requirements of colleges.
- 11.6 The application is supported by several letters from St Johns College and other Cambridge University Colleges including Lucy Cavendish, Newnham College and the Isaac Newton Institute of Mathematics providing detail on how each does not have adequate accommodation numbers or type of accommodation at present to meet current and future student growth for both undergraduate and graduate students.
- 11.7 The letters each detail their own separate circumstances and detail why the proposed location and type of student accommodation would be ideal for their students. For example, Lucy Cavendish details that there is a demand of approximately 300 rooms for its students. The site is located some 300m from Lucy Cavendish College and as such would allow students to remain close to their institution. The supporting information indicates that Lucy Cavendish would occupy approximately 308 of the proposed 408 rooms.
- 11.8 The additional supporting information also states that due to the transformational change at Lucy Cavendish to a mixed sex college, there is a requirement for these additional rooms.
- 11.9 The Isaac Newton Institute of Mathematics outlines a need as it does not own accommodation, and at present they rent flats within Cambridge for visiting academics. The supporting information highlights that the Institute of Mathematics would occupy approximately 20 of the proposed rooms. Officers are of the view that, provided that any subsequent occupation by the Institute is for students at the Institute, the scheme would accord with policy 46. Any occupation by non-students during term time, such as academics (in employment e.g. staff) would be outside of the scope of the description of development and need separate permission.
- 11.10 Newnham College has set out that at present they have a shortfall of approximately 60 rooms for postgraduates and that students rent out in the private housing market in Cambridge. They also outline that whilst they do not look to increase student numbers, this would fill their identified shortfall. The supporting information highlights that Newnham College would occupy approximately 70 of these rooms. The site would be located approximately 1km from the Newnham College site.

- 11.11 St John's College have provided a letter indicating that there is currently a demand for Fellow's accommodation which they are unable to provide. Officers recognise that fellows can be a mix of students and staff.
- 11.12 The St John's letter details that there are currently increasing post graduate numbers and a need to refurbish their existing accommodation stock. It goes on to indicate that the site is an ideal location (located approx. 500m from the college site) and provides the accommodation for students with partners and children. The proposal would provide 10 of the 408 rooms to St Johns. Provided any subsequent occupation is for Fellow students, it would meet the description of development and occupational ties required of the S106 and adopted policy.

*Overall*

- 11.13 To ensure that the accommodation is for students, a restriction will be sought within a S106 agreement to ensure the permitted rooms are occupied only by students attending full-time courses of one academic year or more at a Cambridge University College or Institution within academic term times. The rooms would be tied to those parties above that have demonstrated a need.
- 11.14 Considering the submitted information, there is a proven need for the student accommodation, and the proposal would provide a variety of room types which are in demand. Subject to a suitably worded S106 obligation, the proposal accords with policy 46 of the Local Plan and is acceptable in principle.
- b. *the development not resulting in the loss of existing market housing and affordable housing*
- 11.15 The proposal does not seek to remove any existing market and affordable housing and solely seeks to redevelop existing accommodation on site. The proposal would result in the demolition of an existing outbuilding associated with No.15 Madingley Road. The use of No.15 Madingley Road is that of a Large HMO used by the college as student hostel accommodation. The loss of this outbuilding is not considered to impact on any market housing or affordable housing provision. The proposal would therefore comply with these criteria.
- c. *it being in an appropriate location for the institution served;*

The application site is located amongst other student accommodation blocks with the Mathematics Institute immediately to the west and Lucy

Cavendish to the Northeast. St Johns College is also located to the east beyond St Johns College School and St Johns Playing Fields. As highlighted within criterion a and c, the colleges seeking to occupy the site are all within approx. 1km and as such are within walking and cycling distance from their respective sites. It is therefore considered the proposal would therefore comply with this criterion.

d. *the location being well served by sustainable transport modes;*

11.16 The application site is located within the city of Cambridge but outside of the city centre itself. The site is in walking and cycling distance to a variety of services. There are also other sustainable transport modes available in proximity to the site. As highlighted within criterion a and c, the colleges seeking to occupy the site are all within approx. 1km. The proposal complies with this criterion.

e. *having appropriate management arrangements in place to discourage students from keeping cars in Cambridge*

11.17 The application is supported by a student management plan which indicates that students will not be permitted to keep a car on site except in the case of a student with a disability and this will be controlled through the student room licence. This can be secured through a S106 agreement, restricting students from the keeping of a car in Cambridge more generally, allowing for exceptional circumstances such as relating to disability or specific student need e.g. veterinary student requirements.

11.18 There are already 52 car parking spaces on the site of which 10 serve the nursery building to the northwest which shares the parking and access. The proposal would result in a total of 20 car parking spaces (8 of them accessible). As the proposal is seeking to reduce the number of car park spaces on site and there are measures in place to ensure students are discouraged from keeping cars in Cambridge, the proposal is considered to comply with this criterion.

f. *rooms and facilities being of an appropriate size for living and studying; and*

11.19 There are no space standards for rooms to be provided for student accommodation. The rooms sizes provided for students are of a generous and appropriate size and design. All rooms will have an en-suite and there will be a good-sized kitchen on each floor for shared use. The proposal would provide 19 accessible rooms with all rooms accessible via level access. The proposal complies with this criterion.

g. *minimising any potential for antisocial behaviour and, if appropriate, being warden controlled.*

- 11.20 The site is currently used by students and there are no known issues with anti-social behaviour. Several objections have been raised citing concerns over antisocial behaviour and the requirement for a gated access on both Clarkson Road and Madingley Road.
- 11.21 The proposed development would benefit from a dedicated porters lodge on the southern portion of the site within Building A which fronts Clarkson Road. The submitted management plan indicates that the porters lodge will be managed 24/7. It also highlights that contact details of the porter's lodge will be provided to residents. In addition to this, there will be an intercom on the Madingley Road entrance which is connected to the porter's lodge.
- 11.22 The management plan also indicates that there is CCTV located at key points throughout the site which is managed by the porters. Moreover, each student must enter into an Occupancy Agreement which covers aspects of the college accommodation relationship including student behaviour and actions the college will take in the event of a breach of college rules.
- 11.23 It is therefore considered that there are measures which would be in place which would adequately minimise antisocial behaviour on the site. The proposal would comply with this criterion.

*Out of term use*

- 11.24 Concerns have been raised regarding out of term use, specifically that the units would be occupied for holiday use or for conference delegates. The postgraduate students would be accommodated on site on a year-round basis with some rooms (for non-postgrads) being available to conference delegates outside of term time. As the scope of out of term time use has not been precisely defined, a S106 is proposed by officers to contain a clause to ensure any such uses are subject to separate management arrangements to ensure compatibility with the site's location and its neighbours.

*Conclusion*

- 11.25 The need for the accommodation has been demonstrated. To ensure occupiers of the site are students studying full-time at the University of

Cambridge or its Colleges / Institutions, it is recommended a s106 Agreement is required and that such occupation controls term time use. Out of term time, the S106 will require management measures to be approved to ensure conference delegation compatibility in terms of size, context and location. No existing market housing or affordable housing would be lost through the proposal. The accommodation would be of high quality and represent a substantial improvement on that existing. The location is appropriate to those Cambridge University institution(s) / colleges who have demonstrated a need. Appropriate management arrangements will be secured relating to car ownership and student behaviour through a S106 and / or planning condition(s).

- 11.26 Subject to these requirements, the proposal accords with Policy 46 of the Local Plan 2018.

## **12. Design, layout, scale and landscaping**

- 12.1 Policies 55, 56, 57 and 59 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.
- 12.2 Policy 60 ensures that buildings which are taller than the surrounding built form do not impact on the landscape, townscape or historic environment.

### *Site Context and Surroundings*

- 12.3 The application site is located within the West Cambridge Conservation Area. There is a Grade II Listed Building known as 3 Clarkson Road located to the south and a Grade II Listed building known as Saxmeadham (71 Grange Road) to the east of the site.
- 12.4 The site at present comprises a campus style college development in the form of several courtyards with common buildings at the south of the site fronting Clarkson Road with student accommodation buildings on both sides of the site. There is a library building to the north and is located centrally within the site. On the northwest corner is a two-storey nursery building which is not being sought to be altered as part of this proposal.
- 12.5 The development known as Wolfson Court ranges in height from 3 storeys on both eastern and western wings to lower-level single storey aspects located more centrally in the site. There are various roof forms on the site with most of the original building benefiting from mono pitched roofs. The additions in the 1990's benefitted from dual pitched roofs. There are areas

of car parking and bin stores located at the front of the site as well as the western boundary. Within each small courtyard are areas of landscaping. Due to the design and layout of the site, the existing site appears institutional.

12.6 The West Cambridge Conservation Area Appraisal states that the immediate areas surrounding the site are residential but notes that key characteristics of Grange Road include an interruption of domestic scale properties comprising four larger complexes of modern University buildings, including Wolfson Court, the Centre for Mathematical Sciences and Cripps Court. In addition to this, there is evidence of a ridge and furrow which can still be seen within the site.

12.7 The site fronts Clarkson Road and is surrounded by Isaac Newton Institute for Mathematical Sciences to the west and St John's College School to the east; the three sites form a more institutional cluster of buildings amongst the finer-grain residential context of 2 – 2 ½ storey dwellings along Clarkson Road.

12.8 At the front of the site is a large tree with a row of protected trees which run along the eastern boundary of the site. The site also includes the garage building and western portion of No. 15 Madingley Road, which is typical of the residential vernacular which fronts Madingley Road to the north of the site.

12.9 The Conservation area appraisal also indicates that most of front boundaries are either brick or are made up of trees and hedging.

#### *Scale, Design and Landscaping*

12.10 The proposal seeks to demolish the existing student accommodation and erect 5 new buildings in its place. These buildings are arranged in two types, 4 larger buildings (known as Buildings A-D) and a singular block of 4 x 3 storey townhouses known as Building E). The buildings would range from 3 storeys to 4 storeys in height. Whilst it is acknowledged that the buildings are significantly taller in height than the residential dwellings opposite, it is a modest increase in height relative to the existing built form on the site and that of the adjacent Mathematical Institute. Policy 60 is not engaged.

12.11 Buildings A-D are L shaped and have an arts and craft inspired villa style design. They are located on the edges of the site with a central

landscaped core as well as a landscaped area to the east adjacent to St John's College School.

- 12.12 Several objections have been made regarding the proposal's excessive scale and massing and harmful impact on the immediate setting of the site as well as the wider character and appearance of the Conservation Area. The proposals impact on the conservation area is assessed in more detail within the Heritage Impacts section of this report (Section 13).
- 12.13 The Urban Design Officer has been consulted on the scheme and has raised no objection to the proposal noting that the concept for massing followed the domestic proportions of the Arts and Crafts typologies in the surrounding context, helping to mediate between the institutional and residential scales in the local area.
- 12.14 It is acknowledged that the built form on the site is increasing, particularly with Building E fronting Clarkson Road and Building C to the north of the site, however, this is designed in an edge-responsive way. The Urban Design officer also noted that the proposal seeks to consolidate the taller elements of the scheme within the site and away from the southern street frontage to respond positively to the domestic vernacular proportions of Clarkson Road.
- 12.15 At present, the massing of the 3 storey blocks on the east and west of the site are void of any architectural merit and appear as large unbroken form of development, particularly on the eastern and western edges.
- 12.16 The proposal would increase the height of these edges, however, through their design would be broken up through a landscaped pathway between buildings D and B and through indentations in the built form to break up this massing. On the western edge of the development, the reduction in car parking spaces and implementation of cycle storage and soft landscaping, this 'harsh' and institutional edge is reduced and enables the built form to appear more integral to the overall streetscene.
- 12.17 In addition to this, the removal of the existing single storey buildings which abut the adopted public highway on Clarkson Road on the southern portion of the development are to be demolished, also reducing the proposal's immediate impact on Clarkson Road and results in a more set back nature of development, more akin to properties on Clarkson Road.
- 12.18 The proposal would also result in the creation of a new building referenced as Building E which also fronts Clarkson Road but is situated behind a large tree which exists at the southeastern portion of the site.

This building would be approx. 3 stories in height and would introduce a west to east orientated footprint closer to the front of the site. Unlike the other buildings, it does not benefit from an L shape design.

- 12.19 It is acknowledged that Building E is the most impactful on the streetscene due to its orientation and design, but it would be well set back and would be partially screened by existing vegetation. As noted, there is existing 3 storey built form on the eastern edge, however, this is orientated north to south and therefore has less obvious massing from Clarkson Road. Nonetheless, as a result of the demolished buildings which would open up the frontage of the site and the high-quality design of the proposal, it would be an improvement on the existing built form in this location and would not result in any harm to the immediate setting of the site. The additional proposed landscaping would also reduce the proposal's impact on the streetscene to the front.
- 12.20 Building C would be located directly behind Building E and as such it would be partially visible from the front of the site and public realm. Similarly to buildings B and D, its design allows for the massing to be broken up and less bulky.
- 12.21 Building A is located furthest north within the site and there would be only limited views from the south on Clarkson Road. The building is a similar massing scale and design to buildings B, C and D. Due to the distance between Building A and public realm views to the north on Madingley Road, this building would also only be partially visible from this public viewpoint and its impact on the streetscene would be limited.
- 12.22 The proposal would create a new footpath from Madingley Road at the north of the site to the development. The immediate character on Madingley Road is established with large, detached dwellings set back from the public highway and with mature boundary treatments and parking to the front.
- 12.23 The proposal would create a new path linking the site, it would be similar to the public footpath located almost directly adjacent to the west of the site which links Madingley Road and Clarkson Road. It would cut through the side of No.15 Madingley Road with high hedges on both sides. Whilst it would create a new access and alter the current appearance of No.15, due to its slim nature and soft landscaping, it would not appear dissimilar to the established footpath as referenced. As a result of the design. As a result, the overall established character of Madingley Road would be maintained and there would not be any harm to the immediate setting of the site or wider character and appearance of the area.

- 12.24 The site benefits from significant soft and hard landscaping. The trees which bound the site and provide significant amenity to the conservation area are to be retained with the submitted landscape strategy indicating that there are further tree planting and soft landscaping which enhances the suburban nature of the site. Hedging is proposed on the frontage to Clarkson Road which provides a softer and more green entrance way, assimilating with the existing character of the area.
- 12.25 During the Design Review Panel Meeting (appendix A) many comments from the panel members related to the proposed landscape scheme, requesting more 'breathing space', ensuring the landscape is more naturalistic and that the landscape spaces are more coherent.
- 12.26 Following these comments, further landscape design alterations would be made with a stronger narrative to the naturalistic landscape approach, buildings D and E were moved to create more breathing space, and the flow of the landscape has been rationalised with different planting strategies and material choices made.
- 12.27 The landscape officer has been consulted on the scheme and has no objection to the scheme noting that the proposal benefits from integrated swale alongside the central route and storage and attenuation basins within the lawns and courtyard spaces. Planting design has been closely coordinated with the ecology and BNG strategy to create a variety of new habitats and enhance the site.
- 12.28 The proposed landscape scheme is an enhancement to the more abrupt built form which exists abutting the public highway and current entranceway on Clarkson Road.
- 12.29 The landscape officer concludes by stating that overall, the landscape design has been successfully integrated with the architecture, engineering and ecology.
- 12.30 Overall, the proposed development is a high-quality design that would contribute positively to its surroundings and be appropriately landscaped. The proposal is compliant with policies 55,56,57,58,59 of the Local Plan and the NPPF.

## **13. Trees**

- 13.1 The application site benefits from several trees throughout the site many which benefit from blanket protection as a result of the sites location within the West Cambridge Conservation Area. There is also a line of trees which benefit from a Tree Preservation Order along the eastern boundary of the site adjacent to St Johns College school.
- 13.2 The Conservation Officer notes that West Cambridge Conservation Area's many trees and sylvan character are very important to the significance of the conservation area, and here Madingley Road is characterised by large, detached villas in gardens with mature trees and densely planted boundaries.
- 13.3 Several comments have been made in objection to the proposed impact on the trees on site in particular those adjacent to the proposed temporary access road to the north of the site.
- 13.4 The application is accompanied by an Arboricultural Impact Assessment with further information regarding the impact on the trees on the temporary construction access.
- 13.5 The proposal would result in the loss of some individual trees, a group of 3 Birch trees which are category B (G001) and a group of category C mixed species (A001). The individual trees to be removed include 1 Category B, 12 Category C, 4 Category U trees throughout the site.
- 13.6 Many of these trees are located in and amongst the existing courtyards and are required to be removed to facilitate the development, many of these trees are of poor quality and are category C or U trees. The group of category B trees to be removed are located on the western boundary and have limited visibility from public viewpoints within the conservation area. The other category B tree is located within an existing courtyard and is not visible from public views.
- 13.7 Other trees to be removed include a group of trees within the rear garden of No.15 Madingley Road. These are required to facilitate the footpath/cycleway on to Madingley Road and the temporary construction access. These trees also are partially visible from public viewpoints and are of poor quality (category C or U).
- 13.8 The application is supported by details which indicate how trees on the northern portion of the site which will be impacted by the temporary construction access. It outlines that while some tree pruning is required to facilitate the height of vehicles, the main impact will be to the roots of the trees within this tree belt.

- 13.9 The details indicate that there would be multiple layers of surfacing including geogrid and geotextile layers which would protect the tree roots from the proposed construction traffic. The details indicate the largest vehicle would be approx. 3.75m in height. These measures allow for the trees adjacent to the temporary access to be retained throughout the lifetime of the development.
- 13.10 The Council's Tree Officer previously provided comments requesting further information of the proposed construction access and how the trees would be impacted, they raised no other objections to the other proposed works to trees or their removal. As indicated, subsequent information has been submitted to overcome these concerns. The Council's Tree Officer has been consulted on these and has raised no objection to the proposed details.
- 13.11 As the proposal would retain the majority of the existing high-quality trees within the site which contribute significantly to the character of the West Cambridge Conservation Area and the proposed landscape enhancements as a result of the proposal, the proposal is not considered to result in any arboricultural impacts.
- 13.12 It is therefore considered that subject to conditions regarding an Arboricultural Impact Assessment and Tree Protection Plan, the proposal would accord with policies 59 and 71 of the Local Plan and the NPPF.

## **14. Heritage assets**

- 14.1 Section 66 of the Planning (LBCA) Act 1990 states that in considering whether to grant planning permission for development which affects a listed building or its setting, the local planning authority 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 possesses.
- 14.2 Section 72 of the Planning (Listed Buildings and Conservation Areas) Act 1990 provides that special attention shall be paid to the desirability of preserving or enhancing the character or appearance of a Conservation Area.
- 14.3 Para. 212 of the NPPF set out 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. Any harm to, or loss

of, the significant of a heritage asset should require clear and convincing justification (Para 213)

- 14.4 Paragraph 215 of the NPPF 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.
- 14.5 Policy 61 of the Cambridge Local Plan (2018) requires development to preserve or enhance the significance of heritage assets, their setting and the wider townscape, including views into, within and out of the conservation area.
- 14.6 The application falls with the West Cambridge Conservation Area. There is a Grade II Listed Building known as 3 Clarkson Road located to the south and a Grade II Listed building known as Saxmeadham (71 Grange Road) to the east of the site.
- 14.7 The West Cambridge Conservation Area appraisal makes a small reference to the site which states that the site provides ‘...some interruption of what is essentially a domestic scale on the western side...’. The Conservation Officer has identified that the site has low architectural merit.
- 14.8 The Council’s Conservation Officer has been consulted on the proposal and has indicated that the demolition of the existing buildings would not cause harm to the character and appearance of the Conservation Area. They have also concluded that the proposed design is high quality and is responsive to the local context of the conservation area.
- 14.9 They also assert that the demolition of the garage building at 15 Madingley Road is not a positive building and its demolition would not harm the Conservation Area.
- 14.10 Concerns were previously raised by the Conservation Officer on the impact of the temporary access road and the potential loss of trees which add to the character of the Conservation Area. This has been assessed in more detail within Section 12 (Trees) of this officer report.
- 14.11 The additional details submitted ensure the trees along the access road are retained and as such would not impact on the character of the Conservation Area.

- 14.12 The proposal is located some 30m from the Grade II listed, 3 Clarkson Road and the proposal would be within its setting. No.3 is set back significantly from the adopted public highway with a mature belt of trees which partially screens the listed building from public views and the application site. Due to the proposed design, works and the set back nature of the proposal, it is not considered to result in any harm to the setting of this Listed Building.
- 14.13 Saxmeadham house (No.71 Grange Road) is located approx. 79m from the site. The site is separated through existing buildings which are part of the St Johns College School. The proposal is increasing its built form to the east of the site, it is further located off the eastern boundary and therefore its impact is reduced. Therefore, the proposal is not considered to impact on the setting of this Grade II Listed Building.
- 14.14 In line with paragraphs 212 and 215 of the NPPF, the proposal is not considered to result in harm to any designated heritage asset which in this case is the impact on the Grade II Listed Buildings (3 Clarkson Road and Saxmeadham) or the West Cambridge Conservation Area.
- 14.15 It is therefore not necessary to require justification for the harm or demolition of buildings in the asset or weigh the public benefits in association with this harm. Nonetheless, the public benefits would include: a significant amount of student accommodation which releases pressure on the private housing market; an enhancement to the site within the Conservation area; a highly sustainable form of accommodation; biodiversity net gain; landscape improvements and; Economic benefits due to the construction related activities and employment opportunities required to manage the site when complete.
- 14.16 Paragraph 219 of the NPPF states that, Local planning authorities should look for opportunities for new development within Conservation Areas 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.
- 14.17 Therefore, for the reasons outlined above, the proposal is not considered to result in any harm to any of the identified designated heritage assets.
- 14.18 It is considered that the proposal, by virtue of its scale, massing and design, would not harm the character and appearance of the

Conservation Area or the setting of listed buildings. The Council's Conservation Officer and Historic England have not objected to the proposal.

- 14.19 The proposal would not give rise to any harmful impact on the identified heritage assets and is compliant with the provisions of the Planning (LBCA) Act 1990 (sections 66 and 72), the NPPF and policy 61 of the Local Plan.

## **15. Carbon reduction and sustainable design**

- 15.1 The Council's Sustainable Design and Construction SPD (2020) sets out a framework for proposals to demonstrate they have been designed to minimise their carbon footprint, energy and water consumption and to ensure they are capable of responding to climate change.
- 15.2 Policy 28 states development should take the available opportunities to integrate the principles of sustainable design and construction into the design of proposals, including issues such as climate change adaptation, carbon reduction and water management. The same policy requires new residential developments to achieve as a minimum water efficiency to 110 litres pp per day and a 44% on site reduction of regulated carbon emissions and for non-residential buildings to achieve full credits for Wat 01 of the BREEAM standard for water efficiency and the minimum requirement associated with BREEAM excellent for carbon emissions.
- 15.3 Policy 29 supports proposals which involve the provision of renewable and / or low carbon generation provided adverse impacts on the environment have been minimised as far as possible.
- 15.4 The application seeks to demolish the existing student accommodation buildings on site and erect new purpose-built accommodation in their place.
- 15.5 A number of detailed objections have raised concern with the justification of the demolition of the existing buildings and how the proposal should meet Net Zero Carbon 2050 (NZC2050)
- 15.6 The application is supported by a design and access statement detailing the assessment of the existing buildings; and an energy and sustainability statement.

### *Justification for demolition*

- 15.7 Concerns have been raised regarding the robustness of the justification regarding the proposed demolition of the existing buildings and that more

justification is required in order to establish that the proposed buildings could be re-used rather than demolished.

- 15.8 Throughout the Planning Performance Agreement Process and varying pre application process, the Local Planning Authority has raised questions regarding the ability for the existing buildings to be re-used or extended, rather than the complete demolition.
- 15.9 It is acknowledged that at the Design Review Panel on 25<sup>th</sup> May 2025, questions were asked by the panel regarding the options available to the application regarding re-use or demolition. It must be noted that the Design Review Panel are given a limited level of detail and their advice is informative rather than a formal response to any proposal.
- 15.10 Following the comments at design review panel, the applicant has provided justification within their design and access statement which highlights the options assessment regarding re-use, extensions and then complete demolition. This assessment outlines that the demolition would provide the best sustainability impact.
- 15.11 Following a site visit, it was noted that the existing rooms and layout of the buildings do not provide a good level of accommodation for occupiers. In addition to this, it has been evidenced that extensions to the existing buildings would provide a greater quality of accommodation, but this would be at the expense of high-quality design and would not provide the required number of rooms to help reduce the reliance on the private rental market. The retention of the library would result in significant layout complications which would also result in poor quality design and a poor number of rooms.
- 15.12 As part of the proposal's overall sustainability goals, it is seeking to achieve a minimum of BREEAM excellent across the scheme.
- 15.13 The Council's Sustainability Officer has commented on the proposal and has raised no concerns with the demolition and erection of new buildings. They have concluded that the proposal would result in the re-use of up to 47 tonnes of roof timbers and that other materials can be re-used on site. This would also result in less building materials to be brought on to site.
- 15.14 As a result of the new build nature of the proposal, it would also achieve the maximum number of water credits for water efficiency and that the use of water efficient sanitaryware and rainwater harvesting could offset approx. 1350m<sup>3</sup> of water over a year. The site would also benefit from

solar panels, and each building has been assessed to ensure the risk of overheating is reduced.

- 15.15 It is therefore subject to a condition which would secure the sustainability approved, it is considered that the proposal has adequately justified that the proposed demolition of the buildings is acceptable in terms of its sustainability impact and would comply with Policies 28 and 29 of the Local Plan and the Greater Cambridge Sustainable Design and Construction SPD 2020 in this regard.

#### *Emerging Local Plan*

- 15.16 The objections also raise concern that the proposal would not meet the Net Zero Carbon 2050 targets and that this is a requirement within the emerging Local Plan. The emerging local plan is currently under consultation (Reg19) and therefore can only be afforded limited weight in the planning balance. Due to this, any application is considered in accordance with the most up to date local plan which is the Cambridge City Local Plan 2018. There is no requirement for any proposal to meet the NZC2050 target within Policy 28 or 29 of the Local Plan 2018 and therefore this is unreasonable of the Local Planning Authority to require any application to meet this requirement.

## **16. Biodiversity**

- 16.1 The Environment Act 2021 and the Councils' Biodiversity SPD (2022) require development proposals to deliver a net gain in biodiversity following a mitigation hierarchy which is focused on avoiding ecological harm over minimising, rectifying, reducing and then off-setting. This approach is embedded within the strategic objectives of the Local Plan and policy 70.
- 16.2 Policy 70 states that proposals that harm or disturb populations and habitats should secure achievable mitigation and / or compensatory measures resulting in either no net loss or a net gain of priority habitat and local populations of priority species.
- 16.3 Objections have been received noting that the proposal will negatively impact upon the ecology of the site as well as the impact on the adjacent Adams Road Bird Sanctuary.

- 16.4 The application is accompanied by a preliminary ecological appraisal Biodiversity Net Gain Assessment which sets out that (set out estimated net gain) of 13.41%.
- 16.5 The submitted Ecological Appraisal indicates that due to the distance between the site and the majority of designated wildlife sites, they would not be adversely impacted as a result of the site clearance and construction phase of the works. In addition to this, it concludes that due to the nature and use of the site, when in operation, it would not be anticipated to impact on the designated sites and any effect is negligible.
- 16.6 The appraisal also concludes that the proposal would not impact upon any priority/protected habitats or species. Mitigation measures are required to ensure harm to birds and bats are limited. A European Protected Species Licence will be required due to the loss of bat roosts on the site. An appropriately worded condition is required to secure replacement bird and bat roosts within the site. This can be secured through an appropriately worded condition.
- 16.7 The application has been subject to formal consultation with the Council's Ecology Officer, who raises no objection to the proposal and recommends several conditions particularly relating to ecological enhancement measures and lighting to ensure the protection of species and the estimated biodiversity net gain is delivered.
- 16.8 The comments regarding the impact on the Adams Road Bird Sanctuary are noted. The site is located approximately 90m from the Adams Road Bird Sanctuary which is a County Wildlife site. Between the proposed development is a main road and a row of properties and their associated gardens.
- 16.9 Given the distance from the proposed development to the bird sanctuary as well as the intervening residential properties and street furniture (street lamps), and the impacts from the existing built form, the proposal is not considered to result in any temporary construction impacts or operational impacts on the bird sanctuary.
- 16.10 Therefore, subject to conditions, it is considered that the proposed development complies with policy 70 of the Local Plan, the Biodiversity SPD 2022, the requirements of the Environment Act 2021 and 06/2005 Circular advice.

## **17. Water management and flood risk**

- 17.1 Policies 31 and 32 of the Local Plan require developments to have appropriate sustainable foul and surface water drainage systems and minimise flood risk.
- 17.2 The site is located within an area at low risk of fluvial flooding (Flood Zone 1) and there are some areas of high to low surface water risk on the eastern boundary and garden of No.15 Madingley Road. Larger portions of the site are at low risk of surface water flooding.
- 17.3 The applicants have submitted a Flood Risk Assessment.
- 17.4 The Local Lead Flood Authority has advised that the scheme is acceptable subject to the imposition of several conditions relating to details of surface water run-off. These conditions are considered necessary and appropriate and will be added to any permission given.
- 17.5 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.
- 17.6 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.

### *Foul water flood risk*

- 17.7 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.
- 17.8 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.

- 17.9 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.
- 17.10 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.
- 17.11 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.
- 17.12 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.
- 17.13 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.

17.14 Objections have been raised regarding the foul water drainage scheme and the information provided by the applicant on this matter.

17.15 The applicant has submitted a response to the Anglian Water holding objection relating to Wastewater impacts.

17.16 Capacity of Cambridge WRC

17.17 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 m<sup>3</sup> per day (37,330,000 litres per day), however as of 2024 Q90 data, the WRC was operating at 39,354 m<sup>3</sup> per day (39,354,000 litres per day).

17.18 Assessment of harm

17.19 It is necessary to assess the impact of proposed harm; this can be calculated through the assessment of existing foul water flows in comparison to that of the proposal and a comparison to the overall impact on the existing capacity of the WRC.

17.20 The applicant has submitted a response to the Anglian Water objection noting that the site at present has a value of 175l/ per person/per day. Due to the water efficiency features, the proposed development would use approximately 110l/per person/per day.

17.21 The proposed development will result in a net increase in wastewater rates of over 19,208 litres/day equating to approx. 0.04% of the daily existing dry weather water processing at Cambridge WRC (approximately 39 million litres per day).

17.22 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.

17.23 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.

17.24 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 0.04% renders any harm negligible. 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.

17.25 Conclusion

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

17.27 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.

17.28 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.

## **18. Highway safety and transport impacts**

18.1 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.

- 18.2 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.
- 18.3 The existing site benefits from a vehicular access from Clarkson Road to the south of the site. The proposal also seeks to create a permanent footpath from Madingley Road at the north of the site to the proposal. There would also be a temporary construction access which would take the same route as the proposed footway.
- 18.4 The application is supported by a Transport Statement, Travel Plan Statement, vehicle tracking details and technical notes. The Outline Demolition and Construction Environmental Management Plan (DCEMP) provides greater detail of the temporary construction access from Madingley Road.
- 18.5 Objections from third party residents and CamCycle have raised concerns with the impact of construction vehicles on the adopted public highway on Madingley Road and Clarkson Road. There is also concern with the traffic impacts as a result of the operation of the development.

*Impact from Construction*

- 18.6 The concerns regarding construction traffic are more specific in their impact on the adjacent school and for cyclists and pedestrians.
- 18.7 The submitted DCEMP highlights that parking will not be permitted on site and that contractors are expected to access the site from the nearby Madingley Park and Ride. The document also indicates that construction traffic will be permitted one way through the site, entering from the proposed temporary access on Madingley Road travelling through the site and then exiting on Clarkson Road. The DCEMP states that egress will be between 0930 and 1500.
- 18.8 The document also states that on Madingley Road a minimum of 2 marshals shall be used to alert pavement users/neighbours of inbound deliveries. On the Clarkson Road exit, there will be a Marshall at the exit and vehicles would only be allowed to turn left out of the site. Vehicles would then access Grange Road and then back on to Madingley Road to leave the site. There would be a 5mph speed limit through the site.

- 18.9 It is noted that Clarkson Road is used by a number of cyclists and pedestrians, the road is also 20mph and has parking restrictions on it.
- 18.10 The access on to Clarkson Road is an existing access and therefore construction vehicles of any weight can currently use this access without restriction.
- 18.11 The Local Highway Authority and County Council Transport Assessment Team have been consulted on the proposal and have raised no objections to the proposal subject to a Condition which would require the submission of a Construction Traffic Management Plan \*(CTMP) as well as a restriction on when demolition and construction vehicles can use the site. The condition would restrict those to be outside of busy traffic times and school pick up times (09.15 and 14.55 Monday to Friday).
- 18.12 It is also noted that third party representations request the proposed construction access to be for two-way traffic on to Madingley Road is the only construction access. Due to the restrictions on the width of this access, the Local Highway Authority have raised a concern for two-way traffic and have requested a condition to ensure this access is only one way to motor vehicle traffic. It also requests information that the access is acceptable for emergency vehicles.
- 18.13 It is acknowledged that there would be an intensification of the existing access on to Clarkson Road from construction vehicles, this could be mitigated against through the use of time restrictions as recommended by the highways officer and through more detailed mitigation such as marshals and other restrictions on vehicles which can be secured through a CTMP. This is also the case for the access on Madingley Road.
- 18.14 The constructions impacts are also temporary and would not impact on the adopted public highway for the lifetime of the development.

#### *Impact from Operation*

- 18.15 Objections have been raised regarding the impact on the adopted public highways as a result of the operation of the site, particularly on cyclists, from delivery vehicles and from students being dropped off at the beginning and end of term.
- 18.16 The submitted management plan provides details on the management of students occupying the site at the start and end of term. This states that students are given a date to move in and these are spread out over a number of weeks to reduce significant numbers of vehicles at any one

time. Students also leave the accommodation at different times due to different course requirements and different types of students using the site.

- 18.17 The application provides a reduction in car parking spaces with the submitted transport assessment indicating that the majority of students would cycle, walk or use public transport due to the highly sustainable nature of the site with very limited use of personal vehicles. This is secured through the management plan and accommodation agreements.
- 18.18 The site management plan also indicates that student deliveries will be through a main delivery point in the Porters Lodge off Clarkson Road and is managed at all hours.
- 18.19 Whilst there may be an increase in the number of delivery vehicles accessing the site because of the increase in students, no concerns have been raised by the local highway authority in respect of traffic movements from this source. Furthermore, popular online retailers are likely to group deliveries together to the same location for their own reasons of efficiency which may serve to limit the number of movements to and from the site.
- 18.20 The Transport Assessment Team have raised no objections to the development citing that the submitted information is sufficient and would not result in any undue impacts on the highway subject to a planning obligation of £60,000 for improvements to the Madingley Road Pedestrian and Cycle Way.
- 18.21 Objections have also been raised regarding the pedestrian focused footway which connects the site to Madingley Road and that as many occupiers would use this access for cycling, it would cause conflict with pedestrians undermining the transport strategy. These comments are noted.
- 18.22 The occupiers of the site would be from the nearby colleges of Lucy Cavendish, St Johns College, The Institute of Mathematics and Newnham college, many of which are within walking distance of the site and therefore occupiers are more likely to walk to these sites. It is also considered that many day-to-day requirements would be by foot and therefore this needs to be considered as a primary access/travel mode to the site. Furthermore, the southern access onto Clarkson Road does not restrict cyclists and offers occupiers the additional opportunity to use this access.

- 18.23 Requests for improvements to the adjacent shared path adjacent to the site is outside of the remit of this application and cannot be considered. The supporting documents and consultation response by the Transport Assessment Team indicate that there are proposed improvements to this path as part of the Greater Cambridge Partnership (GCP).
- 18.24 Therefore, for the reasons outlined above subject to the necessary conditions and S106 mitigation, the proposal is not considered to result in any undue highways safety concerns and would comply with Policy 80 of the Local Plan and is compliant with NPPF advice.

## **19. Car and cycle provision**

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

### **Cycle parking**

- 19.2 The application site is near to a number of colleges and academic institutions as well as the city centre. There are regular bus services accessible within the vicinity. The proposal would provide many secure cycle parking within the application site which is specifically dedicated to occupiers of the site.
- 19.3 The cycle parking is split into 3 specific cycle store areas, 2 smaller storage points on the western boundary and a larger building to the north of the site. The proposal would provide a total of 360 spaces, 274 for occupiers and 144 Sheffield stands. 86 spaces would be provided for visitors.
- 19.4 The Design Review Panel queried the need for larger cycle storage areas rather than dispersing them to each building. During pre-application discussions, this was explored, however, the addition of more spread-out cycle parking would result in greater numbers of bikes being taken through the site and would interrupt the landscape layout creating additional layout issues.
- 19.5 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. This requires 2 spaces per 3 bedspaces, 1 space for every 3 members of staff and 1 visitor space for 5 bedspaces.

- 19.6 The proposal would comply with the cycle parking standards as set out.

### **Car parking**

- 19.7 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.

- 19.8 The proposal would reduce the number of onsite car parking spaces from 52 to 20, with 8 of the spaces being accessible. 10 of the proposed parking spaces are for the nursery use at the north end of the site.

- 19.9 The proposal would therefore retain a very limited provision. The Transport Assessment Team are satisfied with the quantum and the reduction in car modal share.

- 19.10 On this basis, the proposed car parking arrangement is compliant with policies 81 and 82 of the Local Plan 2018.

## **20. Amenity**

- 20.1 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.

- 20.2 The principal properties to be impacted by the development are No's 15 and 17 Madingley Road to the north, and No.6 Clarkson Road to the southeast.

- 20.3 Objections have been raised from neighbouring properties regarding the proposed impact on the proposal to the amenity of adjacent properties as

a result of excessive noise and disturbance and anti-social behaviour. Objections have also been raised regarding the construction impacts of the proposal on the amenity and living conditions on a wide range of neighbouring occupiers. A site visit has been undertaken.

### **Neighbouring properties**

#### *Impact on No. 6 Clarkson Road.*

- 20.4 No. 6 Clarkson Road is situated some 21m from the existing built form of Wolfson Court. This aspect is three storeys in height with the existing boundary treatment consisting of wall and mature trees/vegetation.
- 20.5 Due to alterations in the overall layout of built form on the site, the mass of built form on the east boundary, known as building E, is reduced particularly the aspect running parallel to No.6. It is noted that the built form would be some 1m closer to this adjacent property and there would be an increase in height of the closest aspect (building E) by approx. 2m.
- 20.6 Nonetheless, as the orientation of Building E would be perpendicular to No.6 Clarkson Road, the overall impact, particularly loss of light, overbearing impact and outlook, on this adjacent neighbouring property in comparison to existing built form would be limited.
- 20.7 There are several windows above ground floor level which would face No.6 Clarkson Road, all which serve kitchens and circulation spaces. At present, there are windows that directly face No.6 and as such it is considered the proposal would not result in any loss of privacy over the existing built form. Overall, the proposal is not considered to result in any undue harm to the amenity or living conditions of this neighbouring property.

#### *No.15 Madingley Road*

- 20.8 No.15 Madingley Road is located approximately 65m from the closest aspect of built form (Building A). This property is owned by St John's College and is used as a HMO for student accommodation.
- 20.9 Given the separation distance between the proposal and this adjacent neighbouring property, the proposal is not considered to result in any loss of light, outlook or appear overbearing to this property.
- 20.10 The proposal does seek to create a new footpath that runs alongside No.15. This would be a main thoroughfare would allow occupiers of the

site to access it from Madingley Road. The submitted plans indicate that there would be a 3m gap between the proposed footpath and No.15 Madingley Road.

- 20.11 The western elevation of Madingley Road consist of a ground floor window serving a living room and windows above ground floors serving bedrooms.
- 20.12 There would be a proposed boundary treatment consisting of an evergreen hedge which would act as a screen/buffer between the footpath and the habitable windows of No.15. Whilst it is anticipated there is the potential of noise and disturbance from occupiers using the footpath, this can be mitigated against through the installation of acoustic fencing. In addition to this, due to the narrow nature of the path, it is unlikely that occupiers would congregate in this area and therefore, the likelihood of excessive levels of noise and disturbance to No.15 is limited.
- 20.13 Furthermore, this area would also be covered by CCTV, where in the event students did congregate in this location, the porters on site can manage any situation should it arise.
- 20.14 Overall, the proposal is not considered to result in any undue harm to the amenity or living conditions of this neighbouring property.

*No.17 Madingley Road*

- 20.15 No.17 Madingley would be located approximately 52m from the proposed development. Similarly to No.15 Madingley Road, due to the separation distance between the proposal and this adjacent neighbouring property, the proposal is not considered to result in any loss of light, outlook or appear overbearing to this property.
- 20.16 The proposed new footpath from Madingley Road serving the site would be approximately 13m from the property (No.17) itself. The boundary treatment which exists between No.15 Madingley Road and No.17 is a mature belt of trees which acts as a successful screen between the two properties.
- 20.17 The proposal indicates there would be an improved proposed boundary treatment consisting of the existing tree belt, an evergreen hedge and acoustic fencing which cumulatively would act as an effective screen/buffer between the footpath and this neighbouring property.

- 20.18 Given the distance between the proposed footpath as well as the erection the boundary treatment which would mitigate against any noise which may occur as a result of the use of the footpath, the proposal is not considered to result in any undue harm to the amenity or living conditions of this neighbouring property.

### ***Construction and Environmental Impacts***

- 20.19 Policy 35 guards against developments leading to significant adverse impacts on health and quality of life from noise and disturbance.
- 20.20 A number of concerns have been submitted referencing the noise and disturbance from the construction impacts of the proposal, the intensification of the use of the site which would result in excessive noise and disturbance as well as anti-social behaviour.

#### *Impacts from Construction*

- 20.21 The proposed development would result in the demolition of the existing buildings and the erection of new buildings on the site. A new temporary construction access is also proposed.
- 20.22 Concerns have been raised regarding the impact of construction noise, disturbance, air pollution and through the construction phase of the development. Objections specifically note that due to the ground conditions on the site, this makes surrounding properties more susceptible to construction impacts.
- 20.23 As referenced, the application is supported by an outline Demolition and Construction Environmental Management Plan (DCEMP) which sets out how the construction on site will be managed and any mitigation measure that will be put in place to reduce any impact on neighbouring occupiers.
- 20.24 The Environmental Health Officer has been consulted on the proposal and notes the detail contained within the outline DCEMP.
- 20.25 It is noted that the document is an outline intended to provide initial information on how the construction process will be carried out. The environmental health officer has raised no objections to the submitted documentation or its principles. It is anticipated that a full Demolition and Construction Environmental Management Plan (DCEMP) would be secured through an appropriately worded planning condition. This would ensure that sufficient detail is provided to enable the proposal's impacts particularly on the amenity and living conditions of neighbouring properties during the construction period to be adequately mitigated. Furthermore, it is recognised that the construction phase represents a temporary period within the overall development.

20.26 No concerns from consultees have been raised regarding the contents of the document subject to recommended conditions relating to plant noise insulation, unexpected contamination, a material management plan, a full DCEMP, external lighting, glazing, and an alternative ventilation scheme. These conditions are considered necessary and reasonable to protect against the amenity and living conditions of future occupiers and will be added to any permission given.

*Impacts from Operation*

20.27 How the proposal would manage the relationship between the site and neighbouring residential occupiers has been considered within section 10.18 – 10.21 of this report.

20.28 The proposal would increase the number of students on site from 147 to 408, which would result in an intensification of the use of the site. The site has been designed to ensure the rooms are spacious and there are numerous common rooms and social spaces integrated within the buildings. This is to ensure that students are not excessively using the external amenity areas located close to neighbouring properties. There are areas within the central area of the site which contain external social spaces and are surrounded by built form, and these areas will be well used. Due to their location and separation from neighbouring properties, it is not considered that this would unduly impact on the amenity of these adjacent properties as a result of excessive noise or disturbance.

20.29 In addition to this, there are large areas within the site of open space which itself would disperse students and would allow them not to congregate in specific areas causing excessive noise and disturbance.

20.30 Moreover, the site would be managed by porters on site 24/7 with most student facilities located off the site at their affiliated college campuses. This too would reduce the likelihood of excessive noise and disturbance within the site to neighbouring occupiers.

20.31 Concerns have also been raised regarding light spill of the development to adjacent residential properties with comments that the site should be assessed as an E2 environmental Zone (rural) rather than an E3 Environmental Zone (suburban).

20.32 The Environmental Health Officer has been consulted on the proposal and accepts that the application site should be considered as an E2 (rural) zone. Nonetheless, details of any artificial lighting which could result in light spill to any additional properties can be secured by an appropriately

worded condition and the Environmental Health Officer has no objections to this subject to this condition.

- 20.33 Overall, the proposal is not considered to result in any undue harm to the amenity or living conditions of neighbouring occupiers through the construction phase of development or the operation of the proposal. The proposal is compliant with policies 35, 36, 53 and 58 of the Local Plan (subject to condition(s) as appropriate)

### **Future occupants**

- 20.34 Policy 50 of the Cambridge Local Plan (2018) requires all new residential units to meet or exceed the Government's Technical Housing Standards – Nationally Described Space Standards (2015).
- 20.35 As the proposal is for student accommodation, there is no requirement for the proposal to comply with residential space standards and as such Policy 50 and The Nationally Described Space Standards do not apply.
- 20.36 The existing buildings at present provide a poor standard of living accommodation with small rooms and some with low levels of daylight. The current property, particularly the common rooms suffer from overheating. The proposed development would provide a high quality of student accommodation with each room benefitting from en-suites and being of an appropriate size. As new buildings have been created, these have also been positioned so that each room receives an acceptable level of daylight. The proposal is considered acceptable in this regard

### *Accessibility*

- 20.37 Policy 51 requires all housing development to be of a size configuration and internal layout to enable Building Regulations requirement M4(2). As the proposal is for student accommodation, the proposal is not required to comply with this Policy. However, Policies 56 requires that proposals meet the principles of inclusive design and in particular meet the needs of disabled people, the elderly and those with young children. Policy 57 requires new buildings to be convenient, safe and accessible for all users.
- 20.38 The proposal would mainly provide single occupancy rooms, with some 1-bedroom apartments located within Block E. Each building would benefit from lifts allowing every room to be accessible. The proposal would provide 19 fully accessible rooms.

- 20.39 The proposal would therefore allow for future occupiers and any guests that they may have irrespective of any accessibility needs to visit them at any time.
- 20.40 Overall, the proposal is accessible for all users and would meet the needs of people with accessibility needs.

### **Open Space**

- 20.41 An objection has been raised regarding a lack of open space for future occupiers.
- 20.42 The proposal would provide two formal areas of open space centrally located within the site, however it would also provide numerous other forms of informal open space on the western edge of the site labelled as the woodland study gardens, to the south of the site labelled as social and arrival courts as well as an area to the north, known as the arrival/transitional garden.
- 20.43 Following a formal consultation with the Council's Landscape Officer, it is considered that the proposed development would provide sufficient external formal and informal open space provision for 408 students and is in accordance with Policy 68 of the Local Plan 2018.
- 20.44 These amenity spaces would benefit the College community as a whole and would form an attractive landscape.
- 20.45 Taking all this into account, it is considered that the proposed development would provide a high-quality living environment and an appropriate standard of amenity for future student occupiers in accordance with Policies 46 and 68 of the Local Plan 2018.

### **Summary**

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

## 21. Third party representations

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

<b>Third party comment</b>	<b>Officer response</b>
Damage to properties	Damage to properties is not a material planning consideration and cannot be considered as part of this planning application. This is a civil matter.
Public Consultation	Comments have been raised regarding a public consultation event. This was not held by the Local Planning Authority (LPA) and was held by the applicant. The LPA have no control over the timings or information provided at such an event. The Council has carried out its necessary public consultation in line with the Development Management Procedure Order (DMPO).
Misleading Information	The onus is on the applicant to ensure all information provided is accurate and representative. The LPA assesses this information to be considered to be true unless information is provided otherwise.

Table 3 Officer response to third party representations

## 22. Planning obligations (S106)

22.1 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.

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

- 22.3 Policy 85 states that planning permission for new developments will only be supported/permitted where there are suitable arrangements for the improvement or provision and phasing of infrastructure, services and facilities necessary to make the scheme acceptable in planning terms.
- 22.4 Following the initial formal consultation with the Developer Contributions Monitoring Officer, given that the accommodation would be for Newnham College, St John's College, Lucy Cavendish College and the Mathematics Institute students or affiliate students, there is a limited requirement for S106 obligations. Officers will set out any further requirements to those listed below on the amendment sheet.

### Heads of terms

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

<b>Obligation</b>	<b>Contribution / Term</b>	<b>Trigger</b>
Transport	£60,000 for enhancements to Madingley Road footpath and cycleway.	Prior to occupation
Monitoring	£750 per obligation	N/A
Use	Occupation by full time students only with academic term time. No keeping of cars in Cambridge except in defined circumstances. Out of term time use management plan for conference delegates utilising non post-grad accommodation	Compliance and prior to uses commencing

Table 4 Heads of terms for S106 agreement

### Obligation header

- 22.6 As referenced above, the obligations are to ensure that the occupiers of the site are for students at the university colleges and their affiliates and to ensure the units are not used for any other use such as holiday/short term accommodation.

- 22.7 The Transport Assessment Team has requested £60,000 for improvements to the Madingley Road shared cycle and footway given the increase in occupiers.
- 22.8 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.

## **23. Other matters**

### Bins

- 23.1 Policy 57 Local Plan 2018 requires refuse and recycling to be successfully integrated into proposals. The proposed bin storage would be integrated into the proposed buildings with a dedicated bin store to the south of the site. The capacity and design approach is considered to meet the RECAP Waste Management Design Guide SPD.
- 23.2 Waste from communal areas would be collected by staff and waste from study bedrooms collected by students themselves and transported to the refuse area. Refuse would be collected from the site entrance via a dedicated bin storage area to the south of the site on to Clarkson Road.

### Archaeology

- 23.3 Following a formal consultation with the County Council's Archaeological Officer, taking into account the submitted desk-based assessment and archaeological features on the site, the application site is considered to be located in an area of archaeological potential and therefore a pre-commencement condition will be attached to require a written scheme of investigation in accordance with Policy 61 of the Local Plan 2018 and the NPPF 2024.

### Crime Prevention

- 23.4 Following a formal consultation with the Crime Prevention Design Officer, it is considered that the area is of low vulnerability to the risk of crime at present. It is considered that the proposed layout is acceptable with good levels of permeability and natural surveillance within the application site.
- 23.5 Suggestions have been made concerning enhanced design for cycle storage and Sheffield stands, CCTV locations, refuse store security doors,

access control on flats, and lift/stair cores. Whilst these suggestions are acknowledged, the application site would be controlled through wardens and security at the porter's lodge and therefore the security of the site could be managed effectively without the need for planning related measures.

## **24. Planning balance**

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

### Summary of benefits

- 24.2 The proposed development would result in economic benefits through the construction of new buildings; social benefits through the expansion of the student community and the enhancement of welfare and educational facilities. The environmental benefits through the new buildings' thermal performance, demonstrate that the scheme accords with sustainable development principles.
- 24.3 The proposal would provide much needed student accommodation. The application site is a sustainable location for the proposed associated colleges. In addition, the development would result in an enhancement to the site's welfare and study spaces.
- 24.4 The proposal would respond positively to character and appearance of the Conservation Area and preserve the character of the site with a landscape led scheme. The new accommodation blocks would achieve high sustainability standards.
- 24.5 The proposal would result in Biodiversity Net Gain benefits and can demonstrate that it can provide an acceptable drainage strategy that would not result in any current or future flooding impacts.

### Summary of harm

- 24.6 The proposal would result in some short-term inconvenience to neighbouring occupiers and users of the surrounding roads through the construction process. However, these impacts would be managed by an appointed contractor and mitigated by a detailed construction and environmental management plan which would be a requirement of the permission. This plan would need to be approved by the LPA prior to

development commencing. The permission would also include restrictions on operating hours. Occupational impacts have been mainly designed out in the landscaping and layout of the scheme. There is no reason to suggest that an increase in intensity of use on the site from the uplift on student numbers could not be well managed.

*Overall*

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

## **25. Recommendation**

- 25.1 **Approve** subject to:

-The planning conditions as set out below with amendments to the conditions as drafted delegated to officers.

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

## **26. 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.

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. Prior to commencement of development, a Phasing Strategy shall be prepared and submitted to the local planning authority setting out the

phases and sub phases of development, and a mechanism for its update as required. It shall be agreed in writing and implemented in accordance with the agreed details.

Reason: To ensure appropriate timing for the discharge of other conditions. (Cambridge Local Plan 2018 policies 35, 36, 55, 57, 59, 61, 69, 70, 71 and 81)

4. The development hereby approved shall not be occupied until the approved sustainability strategy, including energy, carbon, materials reuse and water efficiency, as set out in the Energy and Sustainability Statement, Skelly & Couch, 05/12/2025, Revision 3.0 has been implemented in full. Any associated renewable and/or low carbon technology shall thereafter be retained and remain fully operational in accordance with the approved details.

Reason: In the interests of reducing carbon emissions and to make efficient use of water (Cambridge Local Plan policy 28 and Greater Cambridge Sustainable Design and Construction SPD 2020).

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

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

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

7. No demolition/development 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 demolition/development shall take place other than under the provisions of the agreed WSI, which shall include:
  - a. The statement of significance and research objectives;
  - b. The programme and methodology of investigation and recording and the nomination of a competent person(s) or organisation to undertake the agreed works;
  - c. The timetable for the field investigation as part of the development programme;
  - d. The programme and timetable for the analysis, publication & dissemination, and deposition of resulting material and digital archives.

REASON: To safeguard archaeological assets within the approved development boundary from impacts relating to any demolitions or groundworks associated with the development scheme and to ensure the proper and timely preservation and/or investigation, recording, reporting, archiving and presentation of archaeological assets affected by this development, in accordance with national policies contained in the National Planning Policy Framework (2024).

8. 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; car parking layouts, other vehicle and pedestrian access and circulation areas;
  - b) hard surfacing materials;

c) Street furniture and artifacts (including refuse and cycle storage);

d) planting plans; written specifications (including cultivation and other operations associated with plant and grass establishment); schedules of plants, species, plant sizes and proposed numbers/densities where appropriate;

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

f) an implementation programme.

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

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

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

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

10. Before the development is first occupied or brought into use a landscape maintenance and management plan, including long term design objectives, management responsibilities and maintenance schedules for all landscape areas, shall be submitted to and approved

in writing by the local planning authority. The landscape management plan shall be carried out as approved.

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

11. Prior to the occupation of the development, the ecological mitigation shall be carried out in full in accordance with the details contained in . The ecological measures shall thereafter be retained for the lifetime of the development.

Reason: To conserve and enhance ecological interests. (South Cambridgeshire Local Plan 2018, policies HQ/1 and NH/4).

12. No development shall commence (including demolition, ground works) and no vegetation clearance shall occur, until a Construction Ecological Management Plan (CEcMP) has been submitted to and approved in writing by the local planning authority. The CEcMP shall include the following:
  - a. Risk assessment of potentially damaging construction activities.
  - b. Identification of biodiversity protection zones.
  - c. Practical measures (both physical measures and sensitive working practices) to avoid or reduce impacts during construction (may be provided as a set of method statements).
  - d. The location and timings of sensitive works to avoid harm to biodiversity features.
  - e. The times during construction when specialist ecologists need to be present on site to oversee works.
  - f. Responsible persons and lines of communication.
  - g. The role and responsibilities on site of an ecological clerk of works (ECoW) or similarly competent person.
  - h. Use of protective fences, exclusion barriers and warning signs if applicable.

The approved CEcMP shall be adhered to and implemented throughout the construction period strictly in accordance with the approved details.

Reason: To ensure that before any development commences appropriate construction ecological management plan has been agreed to fully conserve and enhance ecological interests. (South Cambridgeshire Local Plan 2018, policies HQ/1 and NH/4).

13. 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 South Cambridgeshire Local Plan 2018 policies HQ/1 and H/4 and the Greater Cambridge Planning Biodiversity Supplementary Planning Document (2022).

14. Prior to the installation of any artificial lighting in any phase, an ecologically sensitive artificial lighting scheme for that phase shall be submitted to and approved in writing by the Local Planning Authority. The scheme shall include details of the baseline condition of lighting, any existing and proposed internal and external artificial lighting of the site in that phase and an artificial lighting impact assessment with predicted lighting levels. The scheme shall:

a) include details (including luminaires, fittings and any shrouds) of any artificial lighting on the site and an artificial lighting impact assessment with predicted lighting levels at the site boundaries;

b) unless otherwise agreed, not exceed 0.4 lux level (against an agreed baseline) on the vertical plane at agreed locations;

d) detail all building design measures to minimise light spillage;

d) set out a monitoring and reporting regime for the lighting scheme.

The approved lighting scheme shall be fully installed, maintained and operated in accordance with the approved details. The scheme shall be retained as such thereafter.

Reason: To fully conserve and enhance ecological interests (South Cambridgeshire Local Plan 2018 policies HQ/1 and NH/4).

15. 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 and Drainage Strategy Report, SmithandWallwork Engineers, Ref: 0347, Rev: P02, Dated: 12th August 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 (Policy 32 of the Cambridge Local Plan 2018).

16. 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. (Policy 32 of the Cambridge Local Plan 2018).

17. Prior to commencement of development, including demolition, and in accordance with BS5837 2012, a phased tree protection methodology in the form of an Arboricultural Method Statement (AMS) and Tree Protection Plan (TPP) shall be submitted to and agreed in writing by the local planning authority before any tree works are carried out and before any equipment, machinery or materials are brought onto the site for the purpose of development (including demolition).

In a logical sequence the AMS and TPP will consider all phases of

construction in relation to the potential impact on trees and detail tree works, the specification and position of protection barriers and ground protection and all measures to be taken for the protection of any trees from damage during the course of any activity related to the development, including supervision, demolition, foundation design (allowing for tree root growth and accounting for heave and subsidence), storage of materials, ground works, installation of services, erection of scaffolding and landscaping.

The development shall be carried out fully in accordance with the approved AMS and TPP.

Reason: To ensure that trees to be retained will be protected from damage during any construction activity, including demolition (Cambridge Local Plan 2018 Policy 71 and Section 197 of the Town and Country Planning Act 1990).

18. No works to any trees shall be carried out until the Local Planning Authority has received and approved in writing the full details of replacement planting. Details are to include number of replacements, species, size, location and approximate date of planting. The planting shall be carried out in accordance with the approved details.

Reason: To require replacement trees to be approved, planted and subsequently protected, to ensure continuity of tree cover in the interest of visual amenity. (Cambridge Local Plan 2018 Policy 71 and Section 197 of the Town and Country Planning Act 1990).

19. 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 require replacement trees to be approved, planted and subsequently protected, to ensure continuity of tree cover in the interests of visual amenity (Cambridge Local Plan 2018 Policy 71 and Section 197 of the Town and Country Planning Act 1990).

20. No development shall commence until detailed plans and an associated report for the foundation design of the development have

been submitted to and approved in writing by the Local Planning Authority. The plans and report shall demonstrate that the foundation design accounts for tree variety and age, soil type, root growth (including root barriers) and ground movement. The development shall be carried out in accordance with the approved details.

Reason: In order to ensure the tree roots are suitably protected from development and that the design of the foundations are appropriate (Cambridge Local Plan 2018, policy 71)

21. Demolition or construction vehicles with a gross weight in excess of 3.5 tonnes shall service the site only between the hours of 09:15hrs - 14:55hrs, Monday to Friday, and shall specifically prohibit deliveries to and from the site during nearby school drop-off and pickup periods

Reason: in the interests of highway safety (Policy 55 and 56 of the Cambridge Local Plan)

22. No demolition or construction works shall commence on site until a construction traffic management plan (CTMP) has been agreed in writing with the Planning Authority. Once approved, the proposal shall be carried out in accordance with the approved details for the duration of the construction period.

Reason: in the interests of highway safety

23. The temporary construction access shall not be used for two-way motor vehicular traffic. Details of operational arrangement, including appropriate signage and management measures, shall be submitted to and approved by the Local Planning Authority prior to its use and retained for the duration of the construction period.

Reason: in the interests of highway safety

24. Notwithstanding the approved plans, the flat roof of any ancillary building hereby approved shall be a green biodiverse roof(s). The green biodiverse roof(s) shall be constructed and used in accordance with the details outlined below:

- a) Planted / seeded with a predominant mix of wildflowers which shall contain no more than a maximum of 25% sedum planted on a sub-base being no less than 60 mm thick.

b) Provide suitable access for maintenance.

c) Not used as an amenity or sitting out space and only used for essential maintenance, repair or escape in case of emergency.

The green biodiverse roof(s) shall be implemented in full prior to the use of the building(s) and shall be maintained in accordance with the Green Roof Organisation's (GRO) Green Roof Code (2021) or successor documents, unless otherwise agreed in writing by the Local Planning Authority.

Reason: To ensure the development provides the maximum possible provision towards water management and the creation of habitats and valuable areas for biodiversity (Cambridge Local Plan 2018, policy 31).

The Green Roof Code is available online via: [green-roofs.co.uk](http://green-roofs.co.uk).

25. No occupation of the building shall commence until a Travel Plan has been submitted to and approved in writing by the Local Planning Authority. The Travel Plan shall specify: the methods to be used to discourage the use of the private motor vehicle and the arrangements to encourage use of alternative sustainable travel arrangements such as public transport, car sharing, cycling and walking how the provisions of the Plan will be monitored for compliance and confirmed with the local planning authority The Travel Plan shall be implemented and monitored as approved upon the occupation of the development.

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

26. No development shall take place above ground level (except for demolition) until details of all the materials for the external surfaces of buildings to be used in the construction of the development have been submitted to and approved in writing by the local planning authority. The details shall include joints and interfaces of all materials; external features such as brick, stone, tile cladding, roof tiles, metalwork, doors, windows, rainwater goods, ASHP enclosures and chimney cowl.

The details shall consist of a materials schedule and a design detail document, including detailed elevations and sections (scaled 1:5, 1:10, 1:20) and samples as appropriate to the scale and nature of the development in question and shall demonstrate consistency with the approved elevations. Any documentation/plans provided must be accompanied with a study on the materials selection setting out the

justification for the materials selected. 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 (Cambridge Local Plan 2018 policies 55, 56 and 57)

27. No brickwork above ground level shall be laid until a sample panel at least 1.5m wide and 1.5m high has been prepared on site detailing the choice of brick, bond, coursing, mortar mix, design and pointing technique. The details shall be submitted to and approved in writing by the Local Planning Authority. The approved sample panel is to be retained on site for the duration of the works for comparative purposes, and works will take place only in accordance with approved details.

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

28. The development shall not be occupied or the permitted use commenced, until details of facilities for the covered, secure parking of cycles for use in connection with the development have been submitted to and approved in writing by the Local Planning Authority. The details shall include the means of enclosure, materials, type and layout of the cycle store.

A cycle store proposed with a flat / mono-pitch roof shall include plans providing for a green roof. Any green roof shall be planted / seeded with a predominant mix of wildflowers which shall contain no more than a maximum of 25% sedum planted on a sub-base being no less than 80 millimetres thick. The cycle store and green roof as appropriate shall be provided and planted in full in accordance with the approved details prior to occupation or commencement of use and shall be retained as such.

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

29. 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 (Cambridge Local Plan 2018 policy 36).

30. If unexpected contamination is encountered during the development works which has not previously been identified, all works shall cease immediately until the Local Planning Authority has been notified in writing.

Thereafter, works shall only restart with the written approval of the Local Planning Authority following the submission and approval of a Phase 2 Intrusive Site Investigation Report and a Phase 3 Remediation Strategy specific to the newly discovered contamination.

The development shall thereafter be carried out in accordance with the approved Intrusive Site Investigation Report and Remediation Strategy.

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

31. 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 (Cambridge Local Plan 2018 Policy 33).

32. 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 / safeguard the health and quality of life (amenity) at existing premises in accordance with Policies 35 (noise and vibration) and 36 (air quality) of the Cambridge Local Plan 2018.

33. No external lighting shall be provided or installed until an 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 (Cambridge Local Plan 2018 policy 34)

34. Prior to the commencement of development/construction, a noise insulation scheme detailing the acoustic / noise insulation performance specification of the glazing shall be submitted to and approved in writing by the local planning authority.

The scheme shall have regard to the internal noise levels recommended in British Standard 8233:2014 "Guidance on sound insulation and noise reduction for buildings".]

The scheme as approved shall be fully implemented before the use hereby permitted is commenced and shall be retained thereafter.

Reason: To protect the amenity of future occupants of this property from the high ambient noise levels in the area (Cambridge Local Plan 2018 Policy 35)

35. Prior to the commencement of development/construction, details of an alternative ventilation scheme for the habitable rooms to all residential facades to negate / replace the need to open windows, in order to protect future occupiers from external noise shall be submitted to and approved in writing by the local planning authority. The ventilation scheme shall source air from the rear of the development. The ventilation scheme shall achieve at least 2 air changes per hour. Full details are also required of the operating noise level of the alternative ventilation system. The scheme shall be installed before the use hereby permitted is commenced and shall be fully retained thereafter.

Reason: To protect the amenity of future occupants of this property from the high ambient noise levels in the area (Cambridge Local Plan 2018 Policy 35)

## **Informatives**

1. Partial discharge of the condition can be applied for once the fieldwork at Part c) has been completed to enable the commencement of development.

Part d) of the condition shall not be discharged until all elements have been fulfilled in accordance with the programme set out in the WSI.

2. 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.
3. The Highway Authority requests that the CTMP be a stand-alone document separate from any Construction Environment Management Plan or the like, as the risks and hazards associated with construction traffic using the adopted public highway are quite different from those associated with any internal site arrangements. The principal areas of concern that should be addressed are:
  - i. Movements and control of muck away lorries (all loading and unloading shall be undertaken off the adopted public highway)
  - ii. Contractor parking; provide details and quantum of the proposed car parking and methods of preventing on street car parking.
  - iii. Movements and control of all deliveries (all loading and unloading shall be undertaken off the adopted public highway)
  - iv. Control of dust, mud and debris, in relationship to the operation of the adopted public highway.
4. 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
5. 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-andconstruction-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

### **Biodiversity Net Gain Condition (Statutory Condition)**

Development may not be begun unless:

- (a) a biodiversity gain plan has been submitted to the planning authority, and
- (b) the planning authority has approved the plan.

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

### **Biodiversity Net Gain Informative**

Biodiversity net gain is a way of creating and improving biodiversity by requiring development to have a positive impact ('net gain') on biodiversity.

In England, biodiversity net gain is required under a statutory framework introduced by [Schedule 7A of the Town and Country Planning Act 1990 \(inserted by the Environment Act 2021\)](#). This statutory framework is referred to as 'biodiversity net gain' in Planning Practice Guidance to distinguish it from other or more general biodiversity gains.

Under the statutory framework for biodiversity net gain, subject to some exceptions, every grant of planning permission is deemed to have been granted subject to the condition that the biodiversity gain objective is met ("the Biodiversity Gain Condition"). This objective is for development to deliver at least a 10% increase in biodiversity value relative to the pre-development biodiversity value of the onsite habitat. This increase can be achieved through onsite biodiversity gains, registered offsite biodiversity gains or statutory biodiversity credits.

The biodiversity gain condition (as set out above at the end of this decision notice) is a pre-commencement condition: once planning permission has been granted, a Biodiversity Gain Plan must be submitted to and approved by Cambridge City Council (the local planning authority) before commencement of the development. There are exemptions, transitional arrangements and requirements relating to irreplaceable habitat which disapply the condition from certain planning permissions, as well as special modifications for planning permissions for phased development and the treatment of irreplaceable habitats.

**In the opinion of the Local Planning Authority, the approved development is engaged by paragraph 13 of Schedule 7A to the Town and Country Planning Act 1990, is subject to the statutory Biodiversity Gain Condition and none of the statutory exemptions or transitional arrangements are considered to apply.**

### The effect of section 73D of the Town and Country Planning Act 1990

If planning permission is granted on an application made under section 73 of the Town and Country Planning Act 1990 (application to develop land without compliance with conditions previously attached) and a Biodiversity Gain Plan was

approved in relation to the previous planning permission (“the earlier Biodiversity Gain Plan”) there are circumstances when the earlier Biodiversity Gain Plan is regarded as approved for the purpose of discharging the biodiversity gain condition subject to which the section 73 planning permission is granted.

Those circumstances are that the conditions subject to which the section 73 permission is granted:

- i. do not affect the post-development value of the onsite habitat as specified in the earlier Biodiversity Gain Plan, and
- ii. in the case of planning permission for a development where all or any part of the onsite habitat is irreplaceable habitat the conditions do not change the effect of the development on the biodiversity of that onsite habitat (including any arrangements made to compensate for any such effect) as specified in the earlier Biodiversity Gain Plan.

### **Advice on information required to discharge Biodiversity Gain Condition**

A Biodiversity Gain Plan to secure at least 10% increase in biodiversity value relative to the predevelopment biodiversity value of the onsite habitat as per the statutory condition as set out on this Decision Notice must be submitted to the Local Planning Authority and approved before the development can commence. In order to discharge the condition, the following information will be required:

-details of purchase and monitoring of the offsite biodiversity units, a biodiversity metric for the site, costings and evidence of appropriate legal agreements to guarantee delivery of ongoing habitat management requirements specifically:

- i. Identification of receptor site or sites with associated plans;
- ii. Details of the offsetting requirements of the development in accordance with current DEFRA biodiversity metric;
- iii. The provision of evidence of arrangements to secure the delivery of offsetting measures, including a timetable of delivery; and
- iv. A Management and Monitoring Plan, to include for the provision and maintenance of the offsetting measures for a period of not less than 30 years from the commencement of the scheme and itself to include:
  - a) Description of all habitat(s) to be created / restored / enhanced within the scheme including expected management condition and total area;
  - b) Review of Ecological constraints;
  - c) Current soil conditions of any areas designated for habitat creation and detailing of what conditioning must occur to the soil prior to the commencement of habitat creation works;
  - d) Detailed design and working methods (management prescriptions) to achieve proposed habitats and management conditions, including extent and location of proposed works;

- e) Type and source of materials to be used, including species list for all proposed planting and abundance of species within any proposed seed mix;
- f) Identification of persons responsible for implementing the works;
- g) A timetable of ecological monitoring to assess the success of all habitat's creation / enhancement.
- h) The inclusion of a feedback mechanism to the Local Planning Authority, allowing for the alteration of working methods / management prescriptions, should the monitoring deem it necessary.
- i) Evidence that appropriate arrangements are in place to ensure the Council is funded to monitor the proposed biodiversity gain from the site(s) proposed over a period of 30 years. This would normally be in the form of a freestanding S106 agreement with a biodiversity provider which has already secured on-going monitoring contributions for the Council.

**Commencing development which is subject to the biodiversity gain condition without an approved Biodiversity Gain Plan could result in your development becoming subject to enforcement action.**

Greater Cambridge Shared Planning offer pre-application guidance regarding Biodiversity Net Gain here: [Biodiversity Net Gain Advice \(greatercambridgeplanning.org\)](http://greatercambridgeplanning.org)

### **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 City Local Plan 2018
- Cambridge City and Greater Cambridge SPDs