

Cambridge North Phase Two
Brookgate Land Ltd on behalf of The Chesterton Partnership
June 2022



CAMBRIDGE NORTH PHASE TWO PLANNING STATEMENT

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Quality Assurance

Site name:	Cambridge North Phase Two
Client name:	Brookgate Land Ltd on behalf of The Chesterton Partnership
Type of report:	Planning Statement
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Signed	
Date	01.06.2022
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Executive Summary

Government policy puts an onus on making the very best use of previously developed land, and indeed directs authorities to refuse development where this does not happen. The premium on such land is even greater where the local authority in question has a world-famous historic core and is tightly constrained by the Green Belt. This is not an excuse to just build, build, build; “building back beautiful” is a requirement for new development in South Cambridgeshire. The application comprises high quality architecture by world class architects, robust materials and a generous and varied range of open spaces, landscaping and public realm will make this a pleasant place to live, work and visit.

This is a strategically located and significant brownfield site, it is directly adjacent the new Cambridge North Station which opened in May 2017, and alongside the Chisholm trail, Cambridge Guide Bus, local buses and taxi have now created a multi-modal interchange making it one of the most sustainable locations in the region. This is why it has been recognised as an area for major new development.

Whilst the local Plan requires any application to be commercially led this is a genuine mixed-use development of the highest quality. 425 apartments are set in generous landscaped grounds and combine a mix of tenures including homes for sale and build to rent accommodation. Both will deliver policy compliant affordable housing. Well-being is at the heart of the design.

Permanent and meanwhile amenity and social facilities will be supported and curated by proactive and creative estate management and these will not only serve the working and resident population of the application but also the wider hinterland.

The applicant has a clear ambition to achieve BREEAM outstanding for all of the commercial buildings and to meet the highest possible sustainability targets in terms of energy and water consumption to name just two targets. The site secures an 86% uplift in bio-diversity net gain, far in excess of emerging policy aspirations. The approach to buildings, landscape and nature fully recognises the Councils declaration of both a Climate Change and Biodiversity emergency.

The application scheme makes a major contribution towards addressing an acute need for offices and laboratories in the City and surrounding area. The current identified future supply of offices and labs meets less than 1/3 of the current total demand. As soon as schemes are under construction they are generally let prior or within a few months of completion. The proposal at Cambridge North is fully funded, that means if planning permission is granted, it will be built, starting with the commercial phases. The importance of the Cambridge knowledge economy and the “Cambridge Phenomenon” to the UK economy as a whole is recognised in planning policy. The UK can legitimately claim to be a world leader in the life science sectors, but there are no buildings for the world’s leading firms to move into in Cambridge.

North East Cambridge is identified by the LPA as essential for catering for any shortfall in precisely the type of accommodation proposed in the submission. These offices, R&D space and laboratories are desperately needed now. The Local Plan says the new Station will be a catalyst for the regeneration of the area and this application builds on that aspiration. This is the right development in the right place.

Building close to a railway station and multi-modal interchange optimises the opportunity to use alternative transport modes. The “carrot” of access to alternative transport modes is complemented by the “stick” of ultra-low car parking. Car parking for the commercial buildings will be similar to those at CB1 which are already the lowest in the City. The new homes are

essentially car free except for blue badge parking and deliveries. This, amongst a range of other measures allows the application to comply with the strict “trip budget “allocated for this portion of the emerging North East Cambridge AAP allocation. There will be no adverse impact on the local road network

The applicant has been engaged with the emerging AAP since its earliest days in 2014. Policy allows applications to come forward in advance of the AAP based on the merits of the submission and ensuring they do not prejudice the AAP. The benefits of redeveloping this semi derelict site in economic, social and environmental terms are clear and are very substantial.

The proposed application does not prejudice the implementation of the AAP, instead it facilitates delivery and will act as a catalyst for the wider AAP area.

1.0 Introduction

- 1.1 Bidwells LLP is instructed by Brookgate Land Ltd on behalf of The Chesterton Partnership (hereafter 'the Applicant') to provide planning advice in relation to the redevelopment of its landholdings at Cambridge North. As a result, this Planning Statement is prepared and submitted to South Cambridgeshire District Council (hereafter 'the LPA') to support an application for mixed-use redevelopment on land off Cowley Road, Cambridge.
- 1.2 Brookgate is the development partner of Network Rail and DB Cargo UK (and through them Freightliner and Tarmac) who own Land at Cambridge North, formerly known as the Chesterton Sidings, and who collectively form The Chesterton Partnership. Since 2015, they have been working together to facilitate the redevelopment of the former railway sidings site as part of the wider redevelopment of Cambridge North. Cambridge City Council have a pecuniary interest in the land.
- 1.3 Planning permission was secured in February 2015 for the reconfiguration and consolidation of the existing minerals processing and transfer operation and other works associated with the relocation of the former rail sidings to serve the minerals processing site. The associated rationalisation and realignment of the rail sidings were completion in 2016, freeing up land for development and the provision of the new Cambridge North Station in the south-eastern corner of the former Chesterton Sidings site.
- 1.4 Following two earlier approvals, planning permission was granted in September 2016 for the 'Station Amendments' planning application which comprised amendments to aspects of the permitted Cambridge North Station Interchange development to facilitate the relocation and reconfiguration of the proposed station car park; revised vehicular, cycle and pedestrian access arrangements; reconfiguration of the Station Square and taxi drop off area. The Station Amendments application established the siting of a number of access roads and the Station Square, which, to a large extent fixed the layout of the development blocks immediately around the station building.
- 1.5 Cambridge North railway station was granted planning permission in 2016 and the station was completed and opened for passenger services in May 2017. Two subsequent concurrent applications, comprising a 4* 'Novotel' hotel and a Grade A office were granted planning permission in 2018. This represented the first phase of the Cambridge North redevelopment.
- 1.6 This application represents the second phase in the Cambridge North redevelopment and will further build on the momentum created by the Station development and the hotel and office permissions.
- 1.7 The Proposed Development comprises:
- *An outline application (all matters reserved apart from access and landscaping) for the construction of three new residential blocks, providing flexible Class E and Class F uses on the ground floor (excluding Class E (g) (iii)), and two commercial buildings for Use Classes E(g) i (offices), ii (research and development) providing flexible Class E and Class F uses on the ground floor (excluding Class E (g) (iii)), construction of basements for parking and building services, car and cycle parking and infrastructure works;*

- A full application for the construction of three commercial buildings for Use Classes E(g) i (offices) ii (research and development), providing flexible Class E and Class F uses on the ground floor (excluding Class E (g) (iii)), with associated car and cycle parking, a multi storey car and cycle park, construction of basements for parking and building services, car and cycle parking associated landscaping, infrastructure works and demolition of existing structures.

1.8 This Statement seeks to draw together the various assessments and documentation which have informed the preparation of the proposal and are submitted with the application in order to assist the LPA in its determination of the Application.

Application Content

1.9 The Planning Application is made up of a range of drawings, surveys, assessments, and statements to address statutory and local planning application validation requirements and relevant key considerations in order for the application to be understood and determined.

1.10 The following documents are submitted in support of the Planning Application:

Table 1: Submission Documents

DOCUMENT / PLANS	PREPARED BY
Completed application form and ownership certificates	Bidwells LLP
Planning Statement, including draft Heads of Terms	Bidwells LLP
Occupational Market Report	Bidwells LLP
Build to Rent Market Report	Bidwells LLP
Cambridge Retail and Leisure Update	Bidwells LLP
Environmental Statement (ES); <ul style="list-style-type: none"> • Volume 1: Main Report; • Volume 2: Technical Appendices; and • Volume 3: Non-Technical Summary 	Refer to ES
Design and Access Statement	Acme, MAKE
Drawing Pack; <ul style="list-style-type: none"> • Site Location Plan • Masterplan • Parameter Plans (Outline Element) • Highway Works Plans (Detailed Element): <ul style="list-style-type: none"> • Proposed Cowley Road/Milton Avenue Junction 	Acme Acme Acme Phil Jones Associates (PJA)

DOCUMENT / PLANS	PREPARED BY
<ul style="list-style-type: none"> • Proposed Milton Avenue/The Link Junction • Landscape Plans (Detailed Element) • Full Application Drawing Pack for Buildings S4, S6 and S7 • Full Application Drawing Pack for Buildings S5 (MSCP) 	Robert Myers Associates (RMA) MAKE Acme
Landscape and Open Space Strategy	RMA
Statement of Community Involvement	Marengo
Public Art Strategy	Commission Projects
Arboricultural Implications Assessment Report	Haydens
Odour Report	Arup
Utilities Statement	Noveus
Sustainability Strategy, including a BREEAM Pre-Assessment for One Milton Avenue (S04), and One and Three Station Row (S06 and S07).	Hoare Lea
Energy Statement (detailed element)	Hoare Lea
Energy Strategy	Hilson Moran
Preliminary Operational waste management plan (P-OWP)	Castle-15
Site Waste Management and Materials Management Plan	Wates
Archaeology Desk-Based Assessment	Oxford Archaeology
Outline Construction Environmental Management Plan (CEMP) (ES Appendix 4.2)	Wates
Air Quality Assessment (ES Chapter 6)	Temple Group
Cultural Heritage Statement (ES Appendix 8.3)	Turley
Ecology Baseline Report (ES Appendix 9.1)	RPS
Biodiversity Net Gain Assessment (ES Appendix 9.3)	RPS
Flood Risk Assessment (FRA) and Drainage Strategy (ES Appendix 10.1)	PJA
Health Impact Assessment (ES Chapter 11)	Stantec

DOCUMENT / PLANS	PREPARED BY
Phase 1 Geo-environmental Desk Study (ES Appendix 16.1)	PJA
Landscape and Visual Impact Assessment (ES Chapter 12)	Bidwells
Sunlight and Daylight Assessment (ES Appendix 13.1)	Arup
Noise Impact Assessment (ES Chapter 14)	Temple Group
Transport Assessment (ES Appendix 17.1)	PJA
Travel Plan (ES Appendix 17.2)	PJA

Environmental Impact Assessment (EIA)

- 1.11 In addition to the above, an Environmental Statement (ES) has been prepared in accordance with the Town and Country Planning (Environmental Impact Assessment) (EIA) Regulations 2017. The EIA process ensures that any potentially significant effects of the development are considered and, where appropriate, mitigated by measures to prevent/avoid, reduce and where possible offset.
- 1.12 The original version of the proposal was the subject of a Screening Opinion dated 6 June 2017 (re. S/1714/17/E1), which confirmed that an Environmental Impact Assessment (EIA) would be required.
- 1.13 A second version of the proposal was brought forward in 2020 and progressed as far as the receipt of a Scoping Opinion from South Cambridgeshire District Council (October 2020) ref. 20/03464/SCOP issued on 8 October 2020.
- 1.14 A further version of the proposal was brought forward in 2021 and a formal Scoping Opinion request was submitted to the LPA on 26 November 2021. The Scoping Opinion from the LPA was issued on 9 February 2022 ref. 21/05178/SCOP confirming the technical assessment chapters to be included within the ES. The ES has been prepared in accordance with the advice received in the most recent published Scoping Opinion.
- 1.15 The EIA Regulations require the ES to identify the 'likely significant environmental effects' of a development. The government's Planning Policy Guidance highlights that the ES should focus on the 'main' or 'significant' environmental effects only, and that the ES should be proportionate. The ES assesses the maximum quantum, physical extent and development principles defined for the proposal, as set out in the submitted Parameter Plans and detailed plans which are put forward for approval.
- 1.16 The remainder of this Planning Statement is structured as follows:
- **Section 2: Site Context and Background** provides a site description, context and background;

- **Section 3: The Proposed Development** provides a description of the proposed development;
- **Section 4: Stakeholder Consultation and Engagement** provides an overview of the consultation that has taken place prior to the submission of the application.
- **Section 5 : Statutory Tests** sets out the key legislation setting out the test that must be applied to decision making.
- **Section 6 : Benefits of the Scheme** sets out the benefits of the scheme
- **Section 7: The Development Plan** sets out the development plan relevant to the determination of this application;
- **Section 8: Material Considerations** set out the material considerations relevant to the determination of this application;
- **Section 9: Planning Obligations** sets out the draft Heads of Terms for the Section 106 Agreement.
- **Section 10: Planning Balance and Conclusions** pulls together and draws conclusions regarding the application proposals in light of the information provided within this statement.

2.0 Site Context and Background

The Site and Surrounding Area

- 2.1 The Site lies within the jurisdiction of South Cambridgeshire District Council (SCDC) and extends to approximately 9.9 hectares (ha). It is generally flat at an elevation of approximately 8 metres above Ordnance Datum.
- 2.2 The Site forms part of the former Chesterton Sidings site, adjacent to Cambridge North Station. It is located on the north-east edge of Cambridge, approximately 3km from the city centre, and lies to the north and west of the River Cam, east of the Cambridge Business Park and south of the A14 and the Cambridge Water Recycling Centre.
- 2.3 The Site is bound to the north by the remainder of the former Chesterton Sidings site, to the east by the railway line, to the south by the consented One Cambridge Square office building (currently under construction and also known as Building S03) and the consented Two Cambridge Square hotel building (now in operation and also known as Building S04), and to the west and north-west by the Cambridgeshire Guided Busway (CGB) and Cambridge Business Park. Further south of the Site lies Cambridge North railway station.
- 2.4 It is proposed in the future that the section of the Cambridgeshire Guided Busway (CGB) that runs within the application site will be known as Chesterton Way.
- 2.5 The Site is previously development land that comprises the existing surface level railway station car park of 428 spaces, further areas of hardstanding and areas of scrub. The site has been partially cleared as part of the site preparation works for Cambridge North Station to the south. The wider area includes a rail maintenance compound and track access depot.
- 2.6 The existing vehicular access to the site is from Cowley Road which links Milton Road in the north down to Cambridge North station in the south. The road is single carriageway and there are footways on both sides of Cowley Road and a segregated cycleway on the western side of the road. It is proposed in the future that the section of Cowley Road that runs within the application site will be known as Milton Avenue.
- 2.7 As Cowley Road / Milton Avenue enters the site there is a link road which runs northwest-southeast and provides vehicular access to the Cambridge North railway station car park.
- 2.8 As Cowley Road / Milton Avenue runs further south through the site and approaches Cambridge North station, there is a bus link road which runs northeast-southwest and connects to the CGB and a bus turnaround to the south. This link road is a single carriageway subject to a 30mph speed limit.
- 2.9 There is also pedestrian and cycle access to the site from the CGB to the west and from Moss Bank to the south.

- 2.10 The Site lies within Flood Zone 1, which indicates a low probability of flooding from rivers or the sea.
- 2.11 There are no Listed Buildings, Scheduled Monuments or Conservation Areas within or close to the Site.
- 2.12 There are no environmental designations, such as Sites of Special Scientific Interest, County and City Wildlife Sites, Local Nature Reserves, Tree Preservation Orders (TPO's) or Ancient Woodlands within the Site.
- 2.13 The majority of the Site is underlain by the Gault Formation, which comprises mudstones of mainly siliciclastic sediments deposited as mud, silt, sand and gravel. The Proposed Development is not within a groundwater Nitrate Vulnerable Zone (NVZ) or groundwater Source Protection Zone (SPZ) or a Principal Aquifer.
- 2.14 Cambridge city centre lies circa 3 km to the south of the Site and within a 15-minute cycle.

Planning History

- 2.15 The redevelopment of Cambridge North Station has comprised a number of planning applications, as summarised in **Appendix 1**.

3.0 The Proposed Development

Scheme Overview

3.1 The application seeks planning permission for;

“An outline application (all matters reserved apart from access and landscaping) for the construction of three new residential blocks, providing flexible Class E and Class F uses on the ground floor (excluding Class E (g) (iii)), and two commercial buildings for Use Classes E(g) i (offices), ii (research and development) providing flexible Class E and Class F uses on the ground floor (excluding Class E (g) (iii)), construction of basements for parking and building services, car and cycle parking and infrastructure works;

A full application for the construction of three commercial buildings for Use Classes E(g) i (offices) ii (research and development), providing flexible Class E and Class F uses on the ground floor (excluding Class E (g) (iii)), with associated car and cycle parking, a multi storey car and cycle park, construction of basements for parking and building services, car and cycle parking and associated landscaping, infrastructure works and demolition of existing structures.”

3.2 Overall, the project aims to deliver a high quality, mixed use development ensuring environmental, economic, and social sustainability throughout. It will form the next phase of the Cambridge North redevelopment which will further build on the momentum created by the Station development and the hotel and office permissions.

3.3 The supporting Design and Access Statement outlines the following guiding principles for the site wide masterplan;

- **Pedestrian and Cyclist Led** – prioritising the needs of pedestrians and cyclists, with the aim to reducing overall car usage and reliance;
- **Vibrant and activated Public Realm** – providing a range of different types of open spaces, retail and amenity uses;
- **Allows flexibility in anticipation of Future Needs** – meeting the needs of its occupants whilst also allowing for flexibility in programme and space to anticipate the future needs of the area;
- **Creating buildings suitable for Lab Use** - providing a number of commercial buildings specifically designed to cater to the growing biomedical science industries within Cambridgeshire;
- **Ambitious sustainability targets** - striving to reach ambitious sustainability targets by integrating sustainable practices into its design and construction from day one, reducing overall energy usage within the scheme and the carbon footprint of the project. In addition, the scheme will also aim to contribute to local biodiversity through its open space and roof strategies;
- **Providing high quality housing for all** - to cater a range of different housing types to ensure that a mix of affordable and private houses are delivered for Cambridgeshire, all built to world class standards.

3.4 Following the guiding design principles, the site wide masterplan comprises a number of key character areas, as follows;

- **Residential Quarter** (outline element) – up to 425 homes provided across three perimeter blocks with a semi-enclosed courtyard garden, with ground level activation focused primarily along Milton Avenue and ground floor amenity uses comprising 2,132 sqm (NIA).
- **Commercial Quarter** – up to 53,700 sqm of Class E floorspace (NIA) provided across five commercial buildings and the Residential Quarter, including ground floor amenity uses, together with a Mobility Hub. as follows:

Table 2: Commercial Floorspace Breakdown

BUILDING	CLASS E G(I) AND G(II) FLOORSPACE (NIA)	FLEXIBLE CLASS E/F GROUND FLOOR FLOORSPACE (NIA)
One Milton Avenue (full element)	10,648 sqm	84 sqm
One and Three Station Row (full element)	15,161 sqm	1,685 sqm
Mobility Hub (full element)	N/A	86 sqm
The Triangle Site (outline element)	22,538 sqm	1,366 sqm
Residential Quarter (outline element)	N/A	2,132 sqm
TOTAL	48,347 sqm	5,353 sqm
GRAND TOTAL	53,700 SQM	

- **Eastern Edge and Green Corridors** – one of the most exposed to long distance views and therefore buildings are set back from the railway edge to allow for mature landscaping and there are generous green corridors between the buildings containing soft landscaped beds and trees
- **Chesterton Square** – a generous open space in between the lab buildings, connecting Station Row in the east with the Residential Quarter in the west
- **Station Row** – an important green axis and vehicle-free route running north-south from the wild habitat area to the north of Cowley Road, past Chesterton Square and then down to the Piazza at the southern end of the site
- **Milton Avenue** – a generously wide tree lined avenue and the principal vehicular access in to the scheme
- **Chesterton Way** – the western edge and an important green corridor providing a bus route and cycle lane
- **Pond and Open Mosaic** - areas of retained Open Mosaic habitat and new Open Mosaic seeding, balancing pond and areas of natural play

Outline Element

- 3.5 The hybrid application includes an outline application for;
- The Residential Quarter (S11-S12), (S13-S16), (S17-S21)
 - The Triangle Site, comprising One Chesterton Square (S09) and Two Milton Avenue (S08)
- 3.6 The outline application is for all matters reserved apart from access and landscaping. The outline component of the hybrid application seeks to establish the principle of development and overall design parameters for the scheme. A suite of parameter plans are submitted with the application to detail the proposed land uses, building heights, access and movement and open space and landscaping. The supporting Design and Access Statement (DAS) includes illustrative material which demonstrates how the proposals could be delivered within the proposed parameters.

Table 3: Indicative Residential Floorspace Breakdown

BUILDING	CLASS C3 FLOORSPACE (NIA)	FLEXIBLE CLASS E/F GROUND FLOOR FLOORSPACE (NIA)	TOTAL
S11	2,752 sqm	371 sqm	3,123 sqm
S12	2,464 sqm	330 sqm	2,794 sqm
S13	3,901 sqm	125 sqm	4,026 sqm
S14	2,435 sqm	0 sqm	2,435 sqm
S15	2,411 sqm	0 sqm	2,411 sqm
S16	2,209 sqm	281 sqm	2,490 sqm
S17	2,455 sqm	0 sqm	2,455 sqm
S18	2,410 sqm	0 sqm	2,410 sqm
S19	3,052 sqm	188 sqm	3,240 sqm
S20	2,783 sqm	433 sqm	3,216 sqm
S21	2,511 sqm	404 sqm	2,915 sqm
	29,383 sqm	2,132 sqm	31,515 sqm

Land Use

Residential Quarter

- 3.7 The residential quarter is located in the north-west of the application site and is bound by Milton Avenue to the east, the Cambridgeshire Guided Busway to the west and Cambridge Business Park to the north.

- 3.8 Although the proposals are only in outline at this stage, the supporting Design and Access Statement outlines the design principles that have informed the emerging residential proposals and parameter plans. These design principles have been prepared following a thorough analysis of the existing site context as well as emerging context in terms of the North East Cambridge Area Action Plan (NEC AAP), as follows;
- **Stepping in massing to break down long facades** – to help create the effect of multiple smaller buildings and to give a more human scale to the development;
 - **Stepping in plan to introduce more double aspect units** - the depth and length of steps may vary between the different blocks depending on its use and location;
 - **Designated high points within the masterplan** – heights of buildings shall be carefully coordinated aiming to create a dynamic composition with the higher points at the southern Station end and at the northern Cowley Road end;
 - **Articulated heights within a building block** - the individual residential building blocks are articulated through stepping, aiming to achieve a more dynamic overall appearance and accommodate terraces, gardens and areas for plants. These have been assessed from street level as well as long distance views;
 - **Street façade** – all of the outward facing facades of the residential blocks should use bricks as the main material; and
 - **Courtyard façade** - Brick, shall be used as the main facade material for the inward facing facades. Planting should be allowed for.
- 3.9 The residential quarter is proposed to accommodate up to 425 homes within three perimeter blocks which shape a semi-enclosed central courtyard (referred to as 'Chesterton Gardens'), as follows;
- **Block S11 – S12:** 78 homes all of which will be Build to Rent units (BtR)
 - **Block S13 – S16:** 155 homes all of which will be open market units (BtR)
 - **Block S17 – S21:** 192 homes all of which will be Build to Rent units (BtR)
- 3.10 Block S17 – S21 is located in the north of the residential quarter and is also proposed to accommodate a number of amenities located at ground floor level of the eastern face of the block facing Milton Avenue. At this outline stage, the exact uses proposed are not finalised but it is envisaged that they could include retail, community and/or commercial services.
- 3.11 Block S11 – S12 is located to the south of Block S17 – S21 and also proposes to accommodate retail uses at ground floor level facing Milton Avenue.
- 3.12 Block S13 – S16 is located on the western edge of the residential quarter and is proposed to accommodate ground floor amenity uses at the northern and southern end of the block.
- 3.13 The housing will comprise a mix of types, sizes and tenures. The Environment Statement (ES) demonstrates that development at this scale can be accommodated and mitigated.
- 3.14 The proposed indicative housing mix is shown in Tables 5.1 to 5.3 below. The precise number of dwellings and housing mix will be brought forward, and agreed with the local planning authorities, through subsequent detailed planning applications.

Table 4.1: Indicative Housing Mix – Market

	MARKET	%
1 Bed	62	40%
2 Bed	79	51%
3 Bed	14	9%
TOTAL	155	100%

Table 4.2: Indicative Housing Mix – Build to Rent

	BUILD TO RENT	%
1 Bed	127	47%
2 Bed	134	50%
3 Bed	9	3%
TOTAL	270	100%

Table 4.3: Overall Indicative Housing Mix

	MARKET	BUILD TO RENT	TOTAL	%
1 Bed	62	127	189	45%
2 Bed	79	134	213	50%
3 Bed	14	9	23	5%
TOTAL	155	270	425	100%

- 3.15 In line with the Greater Cambridge Housing Strategy and National Guidance, it is proposed that 20% of the BtR units will be affordable.
- 3.16 In line with adopted SCDC Policy, it is proposed that 40% of the market units will be affordable.

The Triangle Site

- 3.17 The Triangle Site is located in the centre of the application site and is bound by Milton Avenue to the west, the proposed 'Cowley Road North' to the north and the proposed pedestrianised 'Station Row' to the east.
- 3.18 Although the proposals are only in outline at this stage, the supporting Design and Access Statement outlines a set of design principles that have informed the emerging commercial proposals. This has led to the preparation of emerging, indicative general arrangement plans and a set of illustrative views. The design principles have been prepared following a thorough analysis of the existing site context as well as emerging policy context in terms of the North East Cambridge Area Action Plan (NEC AAP).

- 3.19 The key principles underpinning the design intent include;
- **Kinked elevations and recess cut-outs** - to create interest and break down the uniformity. Kinked elevations foreshorten the appearance while deep recesses and cut-outs create moments that initiate entrances;
 - **Glass Reinforced Concrete (GRC) neutral palette** – use of neutral colour palettes to sensibly integrate the new commercial buildings into their context and to correlate with historic and contemporary Cambridge precedents;
 - **Coloured frit glazing** - specific architectural elements such as cut-outs and recesses will be accentuated through use of material such as coloured fritted glazing. This will further highlight these ‘special moments’ and create a break in the building massing;
 - **Plan stepping** - steps along extended, flat building faces to break down the massing and avoid long monotonous facades;
 - **Terraces** - stepping at roof level to initiate gardens and balconies for greenery along the roof line and the introduction of articulation introduces articulation to the massing. Every office should aspire to have access to its own outdoor area. Furthermore, there shall be at least one shared semi-public outdoor area in each office building;
 - **Variable stepping** - varying articulation across different edges to minimise visual impact at street level and from long distances views; and
 - **Activation at ground level** - all commercial buildings play an important role in the ground floor activation of the wider masterplan and therefore need to be treated adequately. Ground floor activation also contributes to a more fluid work-life balance.
- 3.20 The Triangle Site is proposed to accommodate two commercial buildings (Use Class E (g) (i) / (ii)), as follows;
- One Chesterton Square (S09)
 - Two Milton Avenue (S08)
- 3.21 One Chesterton Square (S09) is proposed at the north of the Triangle Site and is of a larger footprint which enables the flexibility to split the floorplate in up to four tenancies. One Chesterton Square plays an important role in defining the new public square to the south of the building (referred to as ‘Chesterton Square’) and surrounding streetscape.
- 3.22 The parameter plan proposes a maximum development zone of 24,100 m² (GIA) for One Chesterton Square. The supporting information in the Design and Access Statement illustrates that the typical floor plate of the building would be circa 3,670 m². In comparison with some of these buildings in Cambridge, the proposed One Chesterton Square is relatively small. For example, Cambridge Assessment HQ is 8,730 m² and Cambridge Science Park is 5,360 m².
- 3.23 One Chesterton Square is also proposed to accommodate amenity provision at ground floor level, as follows;
- A large retail unit in the north-eastern corner, at the end of Station Row and to provide an active frontage on this corner;
 - A smaller retail unit along the western elevation, with frontage on to Milton Avenue

- 3.24 One Chesterton Square is proposed to include a basement level, linked to Two Milton Avenue (S8), to accommodate car parking, cycle parking, shower facilities and associated changing rooms and drying rooms and storage.
- 3.25 Two Milton Avenue (S8) is proposed at the south of the 'triangle site' and is of a smaller footprint due to its location at the tip of the plot. It's distinctive triangular shape with rounded tip provides a landmark anchor at the junction of Station Row and Milton Avenue. It also defines this important corner with a well-designed public realm landscape that encourages activity and interaction.
- 3.26 The parameter plan proposes a maximum development zone of 13,100 m² (GIA). The supporting information in the Design and Access Statement illustrates that the typical floor plate of the building would be circa 1,850 m². This could be easily sub-divided into up to three separate tenancies, each with its dedicated access.
- 3.27 Two Milton Avenue is also proposed to accommodate amenity provision at ground floor level with units facing both Station Row to the east, Milton Avenue to the west and Chesterton Square to the north.
- 3.28 Two Milton Avenue is proposed to include a basement level, linked to One Chesterton Square (S09), to accommodate car parking, cycle parking, shower facilities and associated changing rooms and drying rooms, plant and storage.

Building Heights

- 3.29 The Building Height Parameter Plan identifies the maximum building heights permitted across the Site. Heights will range between 4 and 8 storeys. Lower heights are proposed to be located on the eastern edge of the Site along the railway edge and on the western edge of the Site with the tallest buildings to be located along Milton Avenue and in key nodal points. This design solutions has come out of extensive discussions with the planning authority.
- 3.30 The proposed height and massing of the buildings has been carefully considered and designed to ensure that these maximise the potential of this sustainable, previously developed site but also fully respects the character and visual appearance of the surrounding area but recognises the significant changes that the proper implementation of planning policy will bring, this change will be positive. Heights are expressed as a maximum parameter, which allows flexibility for detailed designs to be progressed pursuant to the outline planning permission.

Movement and Access

- 3.31 The Movement and Access Parameter Plan illustrates the proposed vehicle routes within the Site, the desired alignment of the cycle and pedestrian network and key access points.
- 3.32 The spatial layout of the proposed development incorporates a number of broad principles in respect to access and movement.

This includes the creation of walkable neighbourhoods by ensuring homes are located with good access to public transport routes and on/off site local amenities and the creation of a comprehensive network of interconnected streets and spaces that allow efficient movement, promoting a permeable walking and cycling network with strong links to the surrounding areas.

Site Access

3.33 Means of access and detailed junction design are proposed as part of this application, including;

- **Proposed Cowley Road/Milton Avenue Junction ‘Cowley Circus’** (Ref: 05425-C-2113 Rev P2) – a new crossroad design. The two priority junctions currently to the north of Milton Avenue would be rationalised, with a single priority junction to the north. The minor arm would provide access to the basement car parking within Three Station Row and One Chesterton Square. This arm would also provide access to the retained Network Rail compound on the eastern boundary of the site. A one-way eastbound street along the northern boundary of the residential parcel, known as Bramblefields Way, will form the western arm of the proposed junction; and
- **Proposed Milton Avenue/The Link/Cowley Road East Junction** (Ref: 05425-C-2110 Rev P2) – amendment of existing junction to incorporate an extended raised table, a new arm to the east providing access to the Mobility Hub and for servicing vehicles to access the rear of One and Three Station Row and a crossing of the Station Row cycle route over Milton Avenue to tie in with the route along the western side which provides connections north and south.

3.34 The main vehicular access to the site will be retained from Cowley Road/Milton Avenue. However, the footway/cycleway spaces on the western side are proposed to be switched from the current situation so that the cycleway is located closest to the carriageway to tie into the masterplan proposals. Additionally, space within the verges would be provided to accommodate disabled parking and loading bays.

3.35 Pedestrian and cyclist access to the site is proposed from the following locations;

- Cowley Road – to the north of the site;
- Cambridgeshire Guided Busway – to the north-west of the site; and
- Moss Bank – to the south-west of the site.

Proposed Street Hierarchy

3.36 The proposals, as demonstrated on the Movement and Access Parameter Plan, identify the indicative alignments of the roads within the Site, together with the preferred alignment of the proposed cycle and pedestrian network. The exact alignment and routing of proposed routes through the Site will be subject to the final design of the development and will be progressed through reserved matters phases.

3.37 The sustainable transport strategy for the Site proposes key desire lines for cycle and pedestrian movement as a priority, which will connect to / provide links to public open spaces and the wider cycle and pedestrian network.

- 3.38 The primary road of the site will be the existing Cowley Road (Milton Avenue) which runs north-south through the centre of the site towards Cambridge North railway station. The carriageway of Milton Avenue would remain unchanged in connection with the development proposals. However, the footway/cycleway spaces on the western side are proposed to be switched from the current situation so that the cycleway is located closest to the carriageway to tie into the masterplan proposals. Additionally, space within the verges would be provided to accommodate disabled parking and loading bays.
- 3.39 Secondary roads comprise the existing link road from Cowley Road to the Cambridge North railway station car park which runs west-east (Cowley Road north), the new road along the eastern edge of the site (Cowley Road east) and the existing link road from Cowley Road to the Cambridgeshire Guided Busway (CGB) (The Link).
- 3.40 The Tertiary streets are more compact in nature and enclose the residential quarter, with the existing Cambridgeshire Guided Busway (CGB) (Chesterton Way) forming the western edge and a new street 'Bramblefields Way' forming the northern edge.

Landscape and Public Realm

- 3.41 The Landscape Masterplan demonstrates the location, quantum, function of green spaces within the Site. Details of landscaping is proposed as part of this application
- 3.42 The key areas comprise:
- **Chesterton Gardens** (0.75ha) – a central park within the residential quarter which comprises extensive tree planting, lawn mounds, sinuous paths, planting, play areas, pergolas for gatherings and seating areas;
 - **Chesterton Square** (0.16ha) – a public square within the commercial quarter which comprises trees, water feature jets and 'sky mirror' , raised beds, planting, seating, and a 'follow me' paving band that enlivens the space;
 - **Station Row** - Linear swale with ecologically diverse plantings, seating-steps and causeway crossings;
 - **Piazza** (0.1ha) - Pocket park at termination of Station Row, with wide crossing path to One Milton Avenue and Residential Quarter.
 - **Milton Way** - Pocket park and passageway for cyclists, office worker spill-out space and residents. Raised planters sit over basements, with integrated seating.;
 - **Courtyards** - West-facing residents' courtyards, overlooking tree belt. Seating and tree planting
 - **Wild Park** – Areas of retained Open Mosaic habitat and new Open Mosaic seeding, balancing pond and areas of natural play

Full Element

- 3.43 The hybrid application includes a full application for;
- One Milton Avenue (S04);
 - Mobility Hub (S05); and
 - One and Three Station Row (S06 and S07).

One Milton Avenue (S04)

- 3.44 One Milton Avenue is located at the south-western end of the application site, to the north of the consented One Cambridge Square office building (S03) which is currently under construction.
- 3.45 One Milton Avenue serves as a mediator between the office cluster and the residential quarter in the Cambridge North masterplan. The transition between the commercial and residential elements has been carefully considered in landscape and architectural terms, to avoid an abrupt transition between adjacent development and sensitive receptors to the west.
- 3.46 One Milton Avenue is a proposed office building (GEA of 18,575 m²) and has been designed to achieve a BREEAM Excellent rating. Located at the building's centre is a central core, consisting of all regular and accessible WCs, as well as showers, lifts, cleaning stores, and central services.
- 3.47 The building includes for retail space at ground floor level (84 m² GIA), accessed via Milton Avenue.
- 3.48 The building's eastern elevation features the entrance to the building, facing onto Milton Avenue. The building is seven storeys in height plus plant. The building steps back to the north and west from level 05 upwards, offering significant amenity space to the building users.
- 3.49 The building materials have been selected to support the masterplan principles as well as provide a suitably robust solution for the environmental context and the impact of climate change. Buff brick stock has been selected as an appropriate response to the general Cambridge aesthetic, with two tones of metallic panels selected to enhance the warm palette of materials. The lighter bronze finish has been chosen to mediate between the brick and the glazed areas, whereas the darker bronze finish has been used to highlight key architectural features.

Mobility Hub (S05)

- 3.50 The Mobility Hub is located at the south-eastern end of the application site, to the north of the existing 'Novotel' hotel building and to the west of the railway line. The building acts as a buffer between the scheme and the existing train tracks, forming a linear screening of buildings that gives privacy and reduces noise to the rest of the scheme.

- 3.51 The vision for the mobility hub is that it will be designed as a landmark building to facilitate in a sustainable and adaptable future, in a way that is core for the scheme and its surroundings.
- 3.52 The mobility hub would accommodate 725 car parking spaces across 5 levels (including ground floor). 622 of these spaces would be provided for rail users, re-providing the existing 428 surface car parking spaces, and accommodating a further 194 spaces for future growth. The remaining 103 spaces of the parking capacity would be provided at basement level of the mobility hub for the use of the commercial development.
- 3.53 The existing 428 rail-related car parking spaces will be maintained throughout the construction period of the proposed development through providing temporary surface level parking on the 'Triangle Site' to the east of Milton Avenue. Once complete, the mobility hub will accommodate the existing quantum of rail-related car parking, plus an additional 194 car parking spaces for rail use as requested by the rail industry. The development of the site will prevent the provision of further rail-related car parking in the future, and therefore it will be capped at 622 spaces.
- 3.54 The mobility hub also provides three flexible Class E use units at ground floor level on the western frontage of the building, facing onto Station Row, providing the opportunity for the co-location of mobility services and facilities for the benefit of future residents, employees and visitors to Cambridge North. In developing the proposals, the developer has entered discussions with providers of hire bikes and e-scooters with a view to accommodating provision for these forms of shared mobility within the site.
- 3.55 Access to the Mobility Hub will be via the new 'Cowley Road east' which will run along the eastern boundary of the site.
- 3.56 To address the specific needs of the western and eastern elevations, the Mobility Hub will feature two facade types;
- Folded metal panels – western façade
 - Perforated metal panels – eastern façade
- 3.57 The western facade is a key pedestrian route as it plays a significant part in the arrival of the scheme from the station. The feature stair at the south western corner of this landmark building signals the gateway leading towards the rest of the development. This elevation forms one of the main pedestrian flows from the station and has been enhanced by active frontages to enliven the pedestrian experience and avoid the monotonous views of vehicles within the car park.
- 3.58 The western facade consists of laser cut aluminium panels that are cut and bent at different angles in order to derive a discernible pattern from afar. The process allows us to achieve maximum depth and texture from an otherwise flat material. The aluminium panels are to be powder coated to allow for durability and ease of maintenance.
- 3.59 Located on Cowley Road facing onto the train tracks and the Great Fen area east of the site, the eastern elevation is more concerned with longer distance views. As the building is visible in part from some key long-distance views, the facade will need to be designed to reduce the visual impact of the overall massing. Utilising perforated panels with a bespoke pattern mimicking the pattern of the western facade would be the optimum solution.

One and Three Station Row (S6 and S7)

- 3.60 One and Three Station Row are important as they form the eastern edge of the overall masterplan layout design. The sensitive edge has been carefully considered with regards to the areas of landscape focus and the architectural treatment of the edge.
- 3.61 The design of One and Three Station Row and the development of the masterplan in general, has sought to respond positively to the key townscape principles as defined in the North East Cambridge, Landscape Character and Visual Impact Appraisal (LCVIA). This is explained in detail in the Design and Access Statement.
- 3.62 One and Three Station Row are laboratory buildings and have been designed to achieve a BREEAM Excellent rating. One Station Row has a GEA of 11,407 m² and Three Station Row has a GEA of 12,061 m².
- 3.63 Both One and Three Station Row are five storeys in height. The building blocks step back to the east and west at level three, offering amenity space for the building users.
- 3.64 Flexible retail provision (and other complementary ground floor uses) are proposed at ground floor level, accessed off 'Station Row' to the north (1,168 m² GIA). The retail uses ensure an activated frontage to Station Row. The side passages contain pocket parks, and visitor cycle parking.
- 3.65 The design development of the façades has been centred around the introduction of two grids to articulate the alternating fingers, breaking down the mass and providing legible ground floor entrances and upper level, recessed terraces. The larger, more civic grid is composed of a pre-cast/stone composition and is continuous from the ground to the screened plant level at rooftop. Bay studies with different brick / metal colour choices the smaller, more vertical grid, contains the building cantilevers, marking the entrances and stepping back to reveal the level 03 amenity terrace and the level 04 plant room screen.
- 3.66 The building materials have been selected to support the masterplan principles as well as provide a suitably robust solution for the environmental context and the impact of climate change. The brick stock has been selected as an appropriate response to the general Cambridge aesthetic, with natural pre-cast concrete / stone panels to provide a visual contrast between the alternating blocks. Champagne finished metal spandrels have been selected for the opaque elements, as well as the lining to the brick piers, providing visual warmth and a finer grain of detail.

Enabling Works

- 3.67 In order to facilitate the development and during construction, a temporary logistics compound is proposed on land to the north of Cowley Road, together with the relocation of the Network Rail compound area. These works will be carried out under part 4 of the GDPO and do not formally comprise part of the planning submission. The works have been assessed as part of the Environmental Impact Assessment included within the red line for information and to allow the LPA to consider how this facility helps with the phasing of elements including the meanwhile uses.

4.0 Stakeholder Consultation and Engagement

- 4.1 Brookgate Land Ltd has undertaken extensive consultation and engagement with key stakeholders with regards to the Proposed Development. This has been a process which began in 2017 and extended over several years which has enabled views to be explored and to influence the form of development the subject of this application.
- 4.2 A Statement of Community Involvement (SCI) has been prepared by Marengo and accompanies the application. The Statement sets out in detail the various forms of consultation which have been undertaken during the preparation of the application. The accompanying Design and Access Statement also fully explains the design evolution of the scheme and how the proposals have responded to the various topics raised through the consultation.

Pre-Application Engagement

- 4.3 National policy notes that early engagement with planning authorities and local communities has a “*significant potential to improve the efficiency and effectiveness of the planning application system for all parties*” [NPPF,39]. In this respect, supported by a Planning Performance Agreement (PPA), the applicant entered into extensive discussions with the Council. Several of the meetings included specialist officers including: Urban Design, Landscape, Conservation and Sustainability.
- 4.4 From 2017 to 2020, the scheme was based on a residential-led masterplan and focused primarily on land south of Cowley Road. Towards the end of 2020 and following feedback received from the LPA during pre-application engagement and engagement in the emerging NEC AAP workshops, the Applicant appointed a new masterplanner, Acme, to undertake a fundamental review of the wider Cambridge North masterplan.
- 4.5 In light of the above, at the pre-application meeting of 8th December 2020, a change in the proposals was subsequently put forward which was informed by consideration of how the development would relate to the wider NEC area and to provide further context and justification for some of the key design principles. A commercial element was also introduced to the scheme.
- 4.6 Over the course of 2021 and 2022, the Applicant team continued to engage with the LPA and evolve the masterplan in response to feedback. The appointment of a new masterplanner, ACME and a stripped back approach to masterplanning the application site in the wider context was directly related to concerns raised by the planning authority at that point.

Table 5 – Summary of pre-application meetings and workshops with the LPA

MEETING	DATE
Pre-Application 1 (including site visit to East Stratford village)	22 and 23 June 2017
Pre-Application 2	8 th August 2018
Pre-Application 3	6 th December 2018
Pre-Application 4	20 th April 2020
Pre-Application 5	26 th October 2020
Pre-Application 6	16 th November 2020
Wholesale review of the site and appointment of new masterplanner	
Pre-application meeting 1	8 th Dec 2020
Pre-application meeting 2	26 th Jan 2021
Key Views workshop	18 th March 2021
Build to Rent workshop	23 rd March 2021
Landscape, Open Space and Drainage workshop	1 st April 2021
Placemaking and Built Form workshop	7 th April 2021
Pre-application meeting 3	13 th April 2021
Sustainability workshop	5 th May 2021
Ecology and Biodiversity workshop	12 th May 2021
Residential workshop	17 th May 2021
Commercial workshop	1 st June 2021
Pre-application meeting 4	7 th June 2021
One Milton Avenue, Swale Street and Triangle Site workshop	2 nd July 2021
Triangle Site workshop	4 th August 2021
Pre-application meeting 5	10 th November 2021
Ecology workshop	12 th November 2021
Commercial workshop	24 th November 2021
Design workshop	29 th November 2021
Ecology workshop	6 th December 2021
Drainage workshop	13 th December 2021
LVIA and Key Views workshop	4 th February 2022
Design and AAP workshop 1	28 th April 2022
Design and AAP workshop 2	12 th May 2022

Stakeholder Engagement

Cambridgeshire County Council as Local Highway Authority

- 4.7 A Transport Assessment (TA) scoping report was submitted to Cambridgeshire County Council (CCC) in November 2021 with comments received on 14th December 2021.
- 4.8 A further meeting was held with CCC and the Local Planning Authority (LPA) on 24 January 2022 to discuss the revised parking strategy and principles of the TA methodology. There was broad agreement to the proposed approach to the car parking provision within the proposed development. Similarly, CCC confirmed that the proposed approach of relating vehicle trips to car parking provision was acceptable. CCC provided a second pre-application advice note dated 10 February 2022 following up on the meeting.
- 4.9 A follow-up meeting was held with CCC on 28 March 2022 to provide an update on the development of the scheme and also to discuss further the points raised in the earlier pre-application meetings. Agreement was reached on the approach to assessing the residential development vehicle trip impacts, data sources for establishing the non-car mode trips for both the residential and commercial elements of the scheme, and the principle of sensitivity testing.
- 4.10 The TA and Travel Plan have been prepared to be consistent with the pre-application discussions and feedback received from CCC. More detail on the pre-application engagement with CCC is set out in Section 1.3 of the TA.

Landscape Officer at the LPA

- 4.11 Consultation with the Local Planning Authority (LPA) has been carried out through the EIA scoping and pre-application engagement processes, which included workshops focused on the townscape and landscape impacts. The former confirmed the LVIA methodology and list of projects to be considered in the cumulative effects. The latter included the agreement on the proposed landscape/townscape and visual receptors.
- 4.12 Table 1 in the LVIA summarises the agreement reached in discussion with the LPA, through the utilisation of VuCity and a variety of initial technical visualisations, on the selection of viewpoints to be considered in the LVIA and heritage assessment, and the approach to technical visualisations.

Historic England and the Historic Environment Team Leader at the LPA

- 4.13 Historic England provided a response to the EIA Scoping Opinion and as a result, the study area was expanded from 1.5km to 2km radius, with some assets up to 5km due to topography. Workshops were also held with Historic England, and the Historic Environment Team Leader at the LPA, in the Spring and Autumn of 2021 to review and discuss the heritage viewpoints as part of the LVIA and consequentially which heritage assets were considered potentially affected.

At these workshops, the VuCity model of the proposed development was viewed live and potential viewpoints moved, added and discarded. Photographs of the viewpoints were also shared at these meetings to refine the scoped in heritage assets.

Cam Cycle

- 4.14 A number of consultations have been undertaken with Cam Cycle as the masterplan has evolved. The focus on the meetings has been to discuss the street hierarchy, key cycle routes and quantum / form of cycle parking across the development.

Disability Panel

- 4.15 The proposals have been presented to the Disability Panel on two occasions (November 2020 and November 2021). The focus of the presentation and discussions has been on accessibility around the site, both internally and externally, including parking, material treatment, public transport links, street lighting and landscaping.
- 4.16 In addition, the Applicant has commissioned David Bonnett Associates (DBA), an accessibility specialist, to assess the scheme and provide advice on inclusive access. An accessibility statement has been prepared in support of the application.

Cambridgeshire Quality Panel

- 4.17 Prior to the submission of the application, the emerging proposals were also presented to the Cambridgeshire Quality Panel, on 19 August 2021.
- 4.18 A set of briefing notes were issued to panel members in advance of the review, and the design team presented the emerging design approach with reference to the 'four C's' of the Cambridgeshire Quality Charter: connectivity, character, community and climate.
- 4.19 The Quality Panel provided comments in relation to several design matters. The supporting Design and Access Statement provides a brief overview of some of the key topics of discussion and how these have been responded to and influenced the final design proposals.

Engagement with the Community

- 4.20 A two-phase consultation strategy was adopted in relation to a wide-reaching public engagement approach.
- 4.21 The first phase of public consultation took place in December 2021 and the second phase took place in March 2022, both held at Cambridge North's 'Novotel' hotel. Community newsletters inviting the local community to participate in the public consultations were posted to 1,725 addresses (1,479 residential, 246 Business), surrounding the site.

- 4.22 A project website (www.consultation.cambridgenorth.co.uk), was launched as part of the engagement process to ensure the proposal could reach a wider audience. The website was online from 8 December 2021 and updated on 28 March 2022 to reflect the updated proposal and second consultation event.
- 4.23 As part of the public consultation process, Brookgate Land Ltd launched a Twitter account (@CambNorth) to communicate the proposals and advertise the consultation to local residents, workers and visitors to the area.
- 4.24 The information on display at the public exhibitions included the following information:
- An introduction to the Cambridge North team.
 - Information on the site and local context.
 - An overview of the proposal, including architecture, community, public space and transport.
 - An explanation of the technical assessments being undertaken in support of the proposals.
 - A site layout and set of illustrated views showing the proposed development.
 - Information about 'Meanwhile use'.
 - Next steps, feedback and contact details.
- 4.25 The second round included a 'What you told us' section which detailed the feedback received from the first round, in addition to updated information on the above.
- 4.26 Stakeholders and residents were encouraged to complete either the paper feedback form at the in-person public exhibition or the online feedback form on the consultation website.
- 4.27 Feedback from the consultation has been broadly positive with consultees supporting the re-development of a brownfield site and the introduction of a mixed-use community. Further benefits have also been recognised throughout, particularly the improvements to local amenities and to the public realm and the commitment to low carbon design and enhanced biodiversity on site. Most consultees also observed that the existing area does not currently provide an appropriate high-quality environment.
- 4.28 As part of the responses received during the pre-application process, comments were issued in relation to the design of the new buildings and its relationship to the local context and surrounding area. Brookgate Land Ltd have sought to address a number of these points through detailed design work, including revisions to the size, height, and position of some of the buildings in the commercial quarter.

Engagement with the Emerging North East Cambridge Area Action Plan (NEC AAP)

- 4.29 The Applicant team has actively participated in the engagement process for the emerging Draft NEC AAP and a series of urban design workshops took place over the course of 2019.

Perkins and Will, on behalf of Brookgate Land Ltd, participated in this engagement process between stakeholders, offering its planning and urban design knowledge and experience in regeneration processes. A summary of the engagement is provided within the Design and Access Statement.

- 4.30 The workshops were designed to work collaboratively and bring together a coordinated approach with the support of the Greater Cambridge Joint Planning Service team, the respective landowners, and their professional teams. This allowed alignment on key issues early in the AAP adoption process. Some of the main goals were:
- To map agreed constraints and opportunities for the AAP.
 - To understand landowners/developers aspirations.
 - To check the AAP vision against draft or existing master plans to ensure they accommodate the main aspects of the vision and that key principles are aligned.
 - To facilitate coordination between different landowners, identify areas of collaboration and connections.
 - Identify design and infrastructure elements key to deliver a coherent and high-quality new district
- 4.31 The sessions were organised by main topics of interest and targeted to specific outcomes around aspirations, blue/green infrastructure, community facilities, land use, and connectivity. As these were technical workshops, stakeholders committed consultant time to attend and work alongside departments from the Joint Planning Service and Cambridgeshire County Council to give insight, identify innovative opportunities, and enrich the discussion.
- 4.32 The culmination of these workshops was the stitching together of a spatial framework plan.

Outcomes

- 4.33 The wide-ranging engagement process resulted in direct and significant alterations to the final application. These changes clearly demonstrate that Brookgate Land Ltd listened to feedback received across the pre-application process, and has adapted designs, where possible, to incorporate suggestions from all stakeholders.
- 4.34 Through the various engagement with stakeholders, six significant changes were made:
- Several buildings have been reduced in size and height and detailed elevational designs have responded to both the 'human scale' and wider landscape context.
 - Moving car parking spaces from the Mobility Hub to basements under the commercial buildings to reduce the size and scale of the Mobility Hub.
 - The buildings on the eastern (railway) boundary have been moved to the west to create more pedestrian and landscaping space.
 - The width between 1 Cambridge Square (the building currently under construction) and 1 Milton Avenue to the north has been increased.

- Increasing on site Net Biodiversity Gain from 10% to a minimum of 20%.
- Introducing a 'wild habitat' area to support biodiversity.
- Clearly demonstrating how the emerging scheme would not prejudice the emerging AAP.

5.0 Statutory Tests

- 5.1 In respect of applications for planning permission, and in so far as relevant to this application, there is one key piece of legislation setting out the test that must be applied to decision making.
- 5.2 **Section 38(6) of the Planning and Compulsory Purchase Act 2004** states: *“If regard is to be had to the development plan for the purpose of any determination to be made under the planning Acts the determination must be made in accordance with the plan unless material considerations indicate otherwise.”*
- 5.3 No other statutory tests apply to the consideration of the application.

6.0 Benefits of the Scheme

- 6.1 Practice guidance sets out that “public benefits may follow from many developments and could be anything that delivers economic, social or environmental objectives as described in the National Planning Policy Framework” at paragraph 8. It states that “public benefits should flow from the proposed development” and “be of a nature or scale to be of benefit to the public at large and not just be a private benefit.” [NPPG,18a-020-20190723].
- 6.2 Therefore, the benefits of the proposal are structured around the three elements of sustainability as set out within the Framework and Guidance. Some of the benefits are relevant to more than one of these themes.

1. Economic

- 6.3 I summarise the economic benefits as follows:

Employment Need

- 6.4 In January 2021, The Rt Hon Alok Sharma MP, Secretary of State for Business, Energy and Industrial Strategy updated the UK Research and Development Road map, he said:-

“The UK is internationally recognised for our leadership in research, the excellence of our scientific institutions, and the innovation in our economy. We can proudly claim to be the nation that gave the world the steam engine and the jet engine. We discovered graphene and we decoded the structure of DNA. Today, we are by far the top destination in Europe for venture capital, with inward investors attracted by our talented and diverse workforce as well as our cutting-edge technologies and services.

The COVID-19 pandemic has shown all of us the vital importance of science and innovation. British researchers are at the forefront of global efforts to find a vaccine and are working hard to map out the impact of the pandemic on our lives and livelihoods. Organisations of all shapes and sizes have worked tirelessly to respond to the crisis in innovative new ways.

In March, the Chancellor announced a record increase in public investment in research and development (R&D) – committing to reaching £22 billion per year by 2024 to 2025. Just a few months on, this commitment has added importance. We will need to be even more creative and innovative to adapt to the ‘new normal’, and to recover swiftly from COVID-19. It is our duty to build a future which is greener, safer and healthier than before.

This means revitalising our whole system of science, research and innovation to release its potential – to unlock and embrace talent, diversity, resilience and adaptability, and to tackle our biggest challenges, such as achieving net zero carbon emissions by 2050. We have a once-in-a-generation opportunity to strengthen our global position in research, unleash a new wave of innovation, enhance our national security and revitalise our international ties. We will use this opportunity to pursue ambitious new goals – the ‘moonshots’ that will define the next decade and

beyond. By stretching our ambitions and engaging with and learning from people and communities all over the UK, we will create long-lasting economic and societal benefits for our country.

People are at the heart of this. By making the UK the very best place in the world to be a researcher, inventor or innovator, we will inspire the next generation of engineers, biologists, designers, historians and entrepreneurs. We want to send a powerful signal to talented people around the world: come to the UK, be part of this exciting new future.

The pandemic has been the greatest disruption to our lives and livelihoods for a generation. But this is not a moment to stand still. This is a moment of great reinvention. By confidently embracing the power of science, research and innovation, we will leap forward and build a brighter future for all”

- 6.5 The Science Minister, the Rt Hon George Freeman MP confirmed that 45% of the £22 billion earmarked for Research and Development is ringfenced for the Golden Triangle, he reaffirmed that the Triangle is “*golden for a reason*” (UK REIIF, May 2022).
- 6.6 This is echoed in the Framework at paragraph 81 which says;
- “Planning policies and decisions should help create the conditions in which businesses can invest, expand and adapt. Significant weight should be placed on the need to support economic growth and productivity, taking into account both local business needs and wider opportunities for development. The approach taken should allow each area to build on its strengths, counter any weaknesses and address the challenges of the future. This is particularly important where Britain can be a global leader in driving innovation and in areas with high levels of productivity, which should be able to capitalise on their performance and potential”*
- 6.7 The importance of Cambridge and Oxford to realising this potential is critical and fully understood by Government.
- 6.8 The failure of Cambridge to fulfil their potential to form a truly global science and tech cluster will have significant economic implications for the UK. The Cambridge economy has seen GVA growth of 5.3% p.a. over the last five years, with its science and technology sector expanding at 6.9% per year.
- 6.9 Specifically to the Greater Cambridge area, the Greater Cambridge and Peterborough LEP is noted as having the best performing economy outside of London, with a contribution of over £22bn per annum to the UK. In 2015, the Greater Cambridge and Peterborough LEP set out to deliver 70,000 new jobs and a target of increased GVA across the region by an additional £2.8bn. This would generate further office, training and general employment space. In particular, the LEP notes that there is a need to “*deliver innovation and incubator space across the LEP area*”.
- 6.10 Particularly relevant to the Development are three specific ambitions, which are set out within the Cambridgeshire and Peterborough Local Industrial Strategy (July 2019):

- *“Improve the amount of physical space for business to set up and grow and continue to work to develop at least four new ‘Innovation Launchpads’. These will be the focal point for innovation cluster development...”*
- *“Bring together established firms with training, research and development (R&D), and incubation facilities. These will be focused on key sectors such as agri-tech, artificial intelligence and advanced manufacturing innovation”*
- *“Support new start up, incubation, and scale-up space where market failures are identified.”*

6.11 Reflecting this, the Local Plan Policy S/2 sets out the vision for the growth within South Cambridgeshire which includes supporting its position as a world leader in research and technology-based industries. Local Plan Policy E/9 seeks to ensure major sites continue to deliver land and buildings suitable for the future development of the high-tech clusters. It confirms that employment locations especially suited for cluster development are the new employment provision on the edge of Cambridge (Policies E/1 and SS/4). These areas will be expected to include provision of a range of suitable units, including for start-ups, SMEs, and incubator units. The Glossary to the Local Plan refers to the “Cambridge Cluster” highlighting the large cluster of hi-tech companies in and around Cambridge.

6.12 In 2020 Cambridge City Council (in partnership with South Cambridgeshire District Council) commissioned a consortium of consultants to assess employment land supply and demand. The resulting Employment Land and Economic Development Study 2020 (ELEDs) was published in November 2020. It identified four key office submarkets. The application site is within the submarket area identified as the North East Cambridge AAP submarket at Figure 9.

6.13 It is noted within the ELEDs that the North East Cambridge AAP submarket is key for R&D. Agents explained that the recent opening of Cambridge North station in 2017 will continue to create more development opportunities, and thus many other high-value companies have now started looking to Cambridge North for easy transport links (paragraph 2.79).

6.14 Furthermore, the importance of the Cambridge knowledge economy to the UK was recognised on appeal in March 2022 in relation to 104-112 Hills Road, Cambridge (Appeal reference: APP/Q0505/W/21/3282911). In his decision notice the Inspector said in relation to the provision of 300,000 sq ft of offices in a sustainable location and the employment benefits: -

“These benefits would be significant in terms of supporting the ongoing vitality of what is a nationally important Cambridge-based knowledge economy”

6.15 The Council’s planning witness at this Inquiry provided the following evidence: -

*“However, the overall analysis of employment land within the study, which includes a detailed assessment of demand between 2020 and 2041 and employment land supply, including all permissions and allocations, does not identify a significant shortfall for B1a office space under either the central / medium or higher growth scenarios. However, I acknowledge the document identifies a blurring of R&D and office space which the study expects there to be a shortfall of B1a/b within the higher growth scenario. **However, the study identifies the North-East Cambridge as playing a key role in providing for any shortfall in any event (pages 114-***

117). *Development has commenced at the Cambridge North Site (North-East Cambridge) adjacent to the train station (One Cambridge Square).*” (emphasis added)

6.16 The reference was to the Employment Land and Economic Development Study 2020 (ELEDs), the references say:

*“7.6 Regardless of the above there is still expected to be a shortfall in B1a/b provision under the KS2 Higher scenario in the region of 50,000 to 100,000 sqm. Furthermore, notwithstanding the apparent quantitative balance of B1a provision, given the commonalities between B1a and B1b dry labs, **the market feedback is that further accommodation of this type is lacking in the city and around North East Cambridge**”.*

*“7.7 GL Hearn recommends that further allocations are made to accommodate both office and wet/dry lab needs in Greater Cambridge. **The role and mix therefore of North East Cambridge Area Action Plan in providing a growth overspill function is essential.** It is important that this area provides a mix of B1a/b although given the location it is acknowledged to emphasise B1a office and B1b dry labs with a smaller wet lab proportion”* (emphasis added)

6.17 This report was produced before the emphasis now placed on the life sciences sector created by the Pandemic and blind to the acute shortfall of offices and labs within the City and SCDC.

6.18 In 2021 Venture Capital (VC) funding into the Arc’s science and technology sectors totalled £3.05bn, equating to 76% of all VC fundraising in the region. Almost half of this has been invested into Cambridge’s science and technology sector which has received 86% of the city’s total VC fundraising, while Oxfordshire based firms attracted £1.3bn in VC funding. A further £1bn was invested across the Arc’s office and laboratory space in 2021. Overseas capital, from the likes of BioMed Realty (Blackstone), Brockton Everlast, Brookfield, Kadans Science Partner and Morgan Stanley, which previously has had little exposure to the UK science sector, has been responsible for a substantial proportion of this activity.

6.19 The potential for further growth is substantial. The Boston biopharma cluster in the US has 37.9 million sq. ft. of lab and R&D space, almost seven times the total lab and R&D space in Cambridge. Boston had nearly six million sq. ft. of lab space under construction in 2021, while Oxford and Cambridge combined, average just 300,000 sq. ft. of new lab space per annum. For the UK to become a truly global science superpower these are the kind of growth-potential indicators that need stimulating across the Arc.

6.20 Bidwells estimate there is £5bn+ of RD&I investment currently being sought across the Arc and a demand for one million sq. ft. of laboratory space with only 32,000 sq. ft. available. Companies like Oxford Nanopore, Exscientia, Altos Labs. Illumina and other future ‘unicorns’¹ are joining a very long waiting list for space. Such businesses can be flexible and selective in their location, meaning that if space in the Arc’s clusters is not an option, they will look to other global science

¹ ‘Unicorn’ is a term used in the venture capital industry to describe a privately held start-up company with a value of over \$1 billion.

clusters and will be lost to the UK. Ionata Genomics, for example, now plans to expand in the US due to the difficulty finding space in the Arc.

- 6.21 The Bidwells occupational market report in support of the application highlights that there is 1.83m sq ft of office and laboratory space being sought across Cambridge by domestic and global businesses, including almost a million sq ft of laboratory space. This compares with demand for 270,000 sq ft of life science requirements in London (MedCity, 2021), little more than a quarter of that sought in Cambridge.
- 6.22 During the early part of 2022 demand has continued to grow for laboratories but also a marked return of multiple larger office requirements 30-50,000 sq ft range now confident post pandemic to seek high quality premises. Total office and laboratory demand is forecast to be surpass 2 million sq ft towards the middle of 2022. The recent upturn in demand for laboratory space reflects the sharp acceleration in advances in specific areas of science, many of which Cambridge has an expertise. This is evident in the burgeoning gene and cell therapy sector. 79% of Cambridge laboratory floorspace take up in 2021 was by companies operating in these areas. The UK Bioindustry Association forecast employment growth in cell and gene bioprocessing sector of 151% by 2026 . Based on current demand in the market, this suggests an additional 1.6m sq ft of laboratory space will be needed by 2026 to satisfy the needs of the cell and gene therapy sector alone.
- 6.23 The supply of laboratory floor space is therefore acutely constrained. With no new purpose-built lab supply for 2+ years occupiers are being forced consider how they scale their businesses in the Cambridge cluster.
- 6.24 The development responds to the pressures on Greater Cambridge's local office and R&D market by providing new state of the art office and R&D stock in a highly connected and sustainable location which has been identified as suitable for such space through the preparation of a development plan document. Providing additional space in a supply constrained market will help facilitate the attraction of new national and international firms to Cambridge.
- 6.25 In these respects, the development would not only directly contribute to the needs identified by the Council within a highly sustainable location, it would also seek to respond to the wider requirements of the LEP and its specific aims to provide space for companies at all stages of development.
- 6.26 Conditional on the grant of permission, the commercial elements of the scheme and the mobility hub are forward funded by and would be built out as follows:

MOBILITY HUB	2023-2025
S06	2023-2025
S07	2024-2026

PHASE 2	
Residential Quarter	2023-2026

PHASE 3	
S09	2025-2027

PHASE 4	
S04	2025-2027

PHASE 5	
S08	2026 - 2028

6.27 So, subject to planning permission, delivery will be executed quickly to meet the current clear and dire shortage of commercial and laboratory floorspace, as identified in the Bidwells Occupational Needs Report submitted with the planning application.

6.28 The provision of 48,347 sqm (NIA) of Grade A office, lab and R&D floorspace in this location should be given great weight.

The ‘cluster effect’

6.29 Cambridge contributes significantly to the UK economy, its economy is growing faster than both the regional and national economy and as a globally recognised innovation and tech cluster is securing substantial global investment.

6.30 The Bidwells occupational market report notes the importance of clustering to the office and R&D sub-markets. Technology companies seek to proximate to like-minded businesses, world class educational institutes and a very skilled labour pool. Cambridge has benefitted hugely from this and benefits further from its high-quality of life and proximity to London.

6.31 The conclusion is supported by the Cambridgeshire and Peterborough Independent Economic Review (CPIER) (2018) which states: *“In the case of knowledge-intensive business where agglomeration effects are important, the spatial area in which they are happy to be located is tightly bounded. Therefore, while it is tempting to imagine the benefits which could occur if clusters were dispersed and high value companies relocated, realism is needed about the ability to do this. If a KI company is forced to move away from the sphere of clustering activity, it is likely to relocate to another cluster, rather than stay in the local area. For some of these knowledge-intensive sectors, Cambridge is the only viable cluster in the UK. In such a scenario they would be likely to move abroad.”* (Page 54, CPIER, 2018)

6.32 The benefits of clustering and the importance to the knowledge intensive industries in Cambridge are widely recognised and the Framework specifically requires decision makers to **make provision for clusters or networks of knowledge and data-driven, creative or high technology industries** [NPPF82, emphasis added].

6.33 The benefits arising as a result of the cluster effect should also be afforded considerable weight.

Additional employment

6.34 It is estimated that the development will provide for 2,020 additional construction roles over the five-year construction period, equivalent of 202 FTE jobs ('full time equivalent'). The social and local economic value created through the total five-year construction period could be up to £70.6m which would be approximately 18.5% of the construction costs.

6.35 After the site is complete and the development is fully operational, the scheme will provide for approximately 4,300 net additional jobs. The total social and local economic value generated through occupation could be as high as £61.5m in the first year and £600.9m over 10 years of occupation.

6.36 The Social Value Report accompanying the application confirms that the social and local economic value generated through the management of the development could be as high as £2m in the first year and up to £20.5m over 10 years.

6.37 The Social Value Report concludes that, over approximately 5 years of construction, 10 years of estate management and 10 years of occupation, the total additional social and local economic value created could be as high as £692.1m or 182% of the original construction costs.

6.38 The delivery of additional employment is wholly compliant with the vision of the Council's existing and emerging development plan and therefore considerable weight is attached to the application scheme's employment creation.

2. Social

6.39 I summarise the social benefits of the scheme as follows:

Housing Need

6.40 There is also a significant local housing need for private rented, shared ownership and other affordable housing tenures in Greater Cambridge.

6.41 There is an underlying and systemic affordability issue that is making it increasingly difficult for those on lower incomes to afford to live in the Greater Cambridge area. Alongside, the Cambridge economy has seen a prolonged and steady increase, which has attracted a larger workforce and increased the pressure on the housing market; availability and affordability. Alongside this trend is a clear political aspiration to see the Cambridge economy grow further; mostly clearly expressed by the Combined Authority that has a growth target as set out in its Devolution Deal of doubling GVA over 25 years.

- 6.42 All of this clearly points to the need to plan for an amount of housing well above the minimum housing requirement.
- 6.43 Turning to the private rented sector (PRS), the Build to Rent (BtR) Market Report in support of the application confirms the strong demand for a Build to Rent product in Cambridge. The PRS population in Cambridge is very different from that seen nationally. The population is focussed in 20-35 age bracket, the very age range that BtR investors are focussing their products on. Most importantly, very few are students households with the majority of students living in communal accommodation. Some 75.2% of PRS households in Cambridge do not include children or students, the highest rate in England outside of London, which highlights the need for smaller dwellings that would have lower rents compared to larger dwellings.
- 6.44 With house prices likely to stay significantly higher than the national average, the Build to Rent (BtR) Market Report confirms that the need for the BtR produce in Cambridge will continue to grow as there will be an increasing local housing need for those that do not wish to buy or fall between the social rented sector and those that can afford to buy – the ‘in-betweens’. This is broadly consistent with analysis undertaken by Savills on the BtR market in Greater Cambridge and West Suffolk (June 2020) using Experian Mosaic data. It is also consistent with the findings of Arc4in their BtR Market Strategic Overview and Summary of Site-Specific Appraisals (March 2021).
- 6.45 The Homes for Londoners Affordable Housing and Viability SPG (2017) confirms the significant benefits that Build to Rent (BtR) developments can secure in terms of their particular contribution to increasing housing supply, as outlined below:
- attract investment into housing market that otherwise would not be there, particularly since Build to Rent is attractive to institutional investors seeking long-term, inflation-tracking returns;
 - accelerate delivery on individual sites as they are less prone to ‘absorption constraints’ that affect the build-out rates for market sale properties;
 - more easily deliver across the housing market cycle as they are less impacted by house price downturns;
 - provide a more consistent and at-scale demand for off-site manufacture;
 - offer longer-term tenancies and more certainty over long-term availability;
 - ensure a commitment to, and investment in, place making through single ownership; and
 - provide better management standards and higher quality homes than other parts of the private rented sector.
- 6.46 Of particular relevance here is the reference to development at scale. In order to be attractive to investors and in turn ensure the development is commercially viable, BtR needs to be of sufficient scale and size. This critical mass is also important not just in terms of the nature of BtR but also in terms of management.
- 6.47 The Cambridge North site is the optimal location for BtR given its proximity to the Cambridge North station and transport interchange. This is a prime requirement for BtR operators.

- 6.48 The development responds to the pressures on Greater Cambridge's local housing market by providing new homes of a size and tenure to meet demand in a highly connected and sustainable location which has been identified as suitable for such uses through the preparation of a development plan document. All homes will comply with nationally described space standards and meet M4(2) standards. In addition, 5% of the affordable homes will be built to M4(3) standards.
- 6.49 The provision of up to 425 new homes in this location should be given considerable weight.

Public Realm and Open Spaces

- 6.50 The development will provide a significant amount of new areas of public realm and open spaces. A series of new areas of public open space are proposed which are attractive, well-designed and distinctive whilst also being accessible and inclusive to a range of users. These spaces will form a comprehensive, high quality landscape, that integrates with the proposed new residences, amenity uses and commercial accommodation and create a successful new urban quarter. The buildings will also include roof terraces to incorporate a variety of planting appropriate to the local area but resilient to a warming climate.
- 6.51 Accessibility measures of these open spaces includes:
- even, firm and smooth walking surfaces
 - footpaths will have continuous detectable physical edges
 - provision of resting areas will not be more than 50 m apart
 - a range of seating options including armrests and backrests, and those that allow wheelchair users to transfer to a bench
- 6.52 The provision of new areas of open space and public realm in this location should be given considerable weight.

Amenity and Meanwhile Uses

- 6.53 The development will deliver for circa 4,500 sqm of flexible Class E or Class F uses at ground floor. The specific use of the floorspace has not yet been specified, but has the potential to be utilised for a range of activities. This provision of social infrastructure and shared spaces will offer places for planned and incidental social engagement. These measures facilitate early community creation which helps avoid isolation, and associate adverse mental health effects.
- 6.54 In addition, the phased construction of the development provides excellent opportunities for 'meanwhile' uses, providing active and attractive temporary spaces for the new occupants of early phases.
- 6.55 Following the completion of the Multi-storey car park, the southern area of the triangle site (the site for S8), the space can be converted into a temporary social space, with seating, food vans and night-time lighting.

Community gardens and trees and planting beds of Open Mosaic species in upcycled planters would provide greening of the space. Events (films, performances) with deck chair seating could be set up on the temporary lawn for after work lingering.

- 6.56 Further construction of residential spaces would provide the interest and population for a community garden space, set up with raised beds in part of the meanwhile space. Demand for growing space could also be satisfied by an extension of the community gardens, to the empty sites at the future 1 Milton Avenue and the Meanwhile Space on the triangle site helping to activate these areas. When the final buildings are complete, the community gardens would be incorporated into future allotments or integrated growing as part of the next phase of residential development to the north of Cowley Road.
- 6.57 The provision of new areas of amenity and meanwhile uses in this location should be given moderate weight.

Wellbeing and Social Inclusion

- 6.58 It is widely recognised that the quality of the work environment has a significant impact on the wellbeing of the workforce. This is especially apparent within the R&D sectors. The proposed development has been developed with wellbeing placed at the heart of the brief. The site is also well connected with opportunity for workers to travel by public transport or walk.
- 6.59 As noted within the Design and Access Statement, the proposed development provides state-of-the-art buildings with facilities integrated to promote health and wellbeing. This includes extensive amenities to encourage cycling, external spaces for both work and leisure and a ground floor which encourages interaction and collaboration.
- 6.60 Furthermore, the provision of high-quality walking and cycling infrastructure, and good connection to amenities, other routes and work destinations will enhance mental and physical wellbeing for residents, workers and visitors to the area and the Framework Travel Plan sets out measures to further encourage walking and cycling.
- 6.61 The benefits in respect of wellbeing should be given moderate weight.

High Quality Architecture

- 6.62 The Framework and development plan put great emphasis on high quality architecture.
- 6.63 The development delivers high quality architecture which responds appropriately to its context. The intent overall is to provide a development that provides a new gateway to the City, including extensive areas of new public realm and a significant increase in biodiversity. This establishes a strong sense of place befitting of the key nodal point at Cambridge North station.
- 6.64 The benefits in respect of high-quality architecture should be given great weight.

3. Environmental

Making efficient use of land

- 6.65 The Framework states at paragraph 120 that planning should “*promote and support the development of under-utilised land and buildings*” (NPPF, 120(d)) with paragraph 124 adding; “*planning policies and decisions should support development that makes efficient use of land, taking into account: a) the identified need for different types of housing and other forms of development, and the availability of land suitable for accommodating it*” (NPPF, 124).
- 6.66 Opportunities for densification of existing urban areas in locations well served by public transport should be maximised wherever possible. The application site is served by excellent public transport infrastructure and therefore presents a significant opportunity to transform into a high-quality gateway to the city and act as a catalyst for the regeneration of the wider NEC AAP area.
- 6.67 The tax payer, through the construction of the Cambridge North Station and the relocation of the water treatment works, will contribute over £300M towards the regeneration of the area. It is therefore imperative that a proper return is achieved on this massive investment in the area.
- 6.68 A high-density development would represent efficient use of land in a sustainable location and create the opportunity for people to live close to where they work. A higher density of people also helps to form a critical mass and sense of place to support the range of ancillary retail uses, services and facilities that would come forward alongside the residential and employment accommodation.
- 6.69 The need for densification in urban parts of Cambridge and adjoining transport hubs is also supported by the Cambridge and Peterborough Independent Economic Review (CPIER), published in September 2018. One of the key recommendations from the review, at 2.3, is to consider some densification, particularly in Cambridge, away from the historic centre, and more on the edges, as and where new development sites comes forward. The CPIER report specifically states that the east side of Cambridge offers significant scope for housing and commercial development:
- “Such development would have the advantage of being close to the principal centres of employment and the existing rail infrastructure whilst also opening up opportunities for new transport links to connect the main centres of employment more effectively. Most significantly, it includes land which has previously been safeguarded for development and is within the boundaries of the existing urban area so would proving opportunities in line with the existing spatial strategy.”*
- 6.70 The benefits of utilising underdeveloped brownfield land should be given considerable weight.

Accessible and Sustainable Location

- 6.71 The application site benefits from a high level of connectivity with local, regional and national transport networks. The proposed development utilises its location to discourage the use of private motor vehicles with a choice of public transport and exemplar cycling facilities.
- 6.72 The development is founded on a priority for non-vehicular modes of transport with significant investment in both pedestrian and cycle accessibility.
- 6.73 The benefits of an accessible and sustainable location should be given great weight.

Response to the Climate Change Emergency

- 6.74 The proposed development will deliver a scheme with BREEAM 2018 Excellent certification as a minimum, with an aspiration to target 'Outstanding' as the design develops. All offices will be designed to target an EPC rating of A. LETI 2025, or LETI 2030 targets for in-use emissions in residential buildings will be targeted.
- 6.75 In light of the Council's declaration of a climate change emergency in February 2019, these considerations are afforded great weight.

Response to the Biodiversity Emergency

- 6.76 The Council declared a biodiversity emergency in May 2019.
- 6.77 The Framework seeks to ensure that biodiversity is conserved and enhanced. At a local level, planning policy NH/4 requires new development to aim to maintain, enhance, restore or add to biodiversity. Opportunities should be taken to achieve positive gain through the form and design of development. Measures to achieve this may include creating, enhancing and manging wildlife habitats and networks and natural landscape.
- 6.78 The application includes for extensive planting at ground and at upper levels with landscaped terraces. Planting will include preference for nectar rich flowering species and prioritisation of local drought tolerant and climate adaptable species. Provision will also be made for bird and bat boxes throughout the scheme.
- 6.79 A Biodiversity Net Gain (BNG) Report based upon DEFRA's BNG 3.1 metric has been prepared in support of the application which concluded there was a 86.26% increase in biodiversity.
- 6.80 This is a significant and demonstrable improvement over the existing situation and therefore considerable weight is afforded to this benefit in planning terms.

Summary of the Benefits of the Scheme

- 6.81 Table 3 below summarises the weight of the benefits attributable to the development. A scale for weight (in ascending level of benefit) has been used of: Slight, Limited, Moderate, Considerable, and Great.
- 6.82 Overall, it is concluded that the benefits of the scheme should be afforded very great weight. The beneficial impacts are summarised as follows:

Table 6 – Summary of the benefits of the application

SUMMARY OF BENEFIT		WEIGHT TO BE APPLIED
Economic		
Need for Offices, Labs and R&D space		Great
The 'cluster' Effect		Considerable
Additional Employment		Considerable
Social		
Housing Need		Considerable
Public Realm and Open Spaces		Considerable
Amenity and Meanwhile Uses		Moderate
Wellbeing and Social Inclusion		Moderate
High Quality Architecture		Great
Environmental		
Making effective use of land		Considerable
Accessible and sustainable location		Great
Response to the climate emergency		Great
Response to the biodiversity emergency		Considerable
CUMULATIVE TOTAL		VERY GREAT

7.0 The Development Plan

- 7.1 Section 38(6) of the Planning and Compulsory Purchase Act 2004 states that if regard is to be had to the development plan for the purpose of any determination to be made under the planning Acts the determination must be made in accordance with the plan unless material considerations indicate otherwise.
- 7.2 The relevant development plan in this case comprises the following:
- Adopted SCDC Local Plan (2018) and Proposals Map (2018)
 - Cambridgeshire and Peterborough Minerals and Waste Local Plan (2021)
- 7.3 When reaching a conclusion as to whether a proposed development is compliant with the Local Plan, judgement must be based upon the development plan as a whole.
- 7.4 In making this judgement, reference is made to *Corbett v The Cornwall Council [2020] EWCA Civ 508* which sets out that development plan policies can pull in different directions and that it is for the decision maker to assess potential conflict between policies and then to decide whether in the light of the whole plan the proposal does or does not accord with it.
- 7.5 The Corbett case summarised previous caselaw which notes the assessment process is not quantitative. Rather, it is a qualitative process which requires a series of judgments to be reached. These judgements may include an assessment of relative importance and the extent of any breach.
- 7.6 The assessment of the application scheme's compliance with the development plan is set out below. A full assessment of compliance with development plan policies is provided throughout this statement and at **Appendix 2**.

Presumption in favour of sustainable development

- 7.7 Policy S/3 of the Local Plan confirms that "*when considering development proposals the Council will take a positive approach that reflects the presumption in favour of sustainable development contained in the National Planning Policy Framework*".
- 7.8 This position is entirely consistent with today's Framework and this Statement demonstrates that the application scheme is compliant with the policies in the Local Plan. It therefore should be approved without delay.

Policy SS/4: Cambridge Northern Fringe East and Cambridge North Railway Station

7.9 Policy SS/4 reads as follows:

Policy SS/4: Cambridge Northern Fringe East and Cambridge North railway station

1. The Cambridge Northern Fringe East and Cambridge North railway station will enable the creation of a revitalised, employment focussed area centred on a new transport interchange.

2. The area, shown on the Policies Map, and illustrated in Figure 6, is allocated for high quality mixed-use development, primarily for employment within Use Classes B1, B2 and B8 as well as a range of supporting uses, commercial, retail, leisure and residential uses (subject to acceptable environmental conditions).

3. The amount of development, site capacity, viability, time scales and phasing of development will be established through the preparation of an Area Action Plan (AAP) for the site. The AAP will be developed jointly between South Cambridgeshire District Council and Cambridge City Council, and will involve close collaborative working with Cambridgeshire County Council, Anglian Water and other stakeholders in the area. The final boundaries of land that the joint AAP will consider will be determined by the AAP.

4. All proposals should:

a. Take into account existing site conditions and environmental and safety constraints;

b. Demonstrate that environmental and health impacts (including odour) from the Cambridge Water Recycling Centre can be acceptably mitigated for occupants;

c. Ensure that appropriate access and linkages, including for pedestrians and cyclists, are planned for in a high quality and comprehensive manner;

d. Recognise the existing local nature reserve at Bramblefields, the protected hedgerow on the east side of Cowley Road which is a City Wildlife Site, the First Public Drain, which is a wildlife corridor, and other ecological features, and where development is proposed provide for appropriate ecological mitigation, compensation, and enhancement measures either on- or off-site; and e. Ensure that the development would not compromise opportunities for the redevelopment of the wider area.

7.10 The site forms part of the allocation within the SCLP, under Policy SS/4, for 'high quality mixed-use development, primarily for employment within Use Classes B1, B2 and B8 as well as a range of supporting uses, commercial, retail, leisure and residential uses (subject to environmental conditions)'.

7.11 The principle of mixed-use development of the site is therefore well established.

7.12 The remaining wording of Policy SS/4 is detailed below;

3. The amount of development, site capacity, viability, time scales and phasing of development will be established through the preparation of an Area Action Plan (AAP) for the site. The AAP will be developed jointly between South Cambridgeshire District Council and Cambridge City Council, and will involve close collaborative working with Cambridgeshire County Council, Anglian Water and other stakeholders in the area. The final boundaries of land that the joint AAP will consider will be determined by the AAP.

7.13 Commentary on the emerging North East Cambridge Area Action Plan (NEC AAP) is provided in Sections 6 and 8 of this statement and an assessment of the scheme against the draft policies of the Proposed Submission draft of the NEC AAP is provided at **Appendix 3**.

4. All proposals should:

a. Take into account existing site conditions and environmental and safety constraints;

7.14 The planning application is supported by a suite of technical assessments which take into account the existing site conditions and environmental and safety constraints. These are explained in the supporting Design and Access Statement and later in this section of the statement.

b. Demonstrate that environmental and health impacts (including odour) from the Cambridge Water Recycling Centre can be acceptably mitigated for occupants;

7.15 The Odour Impact Assessment for Cambridge Water Recycling Centre (CWRC) (June 2020) confirms that the application site falls outside of the odour contours of the Cambridge Water Recycling Centre. Furthermore, an odour statement has been prepared in support of the application and confirms there are no predicted significant odour impacts at the application site from the CWRC. Therefore, no odour mitigation is considered to be required and is not proposed.

c. Ensure that appropriate access and linkages, including for pedestrians and cyclists, are planned for in a high quality and comprehensive manner;

7.16 The masterplan and Access and Movement Parameter Plan includes for a comprehensive network of dedicated footways, footpaths and cycle paths throughout the Site to ensure maximum connectivity through the development and to the surrounding areas.

d. Recognise the existing local nature reserve at Bramblefields, the protected hedgerow on the east side of Cowley Road which is a City Wildlife Site, the First Public Drain, which is a wildlife corridor, and other ecological features, and where development is proposed provide for appropriate ecological mitigation, compensation, and enhancement measures either on- or off-site; and

7.17 A full suite of ecological surveys have been completed to inform the development proposals for the site and identified appropriate mitigation, compensation and enhancement measures. A Biodiversity Net Gain (BNG) Report based upon DEFRA's BNG 3.1 metric has been prepared in support of the application which concluded there was a 86.26% increase in biodiversity.

e. Ensure that the development would not compromise opportunities for the redevelopment of the wider area.

7.18 Commentary on the emerging North East Cambridge Area Action Plan (NEC AAP) is provided in Sections 6 and 8 of this statement.

7.19 Policy SS/4 has a degree of circularity to it. The policy recognises that applications can come forward in advance of the adoption of the AAP and will be dealt with on their own merits (see paragraph 3.31 of the Plan) but Part 3 states that quantum etc will be set via the AAP process. The application cannot comply with this specific element of the policy. The process of the AAP has been tortuous and significantly delayed, meaning the benefits identified earlier are best very substantially delayed, or at worst, not delivered at all. this is dealt with later in this Statement.

Building a Strong and Competitive Economy

7.20 Local Plan Policy S/2 sets out the vision for the growth within South Cambridgeshire which includes supporting its position as a world leader in research and technology-based industries.

7.21 Policy SS/4 confirms that the Cambridge Northern Fringe East and Cambridge North railway station will enable the creation of a revitalised, '*employment focussed*' area centred on a new transport interchange. It continues in advising that the area is allocated primarily for employment use.

7.22 Local Plan Policy E/9 seeks to ensure major sites continue to deliver land and buildings suitable for the future development of the high-tech clusters. It confirms that employment locations especially suited for cluster development are the new employment provision on the edge of Cambridge (Policies E/1 and SS/4). These areas will be expected to include provision of a range of suitable units, including for start-ups, SMEs, and incubator units.

7.23 The application scheme is ideally suited for employment uses and will supporting the development of an office and R&D cluster.

7.24 The proposals are therefore in accordance with Policies S/2 and E/9.

Delivering High Quality Homes

7.25 Local Plan Policy H/9 advises that a wide choice, type and mix of housing will be provided to meet the needs of different groups in the community including families with children, older

people, those seeking starter homes, people wishing to build their own homes, people seeking private rented sector housing, and people with disabilities.

- 7.26 The development proposal would provide a mix of house sizes and tenures to meet an identified local need. This includes for market homes and an element of purpose-built private rented sector (PRS) accommodation. Unit sizes range from 1 bedroom to 3 bedroom homes, as shown in the indicative housing mix below.

Table 7 – Proposed Overall Indicative Housing Mix

	MARKET	BUILD TO RENT	TOTAL	%
1 Bed	62	127	189	45%
2 Bed	79	134	213	50%
3 Bed	14	9	23	5%
TOTAL	155	270	425	100%

- 7.27 A previous version of the indicative housing mix was discussed and agreed with officers during pre-application discussions. At that time, the scheme included a total of 444 units, comprising 293 BtR units and 151 market homes and including 40% 1-bed units, 47% 2-bed units and 13% 3-bed units. The LPA confirmed, in their pre-application letter of 18 June 2021, that whilst the number of 1 and 2 bed units was high, the levels proposed were considered, on balance, to provide the “*choice, type and mix of housing*” sought in Policy H/9 and as such that the overall unit numbers together with the mix of tenures and units sizes, is now at a level which would receive officer support.
- 7.28 The updated indicative housing mix represents a broadly similar approach in terms of unit sizes and tenures to that discussed with officers during pre-application discussions and would still provide the choice, type and mix of housing to meet the needs of different groups in the community.
- 7.29 Furthermore, it should be noted that the Councils adopted a Built to Rent policy in July 2021 and this confirms that “*an appropriately balanced mix of property sizes will be required in any scheme, taking into account profile of demand, to help support the councils’ aspirations around place shaping and creating mixed and balanced communities*”. The BtR Market report accompanying the application confirms that the proposed BtR units would meet the needs of a particular demography of private renters in the City that the housing market is not currently adequately serving – the ‘in-betweens’. This demography clearly lends itself to smaller dwelling sizes given the limited prevalence of children and the need to minimise rents to reflect the wages achievable by those aged 25-34 at the start of their careers. The annexe to the July 2021 BTR housing strategy provides context and guidance on how the LPA will approach BTR schemes. At para 8 it recognises that no single model applies to BTR schemes and paragraph 52 highlights the Councils own research points to a current demand for 1 and 2 bedroom units.
- 7.30 Therefore, whilst the proposal does not strictly accord with the requirements of part (1) of SCLP Policy H/9, this by itself does not render the scheme in conflict with Policy H/9. The mix reflects the nature of the development and the BTR element contained within it which is not a tenure mix identified in the adopted Local Plan.

- 7.31 In terms of affordable housing, in line with the BtR policy within the Greater Cambridge Housing Strategy and national guidance, 20% of the BtR units will be affordable. In terms of the market homes, in line with SCLP Policy H/10, 40% of the homes will be affordable.
- 7.32 The proposals are therefore in accordance with policies H/9 and H/10.

Meeting Community Needs

- 7.33 Policy SC/4 confirms that all housing developments will include or contribute to the provision of the services and facilities necessary to meet the needs of the development. Provision can include buildings, land and financial contributions.
- 7.34 The development will deliver for circa 4,500 sqm of flexible Class E or Class F uses at ground floor. The specific use of the floorspace has not yet been specified, but has the potential to be utilised for a range of activities.
- 7.35 The proposals are therefore compliant with Policy SC/4.

Sustainable Transport and Connectivity

- 7.36 Cambridge North is located in a highly sustainable location with access to bus, rail and active modes. Supporting this, the development proposals comprise ambitiously low levels of car parking provision to further embed sustainable travel behaviours.
- 7.37 Policy TI/2 states that development must be located and designed to reduce the need to travel, particularly by car, and promote sustainable travel appropriate to its location. Planning permission will only be granted for development likely to give rise to increased travel demands, where the Site has or will attain sufficient integration and accessibility by walking, cycling or public and community transport.
- 7.38 Policy TI/3 sets out the parking provision standards for the district. For the proposed development the parking standards for cars are an indicative provision of 1 space per 30sqm and for cycles a minimum provision of 1 space per 30sqm. The Council will encourage innovative solutions to car parking, including measures such as car clubs and electric charging points.
- 7.39 Given the proximity of the application site to the boundary with Cambridge City Council, reference has also been made to the City Council's standards contained at Appendix L of the Local Plan 2018, in addition to national guidance contained within LTN 1/20.
- 7.40 The emerging NEC AAP has been informed by a suite of background technical studies, one of which is the Transport Evidence Base (TEB) (2019). The TEB includes a modelling exercise which establishes a vehicular trip budget for the NEC AAP area that it suggests could take place without creating a severe impact on local highway conditions; 3,900 two-way vehicle trips in the AM peak hour and 3,000 two-way vehicle trips in the PM peak hour.

- 7.41 The TEB also addresses car parking, together with the subsequent Transport Position Statement prepared in May 2020 (revised February 2022). The reports establish a proposed overall car parking budget for the North East Cambridge area (4,800 spaces). This budget has subsequently been apportioned among the development sites, with the quantum of car parking for Cambridge North identified as 873 spaces.
- 7.42 Transport impacts have been assessed as part of the ES and are set out in detail in Chapter 17 of the ES. The application is also accompanied by a Transport Assessment (TA) and Travel Plan (FTP) (ES Appendix 17.1 and 17.2), the methodology and scope of which has been agreed by County highways officers.

Vehicle Trip Budget

- 7.43 Table 5.8 in the TA provides a comparison of the total forecast vehicle trip generation against the proportion of the draft NECAAP vehicle trip budget assigned to Cambridge North. It demonstrates that the proposals are forecast to operate well within the draft vehicle trip budget assigned to Cambridge North, with a significant 'headroom' level of trips remaining in both direction in both the AM and PM peak hours for subsequent phases of development. This remains the case in the sensitivity test scenario which has adopted an alternative trip and accumulation profile for the lab vehicle trips.
- 7.44 By according with the trip budget, the development impacts are not considered to result in a severe residual impact on the highway network in reference to the terms of the NPPF.
- 7.45 Despite operating within the vehicle trip budget, and being located in an already highly accessible location, a package of additional measures is proposed to facilitate trips to and from the site by sustainable modes of transport and to further support the low car strategy proposed for the development.

Car Parking Budget

- 7.46 Car parking provision for the commercial uses is to be accommodated within the Mobility Hub and basement spaces under each of the commercial buildings, with only limited provision at surface level for disabled parking. The residential element would be largely car-free, with 22 spaces available for residents of the 425 dwellings to lease on an annual basis. The overall level of car parking proposed (417 spaces for the commercial + 22 for the residential) sits well within the parking budget assigned to Cambridge North (873 spaces) in the draft NECAAP.
- 7.47 Considered overall, the proposed development car parking provision equates to a rate of 1 space per 157m² floor space (based upon above ground GIA). This level of provision is akin to that currently provided in the CB1 area of Cambridge and demonstrates the proactive and forward-thinking approach of the developer. This ambitious low level of car parking provision also follows the spirit of the emerging NECAAP which suggests that new development to take a restrictive approach to car parking (Policy 22).

Electric Vehicle Charging

- 7.48 Within the commercial car parking areas, it is proposed that EV charging points be installed between parking bays to enable each bay access to an EV charger. All of the parking bays around the residential part of the site would be enabled for electric vehicle charging.

Cycle Parking

- 7.49 Table 5 below summarises the cycle parking provision across the commercial development for each of the proposed buildings against the requirements of the standards of 1 space per 30sqm standard.
- 7.50 The provision for each of the buildings would be provided through a combination of ground floor and basement parking within each of the respective buildings. The commercial buildings would accommodate showers, changing facilities and locker provision for the benefit of, and to facilitate, future employees choosing active modes of travel to work.
- 7.51 In addition to the provision within the buildings themselves, surface level cycle parking is proposed across the site, located close to building entrances. This parking would take the form of Sheffield stands, also incorporating some stands spaced at 2m to accommodate non-standard cycles. Across the site, 151 stands are proposed, accommodating 302 spaces. This exceeds the level of provision suggested by both the standards within LTN 1/20.

Table 8 – Summary of commercial development cycle parking provision

BUILDING	TOTAL SPACES	SHEFFIELD STANDS	NON-STANDARD CYCLES	GROUND FLOOR PROVISION
	1/30 sqm	20%	10%	5%
One Milton Avenue (S04)	465	93	46	23
One Station Row (S06)	357	71	36	18
Three Station Row (S07)	378	76	38	19
One Chesterton Square (S09)	619	124	62	31
Two Milton Avenue (S08)	372	74	37	19

- 7.52 The residential development would provide cycle parking at a rate of one space per bedroom. The spaces would be provided within secure dedicated cycle stores located at ground floor across the residential part of the site. The cycle stores would be directly accessed from the street and the central garden.
- 7.53 The proposals are therefore in accordance with Policies TI/2, TI/3 and the NEC TEB and Transport Position Statement.

Public Open Space and Landscaping

7.54 Policy SC/7 of the SCLP relates to the provision of outdoor play space and informal open space. Policy NH/2 states that development will only be permitted where it respects and retains or enhances the local character and distinctiveness of the local landscape. As per Policy NH/6, proposals will also be supported which deliver local green infrastructure and enhance public enjoyment of it.

7.55 In terms of public open space (POS), Table 5 outlines the requirements based on the policy position as set out in Policy SC/7 and the provision to be made through the Cambridge North proposals. The requirement set out is based on the indicative housing mix and occupancy recommendations based on SCDC Open Space SPD January 2009, section 2.7. The estimated population arising from the scheme is 678 occupants, although play space requirements are based on 429 occupants given that Policy SC/7 confirms only family dwellings of two or more bedrooms will be required to contribute to the provision of children’s play space.

Table 9 – Public Open Space Provision

TYPE		POLICY STANDARD HECTARES PER POPULATION	REQUIREMENT	CAMBRIDGE NORTH PROVISION
Outdoor Sports Facilities		1.6ha	1.08ha	Off site
Open Space 1.2ha	Formal Children’s Play Space	0.4ha	0.17ha	0.17ha
	Informal Children’s Play Space	0.4ha	0.17ha	0.18ha
	Informal Open Space	0.4ha	0.27ha	1.37ha
Allotments and Community Orchards		0.4ha	0.27ha	0.27ha
TOTAL		3.2ha	1.96ha	1.99ha Plus off site provision

7.56 In terms of children’s play space, the majority of provision is proposed on-site and integrated into the development. Children’s play space will comprise 1 local area of play (LAP) and one local equipped area of play (LEAP), both within Chesterton Gardens in the residential quarter and benefitting from good natural surveillance. Equipped play space is orientated towards children under 12 years of age but a significant area of open space is provided within the scheme for all ages, including for a number of natural play opportunities within both Chesterton Gardens and the ‘Wild Park’ area north of Cowley Road.

- 7.57 Community growing spaces are proposed on-site, within Chesterton Gardens, in raised beds at ground level and as part of rooftop growing on top of block S20. Community growing spaces are also proposed as part of the meanwhile uses and can be relocated north of Cowley Road at later phases, the details of which can be secured via the Section 106 Agreement or as a condition on the grant of permission.
- 7.58 Outdoor sport facilities for the scheme are proposed to be delivered off-site via a planning obligation contained in the s106 Agreement.
- 7.59 In terms of the wider landscaping proposals, a landscape masterplan and Landscape and Open Space Strategy has been prepared in support of the application which demonstrates the landscape strategies developed as part of the design approach.
- 7.60 A key feature of the proposals is the 'Wild Park', to the north of Cowley Road, which embeds both nature and sustainable urban drainage into the landscape. It includes for a new balancing pond, together with areas of retained and proposed 'open mosaic habitat' seeding, natural play areas, walkways and new tree planting. This is linked to 'Station Row', a linear swale with ecologically diverse plantings, seating-steps and causeway crossings, and a key north-south route promoting legibility whilst encouraging pedestrian and cycle movements.
- 7.61 Chesterton Square is a proposed new urban square within the commercial quarter and links Milton Avenue with Station Row. It will be a pedestrian friendly environment with a grid of structural trees and a jet water feature that can act as a 'sky mirror', together with the use of a high-quality, durable palette of materials. This creates a civic space which can be an attractive place to work in, relax and travel through.
- 7.62 Overall, the amount of open space provided by the scheme, on-site or through planning obligations, is consistent with the open space standards and Policy SC/7 of the SCLP. Furthermore, the development will, additionally deliver a series of dynamic and coordinated streetscapes and substantial areas of public realm that are attractive, well-designed and accessible and inclusive. The proposal is therefore also compliant with Policies NH/2 and NH/6.

Ecology and Biodiversity

- 7.63 National planning policies seek to ensure that biodiversity is conserved and enhanced. At a local level, planning policies seek to ensure the provision of achievable mitigation and the enhancement of the nature conservation value of sites, through habitat creation, linkage and management (SCLP policies NH/4 and NH/6).
- 7.64 An assessment of the effects resulting from the construction and operation of the proposed development on ecology and nature conservation has been undertaken and the full details form part of the ES submitted with the application (ES Chapter 9)
- 7.65 No statutory or non-statutory nature conservation designations apply to the site.

- 7.66 The site is dominated by areas of scrub, woodland and ephemeral / short perennial vegetation, together with the area of hardstanding comprising the station car park. There are also small areas of semi-improved and amenity grassland, young broadleaf woodland, bare ground and scattered trees. This constitutes a mosaic of habitats and is recognised as Open Mosaic Habitat (OMH) which is a UK Biodiversity Action Plan (BAP) habitat.
- 7.67 The combination of the habitats present means that the site is of some biodiversity value and of district importance, particularly by providing open mosaic habitat supporting rich assemblages of invertebrates and plants. These habitats provide some breeding and foraging opportunities for a range of species of more local ecological interest. Breeding bird surveys are currently being undertaken between May – July 2022, and they will follow post-submission in an addendum to the Environmental Statement once completed.
- 7.68 The development would result in the loss of up to 1.84ha of OMH. In order to mitigate the effect on OMH, retention and the creation of replacement habitat is proposed.
- 7.69 The Defra calculation tool indicates that the baseline value of the site is 48.86 units, 36.62 of which are lost. Proposed habitat creation on site will provide +66.58 units. Post development units on site are 99.01 units. This is a net change of +42.15 habitat biodiversity units, which is a gain of 86.26%. To be completed when receive final ecology chapter and appendices
- 7.70 The proposals are therefore in accordance with Policies NH/4 and NH/6.

Landscape and Townscape

- 7.71 The approach to height and massing gives detailed consideration to the context within which the site sits, the Landscape and Visual Impact Assessment (LVIA) undertaken and the need to facilitate economic growth.
- 7.72 The site is adjoining a major transport interchange. Furthermore, the site is adjacent to the 'Novotel' hotel and the 'One Cambridge Square' office building; phase one of the wider Cambridge North redevelopment. The hotel is a building of 7 storeys plus plant on its northern wing and 5 storeys plus plant on its southern wing. The office building is a building of 7 storeys plus plant.
- 7.73 Notwithstanding the above, it is necessary to assess the effects of the scheme on landscape character and visual amenity from the surrounding properties, roads, footpath network and public open spaces and also Cambridge's existing skyline. Although the application site falls within the jurisdiction of South Cambridgeshire District Council, due to the proximity to the boundary of Cambridge City, relevant Local Plan policies of the adopted Cambridge City Local Plan (2018) are also of relevance. This includes Policy 60: Tall Buildings and the Skyline of Cambridge. The relevant policy within the SCLP is Policy NH/2 which focuses on the preservation and enhancement of local and national character and distinctiveness of the landscape.

- 7.74 Landscape and visual impacts of the proposed development have been assessed and are set out in detail in Chapter 12 of the ES. The LVIA identifies a Zone of Theoretical Visibility (ZTV) based on the maximum building heights proposed within the Site. The ZTV illustrates the potential locations from which views of the proposed development may be obtained and illustrates the potential influence of the development within the wider landscape setting.
- 7.75 Following detailed analysis of the ZTV plans and an initial scoping survey, eighteen viewpoints were selected to represent typical views from potential receptors at varying distances and orientations from the site.
- 7.76 The LVIA identified that the proposed development will result in one significant visual effect associated with the visual experience of ramblers from the Public Right of Way to the east of the site. However, the articulation of the architectural volumes and careful consideration of the cladding materials, including some green cover, have provided some mitigation of the visual effects and the proposal will be further softened by the proposed trees on the proposed eastern road ('Cowley Road East') when they reach total growth (circa 15 years of maturity). In the meantime, it is also acknowledged that the aspiration for high-quality design is likely to result in high aesthetic architecture, which would contribute to the visual amenity of the view.
- 7.77 The LVIA concluded that, overall, the proposal is largely appropriate to the urban context and the testing of long distance views did not result in any significant effects on the Cambridge skyline. It responds sensibly to the residential edges and existing tall buildings, includes positive landscape spaces and proposes architectural technologies that align with the concept of high-quality design. As such, the proposed development is considered to represent a positive contribution to the evolving railway corridor, which is an important townscape character for Cambridge and the experience of the numerous visitors to the city.
- 7.78 The evolution of the masterplan considered the sensitivities highlighted in the LVIA process, resulting in a proposal that appropriately responds to its context. In particular, the sensitivity of the eastern edge has been acknowledged and a series of mitigation measures have informed the final design in terms of block structure, height, massing, articulation, materiality and landscaping.
- 7.79 In light of the above, the scheme complies with Policy NH/2.

Heritage

- 7.80 Paragraph 194 of the NPPF requires applicants to describe the significance of any heritage assets affected, including any contribution made by their setting. SCLP Policy NH/14 states that development proposals will be supported when they sustain and enhance the significance of heritage assets, including their settings, as appropriate to their significance and in accordance with the NPPF. This includes designated and non-designated heritage assets. We note the wording highlighted above within NH/14 is not consistent with the legislation, nor the Framework.

- 7.81 Impacts on heritage assets have been assessed as part of the ES and are set out in detail in Chapter 8 of the ES. As a result of scoping and pre-application discussions, 23 designated heritage assets and 19 heritage viewpoints were identified that warranted detailed assessment.
- 7.82 The assessments undertaken concluded that there will no significant impact on the historic environment in the vicinity of the application site as a result of the proposals.
- 7.83 There would only be non-significant adverse effects to two heritage assets; these are the Fen Ditton Conservation Area and the Riverside and Stourbridge Common Conservation Area. The views that are affected are, however, limited and are not key views from, or of, the Conservation Areas. These views already comprise urban elements within them and do not therefore reflect the overall rural character that characterises the Fen Ditton Conservation Area and the northern/eastern end of the Riverside and Stourbridge Common Conservation Area.
- 7.84 The evolution of the masterplan considered the sensitivities highlighted in the heritage assessments, resulting in a proposal that appropriately responds to its context. Again, the sensitivity of the eastern edge has been acknowledged in terms of potential impacts on the historic environment of the area and a number of design parameters have been incorporated to mitigate the impact.
- 7.85 The Cultural Heritage Assessment (ES Appendix 8.3) concludes that the proposals are considered to result in a very minor detrimental alteration to the existing rural setting of the Fen Ditton and Riverside and Stourbridge Common Conservation Areas which affects their significance because the appreciation of the relationship between these areas and the river corridor, open space and views of meadows and fenland is affected. This is considered to result in 'less than substantial harm' in NPPF terms, and at the very lowest end of this scale. This is corroborated by the North East Cambridge Heritage Impact Assessment (NEC HIA) (2021) which reaches broadly the same conclusions. There is minor conflict with elements of Policy NH/14.
- 7.86 The public benefits of the planning application are set out in Section 6 of this statement and are very great. The balancing exercise required under Paragraph 202 of the Framework is undertaken in the conclusion of this Planning Statement.

Climate Change

- 7.87 Policy CC/1 states that planning permission will only be granted for proposal that demonstrate and embed the principles of climate change mitigation and adaptation into the development. Applications must be accompanied by a Sustainability Statement to demonstrate how these principles have been embedded into the proposals.
- 7.88 Policy CC/3 requires proposals for new dwellings and new non-residential buildings of 1000sqm or more to reduce carbon emissions by a minimum of 10% through the use of on-site renewable energy and low carbon technologies.

- 7.89 Policy CC/4 requires proposals for non-residential development to be accompanied by a water conservation strategy, which demonstrates a minimum efficiency standard equivalent to the BREEAM standard for 2 credits for water use levels unless demonstrated not practicable.
- 7.90 The proposed development will deliver a scheme with BREEAM 2018 Excellent certification as a minimum, with an aspiration to target 'Outstanding' as the design develops. All offices will be designed to target an EPC rating of A. LETI 2025, or LETI 2030 targets for in-use emissions in residential buildings will be targeted.
- 7.91 In addition to the above, the Design and Access Statement confirms the important role of the development in enhancing the health and wellbeing of residents and workers and careful consideration has been given to the orientation and shading requirements of buildings.
- 7.92 The proposals are therefore in accordance with policies CC/1, CC/3 and CC/4.

Other development management policies

- 7.93 In addition to the most relevant policies that are referred to above, there are a number of further development management policies against which the proposals are assessed. A complete assessment of these policies is provided within **Appendix 2**. This confirms that the application scheme is in accordance with them.

Summary of compliance with the development plan

- 7.94 The development plan is formed of the Local Plan (2018). As set out within Local Plan Policy S/2, the vision for growth within South Cambridgeshire includes supporting its position as a world leader in research and technology-based industries.
- 7.95 The application site comprises the allocation within the SCLP, under Policy SS/4, for '*high quality mixed-use development, primarily for employment within Use Classes B1, B2 and B8 as well as a range of supporting uses, commercial, retail, leisure and residential uses (subject to environmental conditions)*'.
- 7.96 The development plan also strongly supports high quality architecture and public realm and sustainable design which makes the best use of previously developed land. It further sets out detailed policies covering issues such as; heritage, design, environment and sustainability.
- 7.97 There is no case made over the LP being out of date. The proposal conforms with its spatial strategy for employment in policies S/2 and S/9, is employment led in accordance with Policy SS/4 and comprises design of the highest quality sustainable design and construction required by policies CC/1, CC/3 and CC/4. The development reinforces the sense of place and local distinctives in accordance with policy NH/2 with, shop, retail and service provision in accordance with policy SC/4. The benefits of the sustainable location are optimised in accordance with policies T1 and T3.

A range of dynamic open spaces and public realm are created in accordance with policy SC/7. A range of high quality private and affordable housing is provided which complies with policies H/9 and H/10.

- 7.98 On this basis, it would be reasonable to conclude the proposal satisfied the LP when its policies were considered as a whole. However, in the contrary and were the conflict with Policy SS/4 and NH/14 sufficient to conflict with the LP as a whole over an integrated delivery of jobs and housing and impact on heritage assets, then the harm would be of only moderate negative weight. Set against this are a number of material considerations which are set out in the following section.

8.0 Material Considerations

- 8.1 Notwithstanding the conclusions in respect of the development plan, other material considerations that are relevant to the determination of the planning application should be considered. These support the conclusions that planning permission should be granted.
- 8.2 Relevant material considerations in this case comprises the following:
- National Planning Policy Framework (2021)
 - The benefits of the application
 - The emerging policy position and its evidence base

National Planning Policy Framework (2021)

- 8.3 The National Planning Policy Framework (“NPPF” or “Framework”) was published in 2012 and subsequently revised in July 2018, with a further revision in February 2019 and July 2021. The Framework represents up-to-date government planning policy and is a material consideration that must be taken into account where it is relevant to a planning application or appeal. This includes the presumption in favour of development found at paragraph 11 of the Framework.
- 8.4 Key sections of the Framework include:
- Chapter 2: Achieving sustainable development
 - Chapter 4: Decision-making
 - Chapter 5: Delivering a sufficient supply of homes
 - Chapter 6: Building a strong, competitive economy
 - Chapter 8: Promoting healthy and safe communities
 - Chapter 9: Promoting sustainable transport
 - Chapter 11: Making effective use of land
 - Chapter 12: Achieving well-designed places
 - Chapter 14: Meeting the challenge of climate change, flooding and coastal change
 - Chapter 16: Conserving and enhancing the natural environment
 - Chapter 17: Conserving and enhancing the historic environment

Presumption

- 8.5 Paragraph 11 of the Framework states that “*plan and decisions should apply a presumption in favour of sustainable development*”. This means “*approving development proposals that accord with an up-to-date development plan without delay*”

Sustainable development

The Framework states that there are three dimensions to sustainable development: economic, social and environmental (NPPF,8). It provides clear definition to each element and whilst it states that the objectives are “*not criteria against which every decision can or should be judged*” (NPPF,9) the three dimensions provide convenient sub-headings under which to draw conclusions together.

Economic

- 8.6 The Framework defines the economic objective: “*to help build a strong, responsive and competitive economy, by ensuring that sufficient land of the right types is available in the right places and at the right time to support growth, innovation and improved productivity; and by identifying and coordinating the provision of infrastructure*”. (NPPF,8a).
- 8.7 Section 6 is titled “*building a strong, competitive economy*”. It states: “*Planning policies and decisions should help create the conditions in which businesses can invest, expand and adapt. **Significant weight should be placed on the need to support economic growth and productivity, taking into account both local business needs and wider opportunities for development. The approach taken should allow each area to build on its strengths, counter any weaknesses and address the challenges of the future. This is particularly important where Britain can be a global leader in driving innovation, and in areas with high levels of productivity, which should be able to capitalise on their performance and potential.***” (NPPF,81, emphasis added).
- 8.8 It further states: “*Planning policies and decisions should recognise and address the specific locational requirements of different sectors. This includes making **provision for clusters or networks of knowledge and data-driven, creative or high technology industries...***” (NPPF,83, emphasis added).
- 8.9 The application will make a significant contribution to the local economy. This is supported by the Bidwells commercial report that provides an account of the local R&D and office market and the supply of, and demand for, new commercial floorspace in North East Cambridge.

Social

- 8.10 The Framework defines the social objective: “*to support strong, vibrant and healthy communities, by ensuring that a sufficient number and range of homes can be provided to meet the needs of present and future generations; and by fostering well-designed, beautiful and safe places, with accessible services and open spaces that reflect current and future needs and support communities’ health, social and cultural well-being*”. (NPPF,8b)
- 8.11 The development responds to the pressures on Greater Cambridge’s local housing market by providing new homes of a size and tenure to meet demand in a highly connected and sustainable location.

- 8.12 The proposal is also well-designed and aims for high environmental standards which will enhance the public enjoyment of the spaces.

Environmental

- 8.13 The Framework defines the environmental objective: *“to protect and enhance our natural, built and historic environment; including making effective use of land, improving biodiversity, using natural resources prudently, minimising waste and pollution, and mitigating and adapting to climate change, including moving to a low carbon economy”*. [NPPF,8c]
- 8.14 Fundamentally, the development responds to the Framework’s requirement that development makes the most effective use of land. In this respect, the Framework outlines that: *“planning policies and decisions should promote an effective use of land in meeting the need for homes and other uses”* [NPPF,119]. The application scheme promotes the effective re-use of land that is designated for wholesale regeneration.
- 8.15 In terms of the historic environment, this is addressed within the analysis of the development plan at Sections 6 and 8 of this statement.
- 8.16 The Framework outlines that when reaching decisions, local planning authorities should take account of: *“a) the desirability of sustaining and enhancing the significance of heritage assets and putting them to viable uses consistent with their conservation; b) the positive contribution that conservation of heritage assets can make to sustainable communities including their economic vitality; and c) the desirability of new development making a positive contribution to local character and distinctiveness.”* [NPPF,197]
- 8.17 In this respect, where there is considered to be an impact upon the significance of a designated heritage asset, decision makers are directed to give great weight to the asset’s conservation. [NPPF,199].
- 8.18 The level of harm upon the designated heritage assets is less than substantial. In this respect, it is necessary to apply the tests set out at paragraph 202 of the Framework which states: *“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.”*
- 8.19 Overall, it is concluded that any less than substantial harm arising from the proposed development is wholly outweighed by the benefits of the scheme.
- 8.20 Turning to the natural environment, the respective ES Chapters conclude that there are no unacceptable impacts in terms of soil and groundwater air and noise pollution. Furthermore, following development, wind conditions will remain suitable for pedestrian activity in the locality around the site.

- 8.21 The Proposed Development will follow a route to net zero carbon status which is supplemented by the aim of achieving BREEAM 'Excellent' as a minimum, with an aspiration to target 'Outstanding' as the design develops. All offices will be designed to target an EPC rating of A.LETI 2025, or LETI 2030 targets for in-use emissions in residential buildings will be targeted.
- 8.22 The application will result in a biodiversity net gain of 86.26%, in accordance with DEFRA Metric 3.1.

Design

- 8.23 Section 12 of the Framework relates to "*achieving well-designed places*" and has seen significant change since the adoption of the original NPPF in 2012. It states: "*The creation of high quality, beautiful and sustainable buildings and places is fundamental to what the planning and development process should achieve. Good design is a key aspect of sustainable development, creates better places in which to live and work and helps make development acceptable to communities*". [NPPF,126]
- 8.24 It continues: "*Planning policies and decisions should ensure that developments: a) will function well and add to the overall quality of the area, not just for the short term but over the lifetime of the development; b) are visually attractive as a result of good architecture, layout and appropriate and effective landscaping; c) are sympathetic to local character and history, including the surrounding built environment and landscape setting, while not preventing or discouraging appropriate innovation or change (such as increased densities); d) establish or maintain a strong sense of place, using the arrangement of streets, spaces, building types and materials to create attractive, welcoming and distinctive places to live, work and visit; e) optimise the potential of the site to accommodate and sustain an appropriate amount and mix of development (including green and other public space) and support local facilities and transport networks; and f) create places that are safe, inclusive and accessible and which promote health and well-being, with a high standard of amenity for existing and future users; and where crime and disorder, and the fear of crime, do not undermine the quality of life or community cohesion and resilience.*" [NPPF,130]
- 8.25 Reflecting the requirements of the Framework [NPPF,132], the scheme is the result of extensive consultation with the community, the Council, the Cambridgeshire Quality Panel and the Disabilities Panel. The application proposals represent a well-considered, high quality design which reflects and responds to local context. The design promotes high levels of sustainability.

The Benefits

- 8.26 These are set out in Section 6 of this Statement. It is concluded that the benefits are very great overall.

Emerging North East Cambridge Area Action Plan (NEC AAP) and its supporting evidence base

Emerging North East Cambridge Area Action Plan

- 8.27 South Cambridgeshire District Council and Cambridge City Council are jointly preparing an Area Action Plan (AAP) for North East Cambridge. Once adopted the Area Action Plan would form part of the statutory development plan for both Councils. It will set out a series of site specific policies and the mix and quantum of development for the Area Action Plan. The application site falls within the boundary of the emerging NEC AAP.
- 8.28 The Framework states that decision makers may give consideration to relevant policies in emerging plans but that the weight applied should reflect a) the stage of preparation, b) the extent to which there are unresolved objections and c) the degree of consistency that the emerging policies have to the Framework itself. (NPPF,48).
- 8.29 Work on the NEC AAP began in 2013, with the most recent consultation taking place between July 2020 and October 2020 on the Draft version of the Plan (Regulation 18).
- 8.30 The Proposed Submission version of the emerging NEC AAP (Regulation 19) was reported to the respective decision-making committees of the Councils over December 2021 to January 2022 and was approved for public consultation. However, the Proposed Submission Plan was not able to progress to public consultation and will not do so until the Development Consent Order (DCO) process for the relocation of the Cambridge Waste Water Treatment Plant has concluded.
- 8.31 At the time of writing this Statement, the DCO is due to be submitted to the Planning Inspectorate in Autumn 2022 and could take 18 months to process. Therefore consultation on the Proposed Submission version of the emerging NEC AAP is not likely to take place until Q1 2024. Outstanding objections including those by the applicants have been made to the AAP.
- 8.32 In light of the above, the NEC AAP remains at an early stage in its preparation and is entirely dependent on a successful DCO process and, therefore, can only be afforded negligible weight in the determination of planning applications.
- 8.33 The supporting text to policy SS/4 acknowledges that applications can come forward in advance of the AAP and be considered on their own merits and subject to ensuring that they would not prejudice the outcome of the AAP process and the achievement of the vision for the area as a whole that will be established by the AAP. I would suggest that this phrase was introduced by the Inspector with the expectation that matters would move on a much faster pace than has transpired. I say this in light of the sentence in para 3.29 which says “An early review of the site through a jointly-prepared Area Action Plan (AAP) will ensure a coordinated approach is taken.” That “early review” simply hasn’t transpired.

8.34 The emerging AAP allocates 23,000 sq m of commercial floorspace for the balance of Chesterton sidings. This by some margins fails to recognise the thrust of national and indeed LP policy to make the best use of previously developed land in sustainable locations and is simply non-conversant with the acute demand for offices and laboratories. A comparison with the application scheme which comprises of 53,700 sq m (NIA) of commercial floorspace meeting LP standards shows how non-commercial and impractical the notional numbers within the draft AAP are – the applicant has objected to the AAP. Place making would simply be impractical with this level of floorspace.

8.35 In relation to the Development, the most pertinent draft policies of the Proposed Submission NEC AAP (Regulation 19) document (2021) include:

- Policy 1: A comprehensive approach at North East Cambridge:
- Policy 9: Density, heights, scale and massing:
- Policy 10d: Station Approach:
- Policy 12a: Business
- Policy 13a: Housing Provision:
- Policy 13c: Build to Rent:
- Policy 22: Managing motorised vehicles:
- Policy 23: Comprehensive and Coordinated Development

A full list of all relevant draft policies and a response against each regarding the development proposals is provided at **Appendix 3**. The applicant has sought, where practical and where consistent with national policy, to align with the AAP. On the matters in 8.35 above the application is in accordance with the development plan. The application does not prejudice the delivery of the wider AAP should that come forward, rather, it is an enabler to delivery.

Development Management Guidance

8.36 The Councils published the following Development Management guidance which are material to the determination of any planning application within the Area Action Plan boundary;

- 1 - Evidence to support planning applications ahead of the NEC AAP (revised May 2021)
- 2 - Transport Position Statement setting out Interim Transport Approach (revised February 2022)
- 3 - Technical note on interpretation of Odour Impact Assessment for Cambridge Water Recycling Centre (related to above Odour Impact Assessment) (revised May 2021)

8.37 A response on (1) is provided at **Appendix 3**.

8.38 A response on (2) is provided in the Transport Assessment and **Appendix 4**.

8.39 A response on (3) is provided in the Odour Statement accompanying the application

The Evidence Base

8.40 The Councils have published a number of evidence papers to support the policies and proposals of the Proposed Submission version of the emerging NEC AAP. The most pertinent evidence papers include;

- Transport Evidence Base (June 2020)
- Greater Cambridge Local Plan Transport Evidence Report – Preferred Options Update (November 2021)
- High Level Transport Strategy (November 2021)
- Landscape Character and Visual Impact Appraisal (June 2020)
- Heritage Impact Assessment (includes Archaeology) (November 2021)
- Townscape Assessment (November 2021)
- Townscape Strategy (November 2021)
- Draft Surface Water Drainage Principles (2021)
- Integrated Water Management Study (August 2021)
- Area Flood Risk Assessment (June 2020)
- Surface Water Attenuation Report (June 2020)
- Ecology Study (June 2020)
- Infrastructure Delivery Plan (November 2021)
- Viability Assessment (November 2021)

8.41 A full list of all relevant evidence papers and a response against each regarding the development proposals is provided at **Appendix 4**. This concludes that the application scheme has taken full account of the evidence base. This evidence base is also the subject to objection from landowners, has had limited or no consultation.

SCLP Policy SS/4 and the emerging NEC AAP

8.42 Policy SS/4 advises that *‘the amount of development, site capacity, viability, time scales and phasing of development will be established through the preparation of an Area Action Plan (AAP) for the site’*.

8.43 However, planning policy has not kept pace with the changes to Cambridge’s economy. The COVID-19 pandemic has proven the vital importance of science and innovation and placed a strong emphasis on growing the life science sector. The Bidwells occupational market report confirms that during the early part of 2022 demand has continued to grow for laboratories but also a marked return of multiple larger office requirements 30-50,000 sq ft range now confident post pandemic to seek high quality premises.

8.44 It is self-evident that the policy process has been slow. This is in contrast to the expectation set out in para 3.29 of the SCDC Local Plan, this says;

“Cambridge Northern Fringe East (CNFE) is located within the Cambridge City Council and South Cambridgeshire District Council authority boundaries. The majority of the area is within Cambridge with Chesterton Sidings and part of the St John’s innovation Park within South Cambridgeshire. An early review of the site through a jointly-prepared Area Action Plan (AAP) will ensure a coordinated approach is taken. This will enable the feasibility of development and its viability to be properly investigated and will ensure a comprehensive approach to redevelopment. “

- 8.45 There has been no early review of the site and at the time of writing this Statement, the Infrastructure Delivery Plan (IDP) has not been consulted on and parties have severe reservations over some of the numbers within it.
- 8.46 The substantive matters contained with the IDP will not be consulted on until 2024 at the earliest, 6 years after the adoption of SS/4. The AAP process has therefore prevented beneficial development coming forward on Government owned brownfield land in timely fashion.
- 8.47 Furthermore, the Local Plan makes it clear that planning applications are capable of being submitted and granted planning permission in advance of the emerging NEC AAP being adopted.
- 8.48 The SCDC Local Plan states, at para 3.31:
- “Cambridge North railway station will provide a catalyst for regeneration of this area. Early development around Cambridge North station could help create a vibrant area around this key infrastructure to meet the needs of users of the station and bring forward further phase delivery elsewhere within the CFNE area. Planning applications submitted before the adoption of the AAP will be considered on their own merits and subject to ensuring that they would not prejudice the outcome of the AAP process and the achievement of the comprehensive vision for the area as a whole that will be established by the AAP”*
- 8.49 Brookgate Land Ltd and the Applicant team has been actively engaging with officers from the Councils and representatives from surrounding landowners as part of the Landowner Liaison Forums for the emerging NEC AAP and has undertaken engagement with the local community. This is to ensure that development of the application site would not compromise opportunities for the redevelopment of the wider area. Further detail on this consultation is set out in Section 3 of this Statement, the supporting Design and Access Statement and the Statement of Community Involvement.
- 8.50 The applicant has fully engaged in the preparation of the AAP and along with a number of land owners has registered strong objections over the spatial strategy, the approach to heights, density, quantum and timings. The LPA have themselves confirmed the draft AAP carries negligible weight in the decision-making process, Where the AAP does interface with policy (Policy SS/4) the overarching aims are secured, but some conflict has been identified. The supporting text for policy SS/4 acknowledges that applications coming in forward of the AAP will be determined on their own merits. The benefits of the development coming forward in advance of any AAP are set out clearly and are considered very great,

Emerging Greater Cambridge Local Plan and its supporting evidence base

- 8.51 Cambridge City Council and South Cambridgeshire District Council are working together to create a new joint Local Plan for the two areas – referred to as Greater Cambridge.
- 8.52 In November and December 2021, the Councils undertook the ‘First Proposals’ consultation, also known as Regulation 18 Preferred Options consultation. This sought views on the emerging development strategy, the direction of travel for policies and issues the Council should be considering as policies are prepared.
- 8.53 It is acknowledged that the emerging Joint Local Plan is at a very early stage (Regulation 18 Preferred Options) so, while limited weight should be attached to it in the determination of this application, it provides useful background on the direction of travel locally. The following is relevant to the development proposals;
- **The Cambridgeshire and Peterborough Independent Economic Review (CPIER) (2018) and the Cambridgeshire and Peterborough Industrial Strategy (2019)** – these provide ambitious plans for growth over the next 20 years. This is compounded by the Cambridgeshire and Peterborough Combined Authority (CPCA) setting a target of doubling the regional economic growth (GVA) over the next 25 years;
 - **The Greater Cambridge Employment Land and Economic Development Evidence Study (November 2020) (ELR)** – This confirms that there is very little vacancy of a suitable type across industrial or office markets within the North East Cambridge submarket. This contrasts against strong corporate office market demand and R&D demand in the area, with the Cambridge North Station’s accessibility as a particular local driver for demand. The emerging plan notes that knowledge-based clusters are identified as key to Greater Cambridge’s role as the engine for economic growth. The ELR explores the characteristics of each key economic cluster including the challenges and opportunities that they currently face.
- 8.54 Also, the emerging plan continues to identify the application site for development and a new Policy (Policy S/NEC: North East Cambridge) is proposed to cover the whole of the AAP area and to set out the placemaking vision for and the scale and scope of development at North East Cambridge.

9.0 Planning Obligations

Introduction

- 9.1 This section sets out a first draft set of Heads of Terms in relation to the proposed development at Cambridge North.
- 9.2 The Applicant has engaged in pre-application discussions with key stakeholders and had regard to national and local planning policy to establish the planning obligations that may be required in relation to the development proposals which are the subject of this planning application. These draft Heads of Terms are to be discussed with the Local Planning Authority and other key stakeholders during the consideration of the planning application. The need and justification for the draft planning obligations, together with the extent to which the draft obligations satisfy the relevant statutory and policy tests in respect of the proposed development and viability requirements is subject to further review. As such, this document is necessarily submitted on a 'without prejudice' and subject to contract basis at this time.

Phasing

- 9.3 The nature of the proposed development is such that certain draft obligations are identified as necessary to mitigate the development as a whole, whereas others are linked to a specific part or phase of the development. The final column of the table below identifies the relevant part of the development to which the draft obligation relates. To ensure the s.106 agreement, when prepared, functions correctly in practice, it is proposed that the s.106 agreement ensures that obligations bind the relevant part of the development to which they relate.

Table 10 – Draft Heads of Terms

ITEM OF MITIGATION	OBLIGATION OR CONTRIBUTION	DETAIL	PHASE
Up to 40% of the for sale element of the residential development to be affordable housing The 'for sale' element of the residential is all of the residential except for the Build to Rent element	Obligation to deliver on-site	On-site provision of up to 40% of the for sale element of the residential development to be affordable housing. Tenure mix anticipated to be 75% rented and 25% intermediate.	Residential Phase

ITEM OF MITIGATION	OBLIGATION OR CONTRIBUTION	DETAIL	PHASE
Up to 20% of the Build to Rent element of the residential development to be Affordable Private Rent	Obligation to deliver on-site	On-site provision of up to 20% of the Build to Rent element as Affordable Build to Rent at 20% market discount on rent. To be managed by the Private Build to Rent operator	Residential Phase
Build to Rent controls	Obligation to deliver on-site	Control on use of build to rent to ensure it operates as intended	Residential Phase
Meanwhile uses	Temporary on-site provision during construction phases	Agree a scheme for meanwhile uses for each of Phases 1 – 3 (to the extent justified for that phase). Implement approved scheme during the construction of that phase as appropriate.	Phases 1 - 3
Community Development Support Worker	Contribution	Contribution towards a community development support worker to meet the needs of the new population generated through the early phases of the development. The worker would be related to the community on the site. The scale to be determined with reference to SCDC Policy SC/4.	Residential Phase
Library	Contribution	Contribution to off-site provision – the scale of which to be determined with reference to County Council guidance and local plan policy SC/4.	Residential Phase
Formal outdoor sports provision	Contribution	Contribution to off-site formal outdoor sport provision in line with Local Plan requirement	Residential Phase
Informal open space	Obligation to deliver on-site	On-site provision	Residential Phase
Children and teenager's play space	Obligation to deliver on-site	On-site provision	Residential Phase
Allotments and community orchards	Obligation to deliver on-site	On-site provision	Residential Phase

ITEM OF MITIGATION	OBLIGATION OR CONTRIBUTION	DETAIL	PHASE
Indoor Sports Provision	Contribution	Contribution to off-site formal outdoor sport provision in line with Local Plan requirement	Residential Phase
Primary healthcare provision	Contribution or obligation to market	Contribution to off-site primary healthcare provision or where proposed by the Developer and agreed by the LPA, an obligation to market a site for primary healthcare provision at a market value for such uses	Residential Phase
Air quality monitoring station	Obligation to procure	Obtain approval of Air Quality Management Plan and implement the approved plan.	Residential Phase
Biodiversity net gain - delivery and management	On-site delivery and management	On-site provision of biodiversity net gain requirement under the application. Included in the s.106 agreement to the extent it cannot be appropriately dealt with by condition.	All Phases
Site wide public art strategy and delivery of public art on a phased basis.	On-site delivery and management	To be included within the s.106 agreement to the extent in cannot be appropriately dealt with by condition. Agreement of a site wide public art strategy and then phase specific public art delivery strategies for the phases that are to include public art provision. Delivery and management of public art in accordance with the phase specific public art strategy. Proposed budget for each phase as follows: Phase 1 – Chesterton Square £200k Phase 1 – Wider Public Realm / Wild Habitat £100k Phase 2 – 1 Milton Avenue £100k Phase 3 – Residential £200k	All Phases in respect of requirement for site wide strategy. Phase specific obligations for phase delivery.

ITEM OF MITIGATION	OBLIGATION OR CONTRIBUTION	DETAIL	PHASE
		Phase 4 – Triangle ‘Super Lab’ £100k Phase 5 – Triangle Office £100k	
Refuse Collection Vehicles	Contribution	To the extent justified, per dwelling contribution in accordance with LPA formula.	Residential Phase
Household Waste Receptacles	Contribution	Per dwelling contribution in accordance with LPA formula	Residential Phase
Mobility Hub – Car Club Provision	Obligation to deliver on-site	Initial pump priming of car club and provision of parking space. Start with a single vehicle. Additional vehicles would be added when commercially viable.	Phases 1 and 3
Mobility Hub – Bike/Scooter Provision	Obligation to deliver on-site / contribution	Initial pump priming of bike/scooter provision and provision of parking space to the extent necessary	Full installation from Phase 1
Milton Park and Ride shuttle bus	Procure service and/or pay contribution	Procure or pay towards shuttle bus service for [5] year period	From Phase 1
On-site Cycle Routes – Milton Avenue (west side)	Obligation to deliver on-site	To be included within the s.106 agreement to the extent in cannot be appropriately dealt with by condition.	From Phase 2
On-site Cycle Routes – Station Row	Obligation to deliver on-site	To be included within the s.106 agreement to the extent in cannot be appropriately dealt with by condition.	From Phase 1
On-site Cycle Routes – Connection between Milton Avenue and Western Estate Road	Obligation to deliver on-site	To be included within the s.106 agreement to the extent in cannot be appropriately dealt with by condition.	From Phase 2

ITEM OF MITIGATION	OBLIGATION OR CONTRIBUTION	DETAIL	PHASE
Crossing provision on Milton Avenue	Obligation to deliver (or payment in lieu of delivery)	To be included within the s.106 agreement to the extent in cannot be appropriately dealt with by condition.	From Phase 2
Traffic calming on Western Estate Road as the Busway enters Cambridge North site	Obligation to deliver	To be included within the s.106 agreement to the extent in cannot be appropriately dealt with by condition.	From Phase 2
Off-site works to Cambridgeshire Guided Busway - Vehicle trap removal/ANPR installation	Contribution or obligation to deliver on-site (to the extent within developer's control)	To be included within the s.106 agreement to the extent in cannot be appropriately dealt with by condition.	From Phase 2
Cowley Road highway improvement works to enhance route to and from the station from Milton Road and adjacent neighbourhoods / employments areas	Obligation to deliver (or payment in lieu of delivery)	To be included within the s.106 agreement to the extent in cannot be appropriately dealt with by condition. Scheme to be agreed with the LPA and County Council	From Phase 1
Monitoring of local car parking	Deliver survey and pay contribution (if required)	Undertake initial parking survey for baseline. Undertake second survey upon notice from the County Council. If the survey outcome requires, pay a contribution of up to £75,000 to assist the County Council with implementing a residents parking scheme	From Phase 2
Wayfinding scheme	Obligation to deliver on site	Implement an agreed wayfinding scheme.	From Phase 1 - 5
Provision of public transport information in publicly accessible area	Contribution	Pay contribution for LPA to deliver	From Phase 1 - 5

ITEM OF MITIGATION	OBLIGATION OR CONTRIBUTION	DETAIL	PHASE
Extended bus shelter provision at Cambridge North Station	Obligation to deliver	To be included within the s.106 agreement to the extent in cannot be appropriately dealt with by condition. Scheme to be agreed with the County Council	From Phase 1
Multi storey car park	Obligation to deliver	Obligation to deliver MSCP with 200 short-stay parking spaces	From Phase 1
Early years, Primary, Secondary and Post-16 Education Facilities	Contribution	Contribution to off-site capacity to the extent required in respect of the Residential Phase of the Development	Residential Phase

- 9.4 The IDP published as part of the evidence base for the AAP in late 2021 was not consulted on and will not be for until Q1 2024 at the earliest, so negligible weight can be attached to these latest figures
- 9.5 The County Council have assumed the area-wide B1 growth quantum as an average of the scenarios modelled in the Transport Evidence Base of 407,000 sqm. Total B1 contribution = **£27m**: average contribution of £66,000 per 1000sqm of B1 development (£66,000 x 407). It is important that applicants within the area treated fairly and equitably. To that end we rely on the approach taken by the County Council and agreed by SCDC in respect of application 20/03523/full and 20/03424/full at The St John's Innovation Park, Cambridge. SCDC resolved to grant permission for a 5 storey building and a 6 storey building for commercial / business purposes, erection of a transport hub, gymnasium, surface parking, landscaping and associated infrastructure including demolition of the existing building (St John's House) and associated structures subject to the completion of a S106 agreement.
- 9.6 This was informed by Table 55 of the North East Cambridge Area Action Plan Transport Evidence Base report, and the current cost estimates for the schemes (including the Chisholm Trail, HQPT and Milton Road works), a sum of £140M has been assumed as the package cost. Developers are required to meet the full cost of the internal measures, and 50% of the strategic measures. The public sector will meet 50% of the cost of the strategic measures. This means the total developer funding requirement for the area is £96m – to be shared by all developers in the area. All developments in the area will be required to make a strategic contribution to the area-wide sustainable transport package.
- 9.7 The B1 designation no longer applies but substituting all Class E development (including those part of E that would have fallen within the old A use Class) and using a NIA area of 53,700 sq m this results in a total figure of £3,544,200 towards strategic transport measures. These are included with the HOT above.

10.0 Planning Balance and Conclusions

- 10.1 The scheme makes a major contribution towards addressing an acute demand and short supply of offices and laboratories in an area identified by the LPA as essential for catering for any overspill need, that need is now, not in four years' time when an AAP might or might not be adopted. Directly adjacent the new Cambridge North Station, the application is anticipated to provide very substantial economic benefits in terms of further employment and building on the existing cluster in North East Cambridge. These benefits would be significant in terms of supporting the ongoing vitality of what is a nationally important Cambridge-based knowledge economy.
- 10.2 Housing including Build to Rent accommodation is provided as part of a genuine mixed-use development with generous open spaces and public realm and access to retail, leisure and other social infrastructure. There would be the further benefits from the uplift provided to the architectural character of this underutilised and partially derelict area and from an enhancement to the public realm. The site already benefits from good accessibility by sustainable transport modes, close to a mainline train station and transport interchange, this would be enhanced by the application. The application scheme would be built and operate to a high standard of sustainability and wellbeing. This development would provide substantial economic and significant social and environmental benefits. These would, by a considerable margin, outweigh a moderate degree of harm from a conflict with a small part of LP Policy SS/4 and Policy NH/14.
- 10.3 The application scheme represents a well-considered, high-quality design which reflects and responds to local context. The design promotes high levels of sustainability. It has a significant number of benefits that are considered as very great overall. The Cultural Heritage Assessment (ES Appendix 8.3) concludes that the proposals are considered to result in a very minor detrimental alteration to the existing rural setting of the Fen Ditton and Riverside and Stourbridge Common Conservation Areas which affects their significance because the appreciation of the relationship between these areas and the river corridor, open space and views of meadows and fenland is affected. This is considered to result in 'less than substantial harm' in NPPF terms, and at the very lowest end of this scale. Applying the balancing exercise as required by Paragraph 202 of the Framework, the benefits of the scheme, by a considerable margin, outweigh the less than substantial harm identified.
- 10.4 Material considerations would in this case clearly support the proposal and indicate that the application be approved otherwise than in accordance with the development plan, should there be any conflict with this as a whole.

APPENDIX 1

PLANNING HISTORY

APPLICATION DESCRIPTION	REF	DECISION	CURRENT STATUS
Proposed Development for a new 450 sq m station building (including passenger waiting facilities toilets staffed ticket office shop unit(s) amenity space rail staff accommodation and facilities) two main line platforms (254m with the provision for extension to 270m in length and capable of accommodating a 12 car train) and a bay platform a pedestrian cycle bridge linking the station building and platforms over the main line a landscaped 450 space car park and 1000 cycle park new pedestrian and cycle links to surrounding areas and the extension of the bus lane and cycle route from the Cambridge Guided Busway into the site along the alignment of the former St Ives Branch Line	S/3102/15/FL & 15/2317/FUL	Approved	Cambridge North Station was completed and opened for passenger services in May 2017
Screening opinion in relation to the proposed redevelopment of Phase 1b	S/1714/17/E1	EIA Screening Required	
Request for a Formal Scoping Opinion in respect of mixed-use development to comprise: .Approximately 700 private rental sector (PRS) apartments; .Approximately 1,450sqm of retail use (Use Classes A1/A2/A3/A4/A5); .Approximately 11,000sqm of office space (Class B1(a)); .A specialist Maths College ."Meanwhile" uses; and .Landscaping and associated works	20/03464/SC OP	Scoping Opinion Issued	
Erection of building comprising office B1 (a) floorspace and ancillary ground floor retail (A1/A3) floorspace associated landscaping and public realm improvements and a 125 space car park	S/2403/17/FL	Refused	N/A
Erection of 217-bed hotel with ancillary ground floor retail (Use Class A1/A3) floorspace associated landscaping and public realm improvements and a 20 space car park	S/2372/17/FL	Approved	Completed and in operation
Non material amendment of planning permission S/2372/17/FL	S/3475/18/NM	Approved	As above

<p>Non material amendment to Condition 37 (EV Charging Plan) of S/2372/17/FL to clarify that the charging plan relates to the permanent car park.</p>	<p>S/2372/17/NM A1</p>	<p>Approved</p>	<p>As above</p>
<p>Erection of building comprising office B1 (a) floorspace and ancillary ground floor retail (A1/A3) floorspace a cycle storage pavilion associated landscaping access and a 125 space car park</p>	<p>S/4478/17/FL</p>	<p>Approved</p>	<p>N/A</p>
<p>Application under Section 73 of the Town and Country Planning Act 1990 to vary Condition 20 (EV charging plan) and Condition 38 (approved plans) and remove Condition 36 (wayfinding signage) pursuant to S/4478/17 (Erection of building comprising office B1 (a) floorspace and ancillary ground floor retail (A1/A3) floorspace a cycle storage pavilion associated landscaping access and a 125 space car park)</p>	<p>S/4824/18/VC</p>	<p>Approved</p>	<p>Under Construction</p>
<p>Non Material amendment of planning permission S/4824/18/VC - Extension of the basement level to accommodate 53 car parking spaces (including 27 Variable Power EV Charging Points). This change requires minor re-configuration of the ground floor plan, both internal and external but will retain the high quality secure cycling facilities and plant space; Changes to the elevations including; Introducing car lift entrance on the west side of the building; Louvred area in the north east corner within the indent of the box frames for basement ventilation; Re-adjusting the exit door to the south core to improve regress; Removal of two sets of doors from ground floor office on north side; Egress from ground floor office space on west side as per fire safety advice. Relocation of the loading bay to the western side of the building; Re-configuration of rain gardens on west side of building (rain gardens have been relocated south and given a rectangular footprint, instead of angular edges. Whilst this results in a reduction in surface footprint by approximately a third, the rectangular shape reduces the kerb haunching at the corners and provides an improved environment for</p>	<p>S/4824/18/NM A</p>	<p>Approved</p>	<p>As above</p>

the herbaceous plantings). Associated amendment to the working of condition 27 to require submission of Parking Management Plan prior to occupation.			
Non-material amendment on permission S/4824/18/VC to remove condition 6 (Boundary Treatments and Landscaping)	S/4824/18/NM A1	Approved	As above
Request for a formal scoping opinion for Hybrid Planning Application comprising Full Planning Permission for c47,280sqm (GEA) of Class E floorspace comprising an office building (One Milton Avenue) and two lab buildings together with ground floor amenity uses, a Mobility Hub comprising of c1031 car parking spaces including 254sqm of Class E floorspace at ground floor level, a temporary car park of c379 spaces, a wildlife habitat area, Network Rail compound area, enabling works and associated infrastructure; and Outline Planning Permission for c41,940 sqm (GEA) of Class E floorspace comprising one lab building and one office building, together with ground floor amenity uses, enabling works and associated infrastructure.	21/05178/SC OP	Scoping Opinion Issued	

APPENDIX 2

POLICY MATRIX – THE DEVELOPMENT PLAN

POLICY	RESPONSE
<p>Policy S/1: Vision</p> <p>Residents in South Cambridgeshire will enjoy a superb quality of life, and the District will demonstrate impressive and sustainable economic growth.</p>	<p>The proposals will deliver significant economic growth in a highly sustainable location, supporting approximately 4,300 net additional jobs during the operational phase. 425 high-quality apartments will also be delivered as part of the proposals. The regeneration of this critical strategic site will enhance the quality of life for both workers and residents within the site.</p>
<p>Policy S/2: Objectives of the Local Plan</p> <p>Objective a: To support economic growth by supporting South Cambridgeshire's position as a world leader in research and technology based industries</p> <p>Objective b: To protect the character of South Cambridgeshire, including its built and natural heritage... new development should enhance the area and protect and enhance biodiversity.</p> <p>Objective c: To provide land for housing in sustainable locations that meets local needs and aspirations.</p> <p>Objective d: To deliver new developments that are high quality and well-designed with distinctive character that reflects their location, and which responds robustly to the challenges of climate change</p> <p>Objective e: To ensure that all new development provides or has access to a range of services and facilities that support healthy lifestyles and well-being for everyone, including shops, schools, doctors, community buildings, cultural facilities, local open space, and green infrastructure.</p> <p>Objective f: To maximise potential for journeys to be undertaken by sustainable modes of transport including walking, cycling, bus and train.</p>	<p>The proposals will deliver significant economic growth and support research and technology based industries.</p> <p>The application makes use of previously developed land outside of the Conservation Area. The proposals have been sensitively designed to assimilate within the receiving environment, as demonstrated within the LVIA submitted with the planning application. The proposed development also incorporates a significant biodiversity net gain of 86.26%.</p> <p>The Proposed Development comprises 425 build-to-rent dwellings, with policy-compliant affordable housing provision. Given the site's central location and proximity to myriad public transport options, the site is considered a highly sustainable location for residential development.</p> <p>The proposals have been carefully crafted in consultation with stakeholders for many years.</p> <p>The proposals will introduce a wide range of new services and community facilities to the area, benefitting both new and existing residents and those working within the site.</p> <p>The site is in an optimal location for sustainable transport modes given its proximity to Cambridge North train station and established high-quality pedestrian and cycle links. Given the accessibility of the location, the residential development element is proposed as car-free.</p>

POLICY	RESPONSE
<p>Policy S/3: Presumption in Favour of Sustainable Development</p>	<p>The site is allocated within the Development Plan, and forms an integral element of the regeneration of North-East Cambridge. There are no adverse impacts that would significantly and demonstrably outweigh the significant benefits of the proposals (see Section 6 of the Planning Statement for more detail).</p>
<p>Policy S/5: Provision of New Jobs and Homes 22,000 additional jobs and 19,500 new homes are required in the period 2011-2031 to meet the objectively assessed needs in the District.</p>	<p>The proposed development is critical in enabling the District to meet its objectively assessed employment and housing needs, with the delivery of approximately 4,300 jobs in the operational phase, and 425 residential dwellings forming a significant contribution towards employment and housing targets to 2031.</p>
<p>Policy S/6: The Development Strategy to 2031 New employment opportunities and homes will be sequentially located on the edge of Cambridge... and major site allocations (including Cambridge East) will be carried forward from the previous Local Plan.</p>	<p>The proposed development site is in an optimal location on the edge of Cambridge, and forms part of a major site allocation brought forward from the previous iteration of the Local Plan (Cambridge Northern Fringe East and Cambridge North Railway Station).</p>
<p>Policy SS/4: Cambridge Northern Fringe East and Cambridge North Railway Station</p>	<p>See Section 6 of the Planning Statement</p>
<p>Policy CC/1: Mitigation and Adaptation to Climate Change Applicants must submit a Sustainability Statement to demonstrate how the principles of climate change mitigation and adaptation have been embedded within the development.</p>	<p>See Section 6 of the Planning Statement the Climate Change Chapter of the ES, the Sustainability Strategy, Energy Strategy and Energy Statement</p>
<p>Policy CC/3: Renewable and Low Carbon Energy in New Developments Major development will be required to reduce carbon emissions by a minimum of 10%... for growth areas, site wide renewable and low carbon energy solutions that maximise on-site generation will be sought.</p>	<p>See Section 6 of the Planning Statement, the Climate Change Chapter of the ES, the Sustainability Strategy, Energy Strategy and Energy Statement.</p>

POLICY	RESPONSE
<p>Policy CC/4: Water Efficiency</p>	<p>See Section 6 of the Planning Statement and the Flood Risk and Drainage chapter of the ES.</p>
<p>Policy CC/6: Construction Methods</p>	<p>The Site Waste Management Plan, Construction Environmental Management Plan and Materials Management Plan submitted with the planning application demonstrate how the proposed development will minimise adverse impacts on amenity during construction.</p>
<p>Policy CC/7: Water Quality</p>	<p>See Section 6 of the Planning Statement and the Flood Risk and Drainage chapter of the ES.</p>
<p>Policy CC/8: Sustainable Drainage Systems</p>	<p>A comprehensive surface water drainage strategy, incorporating SuDS, has been submitted with the planning application. The incorporation of the drainage features within the Wild Park to the north of the site provide opportunities for significant biodiversity enhancement while enhancing water quality.</p>
<p>Policy CC/9: Managing Flood Risk</p>	<p>The proposed development site is identified in the publicly available Flood Map for Planning as located wholly within Flood Zone 1, demonstrating that the site is at very low risk of flooding.</p>
<p>Policy HQ/1: Design Principles</p> <p>All new development must be of high quality design... as appropriate to the scale and nature of the development, proposals must:</p> <ul style="list-style-type: none"> a. Preserve or enhance the character of the local urban and rural area and respond to its context in the wider landscape; 	<p>The Proposed Development has been carefully crafted to achieve exceptional design standards. See the Design and Access statement for detail of the design rationale.</p> <p>The height, massing, scale and material treatments of the proposed buildings have been crafted to assimilate within the wider landscape, while responding to neighbouring development and the site's position as a critical regeneration site.</p>

POLICY	RESPONSE
<p>b. Conserve or enhance important natural and historic assets and their setting;</p>	<p>Additional planting and biodiversity opportunities are an integral element of the design approach, while views from nearby Conservation Areas have been closely analysed to minimise any impacts upon heritage assets.</p>
<p>c. Include variety and interest within a coherent, place-responsive design, which is legible and creates a positive sense of place and identity whilst also responding to the local context and respecting local distinctiveness</p>	<p>The proposed development is a cohesive, vibrant new community which will achieve the vision for the site within the site allocation as a new employment-focussed hub.</p>
<p>d. Be compatible with its location and appropriate in terms of scale, density, mass, form, siting, design, proportion, materials, texture and colour in relation to the surrounding area;</p>	<p>As above, the scale, massing and density of the proposed development is considered appropriate in terms of its location and context within the surrounding area.</p>
<p>e. Deliver a strong visual relationship between buildings that comfortably define and enclose streets, squares and public places, creating interesting vistas, skylines, focal points and appropriately scaled landmarks along routes and around spaces;</p>	<p>Streets and public spaces within the site have been designed to create a legible, pedestrian-focussed environment.</p>
<p>f. Achieve a permeable development with ease of movement and access for all users and abilities, with user friendly and conveniently accessible streets and other routes both within the development and linking with its surroundings and existing and proposed facilities and services, focusing on delivering attractive and safe opportunities for walking, cycling, public transport and, where appropriate, horse riding;</p>	<p>Permeability through the site, to access public spaces and excellent public transport linkages, has formed a key element of the design approach.</p>
<p>g. Provide safe and convenient access for all users and abilities to public buildings and spaces, including those with limited mobility or those with other impairment such as of sight or hearing;</p>	<p>The proposed buildings and public spaces have been designed to be fully accessible for those with limited mobility or other impairments. Please see the Access Statement submitted with the planning application, prepared by David Bonnett Associates, for more information.</p>
<p>h. Ensure that car parking is integrated into the development in a convenient, accessible manner and does not dominate the development and its surroundings or cause safety issues</p>	<p>Car parking has been concentrated within the proposed multi-storey car park and basements, to minimise parking within the public realm. This is</p>

POLICY	RESPONSE
	considered the most appropriate response to capture both existing and future parking demands within the site.
<p>i. Provide safe, secure, convenient and accessible provision for cycle parking and storage, facilities for waste management, recycling and collection in a manner that is appropriately integrated within the overall development</p>	<p>Substantial cycle parking is proposed as part of the proposals. 2191 secure, indoor, long-stay cycle parking spaces are proposed for the commercial part of the development - most spaces will be provided with the basement of each building – while 310 short-stay spaces are proposed across the site, including 34 spaces (approximately 9%) for larger / non-standard cycles. Residential long-stay cycle storage will be provided in secure, sheltered cycle stores at ground floor across the residential quarter. Please refer to the Accessibility Statement submitted with the planning application for more information.</p> <p>A Preliminary Operational Waste Management Plan has also been submitted with the planning application to indicatively demonstrate how waste will be managed during the operational phase of the development.</p>
<p>j. Provide a harmonious integrated mix of uses both within the site and with its surroundings that contributes to the creation of inclusive communities providing the facilities and services to meet the needs of the community.</p>	<p>The proposed blend of commercial, retail, residential, community and meanwhile uses will contribute to creating a thriving new hub around the Cambridge North station.</p>
<p>k. Ensure developments deliver flexibility that allows for future changes in needs and lifestyles, and adaptation to climate change</p>	<p>The proposed buildings have been futureproofed to address and respond to our changing climate, as specified within the Sustainability Statement submitted with the planning application.</p>
<p>l. Mitigate and adapt to the impacts of climate change on development through location, form, orientation, materials and design of buildings and spaces</p>	
<p>m. Include high quality landscaping and public spaces that integrate the development with its surroundings, having a clear definition between public and private space which provide opportunities for recreation, social interaction as well as support healthy lifestyles, biodiversity, sustainable drainage and climate change mitigation</p>	<p>The comprehensive landscaping strategy submitted with the planning application demonstrates how landscaping has been weaved into the public realm to create an excellent pedestrian environment and biodiversity and climate change mitigation opportunities.</p>

POLICY	RESPONSE
<p>n. Protect the health and amenity of occupiers and surrounding uses from development that is overlooking, overbearing or results in a loss of daylight or development which would create unacceptable impacts such as noise, vibration, odour, emissions and dust</p>	<p>The proposed buildings have been designed to minimise overlooking and overbearing both within the development and surrounding uses.</p>
<p>o. Design-out crime and create an environment that is created for people that is and feels safe, and has a strong community focus</p>	<p>Designing-out crime principles have been adopted throughout the proposed development, to create a thriving and safe new community.</p>
<p>Policy HQ/2: Public Art</p>	<p>The Public Art Strategy submitted with the planning application demonstrates how art will be integrated within the proposed development to add interest and vibrancy to the street scene.</p>
<p>Policy NH/2: Protecting and Enhancing Landscape Character</p>	<p>See Section 6 of the Planning Statement and the Landscape and Visual Chapter of the ES.</p>
<p>Policy NH/4: Biodiversity</p>	<p>See Section 6 of the Planning Statement and the Ecology chapter of the ES</p> <p>As mentioned previously, the proposed development also incorporates a significant biodiversity net gain of 86.26%.</p>
<p>Policy NH/6: Green Infrastructure</p>	<p>See Section 6 of the Planning Statement</p>
<p>Policy NH/14: Heritage Assets</p>	<p>See Section 6 of the Planning Statement</p>
<p>Policy H/8: Housing Density</p>	<p>The residential element of the proposed development proposes a residential density in excess of 40 dph, in accordance with with Policy H/8.</p>
<p>Policy H/9: Housing Mix</p>	<p>See Section 6 of the Planning Statement</p>
<p>Policy H/10: Affordable Housing</p>	<p>See Section 6 of the Planning Statement</p>

POLICY	RESPONSE
Policy H/12: Residential Space Standards	All proposed dwellings have been designed to comply with Nationally Described Space Standards.
Policy E/9: Promotion of Clusters	See Section 6 of the Planning Statement
Policy E/10: Shared Social Spaces in Employment Areas	Retail and leisure opportunities are proposed as part of the proposed development to deliver a varied environment for workers, residents and visitors to the site. Please refer to the
Policy E/22: Applications for New Retail Development	
Policy SC/2: Health Impact Assessment	An HIA has been prepared as part of the Health and Wellbeing Chapter of the Environmental Statement submitted with the planning application.
Policy SC/4: Meeting Community Needs	See Section 6 of the Planning Statement and the Cambridge Retail and Leisure Occupational Market Update.
Policy SC/7: Outdoor Play Space, Informal Open Space and New Developments	See Section 6 of the Planning Statement and the Landscape and Open Space Strategy report
Policy SC/9: Lighting Proposals	A Lighting Assessment has been prepared as part of the Environmental Statement, which concludes that the proposed development will not generate any adverse light pollution impacts.
Policy SC/10: Noise Pollution	An Acoustic Assessment has been prepared as part of the Environmental Statement, which concludes that the proposed development will not generate any adverse noise and vibration impacts during the construction and operational phases.
Policy SC/11: Contaminated Land	A Phase 1 Desk Study has been submitted with the planning application, informed by previous site investigations capturing around 50% of the site. These assessments conclude that the site is of low contamination risk.

POLICY	RESPONSE
	Further contamination testing of the entire site will be undertaken prior to commencement of relevant elements of the development.
Policy SC/12: Air Quality	An Air Quality Assessment has been prepared as part of the Environmental Statement, which concludes that the proposed development will not generate any adverse air quality impacts during the construction and operational phases.
Policy SC/14: Odour and Other Fugitive Emissions to Air	While Odour was scoped out of the Environmental Impact Assessment, an Odour Statement has been prepared and submitted with the planning application, which demonstrates that the proposed development will not generate any adverse odour impacts during the construction and operational phases.
Policy TI/2: Planning for Sustainable Travel	See Section 6 of the Planning Statement and the Transport chapter of the ES
Policy TI/3: Parking Provision	See Section 6 of the Planning Statement and the Transport chapter of the ES
Policy TI/8: Infrastructure and New Developments	As demonstrated within the Utilities Statement submitted with the planning application, the infrastructure required to serve the proposed development can be delivered.
Policy TI/10: Broadband	A Utilities Statement has been prepared as part of the planning application, which identifies opportunities to equip the proposed development with super-fast broadband connectivity.

APPENDIX 3

POLICY MATRIX – THE EMERGING NEC AAP

POLICY	RESPONSE
Policy 1: A Comprehensive Approach at North East Cambridge	See Sections 6 and 7 of the Planning Statement. The proposals are considered as the catalyst for the delivery of the wider objectives of the AAP, while the proposed development has been carefully considered to align with its wider context.
Policy 2: Designing for the Climate Emergency	<p>The principles of sustainable design and construction are clearly integrated into the development proposals. The method of achieving this is set out in Chapter 7 of the ES. In addition, a Sustainability Statement, Energy Statement and Energy Strategy have been submitted as part of the planning application.</p> <p>This is proportionate and reasonable in the context of this planning application.</p>
Policy 3: Energy and Associated Infrastructure	<p>An energy strategy has been prepared to accompany the application. This includes considerations of more efficient heat pumps, optimising the design of roof spaces and helping reduce peak demands on the electricity grid.</p> <p>This is proportionate and reasonable in the context of this planning application.</p>
Policy 4a: Water Efficiency Policy 4b: Water Quality and Ensuring Supply Policy 4c: Flood Risk and Sustainable Drainage	<p><u>Policy 4a</u></p> <p>The scheme has been prepared in line with existing local planning policy which is to facilitate achieving the goal of <110 litres/person/day. Further testing will be completed during the Technical Design stage which is an opportunity to further increase water efficiency and seek to align with the objectives of emerging policy .</p> <p>This is proportionate and reasonable in the context of this planning application.</p>

POLICY	RESPONSE
	<p><u>Policy 4b</u></p> <p>Consultation has taken place with the Cambridge Water Company (CWC), as the statutory provider of potable water for the area, and the existing point of connection on Cowley Road has been made through the Multi-Utility Contractor and this will provide the sufficient water to the overall Master Plan. CWC has confirmed capacity for the Master Plan, the onsite network being designed with T points for future road crossings, hydrants and building connections. CWC will also provide the water meters for each building and demise as required. Please see the Water Resources Addendum at Appendix 10.2 of the Environmental Statement for more information.</p> <p><u>Policy 4c</u></p> <p>A Flood Risk Assessment (FRA) and comprehensive surface water drainage strategy has been submitted as part of the planning application. Please see Chapter 10 of the Environmental Statement for more information.</p>
<p>Policy 5: Biodiversity and Net Gain</p>	<p>The proposed development incorporate a biodiversity net gain of 86.26%, far in excess of the 20% uplift targeted in Policy 5. The proposals are not considered to impact adversely upon any nearby ecological assets.</p>
<p>Policy 6a: Distinctive Design for North East Cambridge Policy 6b: Design of Mixed-Use Buildings</p>	<p>The Proposed Development has been carefully crafted to create a distinctive, high-quality design and architecture that contributes positively to Cambridge's heritage, townscape and landscape qualities.</p> <p>The applicant has engaged with the Cambridgeshire Quality Panel throughout the pre-application process.</p> <p>A full explanation on how the scheme has responded to landscape, heritage, ecology and visual impacts is provided in the LVIA, Heritage and Ecology Chapter of the ES plus commentary in Appendix 4 of the Planning Statement.</p> <p>The proposal has maximised opportunities to create active ground floor uses. This is proportionate and reasonable in the context of this planning application.</p>

POLICY	RESPONSE
<p>Policy 7: Creating High Quality Streets, Spaces and Landscape</p>	<p>Streets and public spaces within the site have been designed to create a safe, walkable district, with high quality and well-connected pedestrian, cycle and public transport routes that support healthy, active lifestyles whilst effectively allowing servicing and deliveries and as well as managing access by private motor vehicles. The proposed buildings and public spaces have also been designed to be fully accessible for those with limited mobility or other impairments. Please see the Access Statement submitted with the planning application, prepared by David Bonnett Associates, for more information.</p> <p>Microclimate considerations have been undertaken as part of the Lighting chapter of the ES.</p> <p>Refer to the Design and Access Statement and Landscape and Open Space Strategy for further details.</p> <p>This is proportionate and reasonable in the context of this planning application.</p>
<p>Policy 8: Open Spaces for Recreation and Sport</p>	<p>The scheme has been prepared to align with the informal open space and children’s play space requirements based on the South Cambridgeshire District Council Local Plan standards. Provision of outdoor sports facilities will be met off-site.</p> <p>Furthermore, the development will additionally deliver a series of dynamic and coordinated streetscapes and substantial areas of public realm that are attractive, well-designed and accessible and inclusive.</p> <p>These spaces will form a comprehensive, high quality landscape, that integrates with the proposed new residences, amenity uses and commercial accommodation and create a successful new urban quarter.</p> <p>This is proportionate and reasonable in the context of this planning application.</p>

POLICY	RESPONSE
<p>Policy 9: Density, Heights, Scale and Massing</p>	<p>A comparison of heights against Figure 21 of the AAP is carried out in the DAS at page 109. The AAP heights figure is very diagrammatic which does not make easy comparison with the application scheme. In many areas the application scheme is consistent but in a number of areas it is not. A full explanation is provided in the LVIA and Heritage Chapter of the ES plus commentary in Appendix 4 of the Planning Statement. Paragraph 119 of the Framework promotes an effective use of land in a way that makes as much use as possible of previously-developed or brownfield land. The planning statement emphasises the benefits of optimising development in this location and identifies the relative lack of harm arising.</p> <p>This is proportionate and reasonable in the context of this planning application.</p>
<p>Policy 10a: North East Cambridge Centres</p>	<p>A mix of residential and employment uses are proposed. The quantum of employment uses responds to evidence in the Employment Land and Economic Development Study 2020 (ELEDs) which confirms there is a lack of R&D and office space within North-East Cambridge.</p> <p>The location and quantum of retail and leisure units has been fully considered and informed by Bidwells' leisure and retail team to ensure the buildings are designed in such a way as to be flexible across the Class E uses. In addition and as part of the proposed meanwhile use strategy, pop-up shops/workspace, food van, outside leisure uses can be introduced at different stages as buildings and open spaces come forward.</p> <p>Paragraph 119 of the Framework promotes an effective use of land in a way that makes as much use as possible of previously-developed or brownfield land. The planning statement emphasises the benefits of optimising development in this location and identifies the relative lack of harm arising.</p> <p>This is proportionate and reasonable in the context of this planning application.</p>

POLICY	RESPONSE
<p>Policy 10d: Station Approach</p>	<p>Station Approach Local Centre falls within the application site.</p> <p>The proposals have been crafted to broadly align with the design and development requirements for Station Approach Local Centre.</p> <p>In terms of quantum of uses, these have been fully considered and informed by Bidwells leisure and retail and commercial teams. Further commentary is provided in the Retail and Leisure Market Update and the Occupational Needs Report submitted with the planning application.</p> <p>This is proportionate and reasonable in the context of this planning application.</p>
<p>Policy 11: Housing design standards</p>	<p>The proposals have been designed in accordance with the adopted local plan standards. The residential units will also meet the Government's Technical Housing Standards (or any future equivalent).</p> <p>Amenity, privacy and other development factors have been considered and mitigated to avoid significant harmful effects on residents. This includes maximising the provision of dual aspect dwellings.</p> <p>This is proportionate and reasonable in the context of this planning application.</p>
<p>Policy 12a: Business</p>	<p>The Employment Land and Economic Development Study 2020 (ELEDS) confirms there is a lack of R&D and office space within North-East Cambridge. This report was produced before the emphasis now placed on the life sciences sector created by the Pandemic and blind to the acute shortfall of offices and labs within the City and SCDC. Furthermore, the importance of the Cambridge knowledge economy to the UK was recognised on appeal in March 2022 in relation to 104-112 Hills Road, Cambridge (Appeal reference: APP/Q0505/W/21/3282911).</p> <p>The Bidwells occupational market report in support of the application confirms the supply of laboratory floorspace is acutely constrained. With no new purpose-built lab supply for 2+ years occupiers are being forced consider how they scale their businesses in the Cambridge cluster.</p> <p>The development responds to the pressures on Greater Cambridge's local office and R&D market by providing new state of the art office and R&D stock</p>

POLICY	RESPONSE
	<p>in a highly connected and sustainable location which has been identified as suitable for such space through the preparation of a development plan document. Providing additional space in a supply constrained market will help facilitate the attraction of new national and international firms to Cambridge.</p> <p>Paragraph 119 of the Framework promotes an effective use of land in a way that makes as much use as possible of previously-developed or brownfield land. The planning statement emphasises the benefits of optimising development in this location and identifies the relative lack of harm arising.</p> <p>While the proposed quantum of commercial floorspace (53,700 sqm) exceeds the indicative 23,500 sqm for Chesterton Sidings referenced in Policy 12d, the quantum of commercial floorspace is considered proportionate and reasonable in the context of this planning application.</p>
Policy 13a: Housing Provision	The proposal secures an appropriate mix of housing on site and contributes to the creation of inclusive, mixed and balanced communities.
Policy 13b: Affordable Housing	The proposals provide for 40% of the market homes to be delivered as affordable housing and 20% of the built to rent homes to be delivered as affordable private rent.
Policy 13c: Build to Rent	270 of the 425 homes are proposed as Build to Rent. The homes meet the requirements as set out in the Greater Cambridge Housing Strategy Annexe: Build to Rent (2021)
Policy 14: Social, community and cultural infrastructure	<p>The development proposals are supported by an appropriate provision of community uses to support the needs of the development.</p> <p>The location and quantum of retail and leisure units has been fully considered and informed by Bidwells' leisure and retail team to ensure the buildings are designed in such a way as to be flexible across the Class E uses. In addition and as part of the proposed meanwhile use strategy, pop-up</p>

POLICY	RESPONSE
	<p>shops/workspace, food van, outside leisure uses can be introduced at different stages as buildings and open spaces come forward.</p> <p>This is proportionate and reasonable in the context of this planning application.</p>
<p>Policy 15: Shops and Local Services</p>	<p>The flexible Class E and Class F floorspace (5,353m²) proposed at ground floor level (excluding Class E (g) (iii)) exceeds the indicative retail capacity of the Station Approach Local Centre, listed in Policy 15 as 1,200m².</p> <p>While the proposed development departs from this draft policy, the quantum of retail uses and local services is considered proportionate to serve the proposed development and to contribute towards successful place-making.</p>
<p>Policy 16: Sustainable Connectivity</p> <p>Policy 17: Connecting to the wider network</p>	<p>The development facilitates travel by active and sustainable modes within and across the wider area. The site is in an optimal location for sustainable transport modes given its proximity to Cambridge North train station and established high-quality pedestrian and cycle links. Given the accessibility of the location, the residential development element is proposed as car-free.</p> <p>The Applicant is liaising with the LPA and County Council regarding the nature, scale and phasing of planning obligations relating to off site highway improvements.</p> <p>Further explanation is provided in the Transport Chapter of the ES.</p>
<p>Policy 18: Cycle and Micro-mobility Parking</p>	<p>The development will include for extremely low levels of car parking, within the identified trip and parking budget, and the Applicant will be working closely as part of the travel planning with the new tenants to make full use of the existing alternative modes.</p> <p>Clear justification is provided in the Transport Assessment for the level and type of cycle parking infrastructure proposed to demonstrate it will meet the trip budget.</p> <p>This is proportionate and reasonable in the context of this planning application.</p>

POLICY	RESPONSE
<p>Policy 19: Safeguarding for Cambridge Autonomous Metro and Public Transport</p>	<p>It is acknowledged that the proposed safeguarding land for CAM is indicative at this stage, However, as it is currently shown in figure 40, the shaded area is wholly Network Rail owned land including Network Rail's station lease area and operational railway land. Any proposed safeguarding of the land would need to be agreed with Network Rail and further engagement with Network Rail is required on this matter as and when it progresses.</p>
<p>Policy 21: Street Hierarchy</p>	<p>The proposal has been designed to manage vehicle movements in accordance with the street hierarchy shown in Figure 42 and the design principles of the AAP. The residential quarter is a proposed car-free zone. This is proportionate and reasonable in the context of this planning application.</p>
<p>Policy 22: Managing Motorised Vehicles</p>	<p>As demonstrated at Table 5.8 of the Transport Assessment submitted with the planning application, the proposals are forecast to operate well within the draft vehicle trip budget assigned to the site, with a significant 'headroom' level of trips remaining in both directions in both AM and PM peaks to serve subsequent phases of development.</p> <p>Despite operating within the vehicle trip budget, and being located in an already highly accessible location, a package of additional measures is proposed to facilitate trips to and from the site by sustainable modes of transport and to further support the low car strategy proposed for the development.</p> <p>This is proportionate and reasonable in the context of this planning application.</p>
<p>Policy 23: Comprehensive and Coordinated Development</p> <p>a. The proposal demonstrates the development will make an appropriate and proportionate contribution to site wide infrastructure such as road and rail crossings, and open space provision, to be secured through the use of planning contributions in accordance with Policy 27.</p>	<p>As detailed within Section 9 of the Planning Statement, appropriate contributions towards site-wide infrastructure are proposed as part of the development.</p>
<p>b. The proposal is supported by a comprehensive masterplan - accompanied as necessary by parameter plans in relation to layout,</p>	<p>The proposals are supported by a comprehensive masterplan and suite of parameter plans.</p>

POLICY	RESPONSE
<p>scale, appearance, access and landscaping - that accords with the overarching Area Action Plan Spatial Framework and other Area Action Plan policies, including, where appropriate: i. The ability to connect and contribute to Area Action Plan-wide utilities and communications grids; and ii. The setting aside of land for strategic and site-specific infrastructure provision.</p>	<p>The Utilities Statement submitted with the planning application demonstrates how the proposals will connect with existing site infrastructure.</p>
<p>c. Through the masterplan, applications should demonstrate how the proposal:</p> <ul style="list-style-type: none"> i. Contributes proportionally to the achievement of the vision and strategic objectives for North East Cambridge and the creation of place; ii. Integrates, connects and complements successfully with the existing and proposed surrounding context, including areas beyond the boundary of North East Cambridge, and supporting the timely delivery and optimised approach to the phasing of development across North East Cambridge; iii. Is landscape-led with respect to layout and access and design-led with respect to capacity, scale and form; iv. Will achieve and secure the required modal shift in accordance with the North East Cambridge Transport Study and Policy 22: Managing motorised vehicles , including the management of vehicle numbers, movements, servicing and parking, including throughout the construction phase of delivering the masterplan; v. Responds to the impacts of climate change; vi. Contributes to biodiversity net gain; vii. Successfully mitigates environmental constraints; and viii. Where relevant, has regard to the existing site circumstances, including the existing character, neighbouring uses and constraints; implementing the Agent of Change principle to ensure the ongoing functioning and amenity of existing uses is not materially affected. 	<p>The proposed development has been carefully considered with local stakeholders for many years with a view to creating an exemplary new commercial and residential quarter in Cambridge, in accordance with the objectives of the wider North East Cambridge masterplan. Please refer to the Statement of Community Involvement for further information regarding this engagement with local stakeholders.</p> <p>The masterplan is landscape-led, as demonstrated by the detailed landscaping proposals submitted with the planning application.</p> <p>As demonstrated within the Transport Assessment submitted with the planning application, the proposals will maximise opportunities for sustainable transport modes given its optimum location and connectivity. The Construction Environmental Management Plan submitted with the planning application demonstrates how any adverse amenity impacts during construction will be minimised and mitigated.</p> <p>The Sustainability Statement submitted with the planning application demonstrates how the schemes proposes to minimise its carbon production wherever possible, while maximising renewable energy generation and sustainable construction methods. Please refer to Chapter 7 of the ES (Climate Change) for further information.</p> <p>A Biodiversity Net Gain of approximately 86.26% is proposed, while the masterplan has been sensitively designed to mitigate environmental impacts and minimise amenity impacts upon neighbouring uses, such as views from nearby Conservation Areas.</p>

POLICY	RESPONSE
d. The proposal accords with the relevant policies contained in this Area Action Plan or the adopted Local Plan(s)	See Section 6 of the Planning Statement.
e. In instances where the infrastructure provision is to be phased, either strategic or site-specific, an approved phasing strategy is in place;	A proposed phasing strategy is outlined within the Construction Environmental Management Plan submitted with the planning application. Phasing Plan has been submitted with the planning application.
f. The application is supported by a Statement of Community Involvement detailing the engagement with the Councils, surrounding landowners, occupiers and the local community on both the masterplan, phasing strategy, and development proposal.	A Statement of Community Involvement has been submitted with the planning application.
Policy 25: Environmental Protection	The impact of the proposals upon the receiving environment have been carefully analysed and, where necessary, appropriate mitigation has been built into the proposed development. Please see the Environmental Statement for further information.
Policy 26: Aggregates and waste sites	The development proposal will not prejudice the existing use of the Aggregates railhead.
Policy 27: Planning Contributions	See Section 9 of the Planning Statement. This is proportionate and reasonable in the context of this planning application.
Policy 28: Meanwhile Uses	The proposed development has been designed to encourage spaces for meanwhile uses. Please see the Landscape and Open Strategy Report submitted with the planning application for information regarding the vision for meanwhile uses within the site. This is proportionate and reasonable in the context of this planning application.
Policy 29: Employment and Training	Although the application is not accompanied by an Employment and Skills Plan (ESP) as required under Policy 29, employment, skills and training opportunities for local people will be provided in the construction phase of development and in the operational phase of the development, the details of which are set out in the Socio-Economics Chapter of the Environmental

POLICY	RESPONSE
	<p>Statement and the Social Value Statement submitted with the planning application.</p> <p>This is proportionate and reasonable in the context of this planning application.</p>
<p>Policy 30: Digital infrastructure and Open Innovation</p>	<p>Although the application is not accompanied by a Digital Infrastructure and Open Innovation Strategy as required under Policy 30, the scheme will secure appropriate provision of infrastructure suitable to enable the delivery of necessary media and broadband connectivity via appropriated worded conditions.</p> <p>This is proportionate and reasonable in the context of this planning application.</p>

Development Management Guidance Document : Evidence required to support Planning Applications ahead of the North East Cambridge (NEC) Area Action Plan (AAP)

EVIDENCE REQUIRED	RESPONSE
<p><i>Comprehensive development which is designed in consultation with the councils, surrounding landowners, occupiers and the local community is likely to result in planning applications being supported and will avoid any undue delays in the planning process, to the benefit of everyone involved</i></p>	<p>The proposals have been subject to detailed consultation with Council Officers, local stakeholders and the local community, as detailed within the Statement of Community Involvement and Planning Statement submitted with the planning application.</p>
<p><i>In addition to the usual documentation required for validation of an application for planning permission, to ensure comprehensive and coordinated development is achieved, a masterplan will be required to accompany a planning application for schemes within the NEC AAP area, supported as necessary by parameter plans in relation to layout, scale, appearance, access and landscaping</i></p>	<p>A comprehensive masterplan package, comprising a set of parameter plans, has been submitted with the planning application to clearly articulate the development proposals.</p>
<p><i>Through the masterplan, the applicant will be required to demonstrate, to the LPA's satisfaction, how their proposal:</i></p> <p><i>a. Has regard to the existing site circumstances, including the existing character, neighbouring uses and constraints; implementing the Agent of Change principle</i></p>	<p>The proposed development has been carefully crafted to support and enhance the functioning of existing neighbouring uses, such as the Phase 1 element of the Cambridge North development, and to minimise any amenity impacts upon other neighbouring properties.</p>

EVIDENCE REQUIRED	RESPONSE
<p><i>so that new development does not materially affect the ongoing functioning of existing uses or cause unacceptable harm to the amenity of existing uses</i></p>	
<p><i>b. Complies with the extant policies of the local plans, including recently published guidance for the NEC area on odour;</i></p>	<p>Please see Appendix 2 for a detailed review of the proposed development's compliance with the Development Plan.</p>
<p><i>c. Contributes to delivery of the vision and strategic objectives for NEC (as currently set out in the NEC AAP Issues & Options, Feb 2019) and the achievement of comprehensive regeneration of the wider NEC AAP area, including the timely and equitable provision of strategic social and physical infrastructure. Where appropriate, for example, this will include the provision of walking and cycling routes that integrate with existing and proposed networks within and outside of NEC, the delivery of a diverse network of connected and multifunctional open spaces and green links, the ability to connect and contribute to an NEC smart utilities grid, and the setting aside of land for future strategic infrastructure provision;</i></p>	<p>The proposed development has been designed to assimilate into the wider vision of the NECAAP area, with excellent linkages to transport networks, and act as a catalyst to bring forward the remainder of the site.</p>
<p><i>d. Will integrate and complement successfully with existing and proposed neighbouring developments ensuring a continuity in the establishment of a neighbourhood character and supporting the timely delivery and optimised approach to the phasing of development across NEC. This should be demonstrated by submitting a geolocated 3D model in a readable format (i.e. FBX, OBJ, VU)</i></p>	<p>The proposed development has adopted 3D modelling to assess and minimise impacts upon neighbouring uses. The proposals have been designed to foster a sense of community within the new development and to enable the delivery of the wider AAP area.</p>
<p><i>e. Addresses the transport constraints identified in the A10 Study having regard to the development potential of the NEC AAP area (see County Transport position statement) and the need to minimise car trips and maximise the take-up of non-car modes including walking, cycling, and sustainable public transport;</i></p>	<p>The development proposals can be delivered within the vehicle and parking trip budget established for the AAP area, and the proposals have been considered acceptable in principle by the Highway Authority through pre-application engagement.</p>
<p><i>f. Takes account of the findings and recommendations of the relevant evidence base studies being prepared in support of the NEC AAP</i></p>	<p>As demonstrated at Appendix 4, the evidence base studies have informed and guided the development proposals.</p>
<p><i>g. Demonstrates sustainable development, in respect of design, community health & wellbeing, social integration, and environmental outcomes, in</i></p>	<p>The development will meet an identified need for new employment floorspace in a sustainable location. The principle of sustainability is enshrined within</p>

EVIDENCE REQUIRED	RESPONSE
<i>accordance with the high-level vision and strategic objectives as set out in the Issues and Options 2019 Consultation</i>	the project brief. The development has been designed to achieve BREEAM Excellent but aiming for BREEAM Outstanding for all new build elements.
<i>h. Is supported by a Statement of Community Involvement detailing the engagement with the councils, surrounding landowners, occupiers and the local community</i>	A Statement of Community Involvement has been prepared and accompanies the planning application.

APPENDIX 4

EVIDENCE PAPERS MATRIX – THE EMERGING NEC AAP

TOPIC	EVIDENCE PAPER	DATE OF PUBLICATION AND CONSULTATION	RESPONSE
Transport and Connectivity	<p>Transport Evidence Base (TEB)</p> <p>Greater Cambridge Local Plan Transport Evidence Report – Preferred Options Update</p> <p>High Level Transport Strategy</p> <p>Transport Position Statement setting out Interim Transport Approach</p>	<p>June 2020 – published in support of Reg 18 consultation in 2020</p> <p>November 2021 – not subject to consultation</p> <p>November 2021 – not subject to consultation</p> <p>May 2020 and revised February 2022 – not subject to consultation</p>	<p>The Transport Evidence Base (TEB) includes a modelling exercise which establishes a vehicular trip budget for the NEC AAP area that it suggests could take place without creating a severe impact on local highway conditions; 3,900 two-way vehicle trips in the AM peak hour and 3,000 two-way vehicle trips in the PM peak hour.</p> <p>The TEB also addresses car parking, together with the subsequent Transport Position Statement prepared in May 2020 (revised 2022). The reports establish a proposed overall car parking budget for the North East Cambridge area (4,800 spaces). This budget has subsequently been apportioned among the development sites, with the quantum of car parking for Cambridge North identified as 873 spaces.</p> <p>The Transport Assessment supporting the application demonstrates that the proposals are forecast to operate well within the draft vehicle trip budget assigned to Cambridge North, with a significant ‘headroom’ level of trips remaining in both direction in both the AM and PM peak hours for subsequent phases of development. By according with the trip budget, the development impacts are not considered to result in a severe residual impact on the highway network in reference to the terms of the NPPF.</p> <p>Despite operating within the vehicle trip budget, and being located in an already highly accessible location, a package of additional measures is proposed to facilitate trips to and from the site by sustainable modes of transport and to further support the low car strategy proposed for the development.</p> <p>The overall level of car parking proposed (417 spaces for the commercial + 22 for the residential) sits well within the parking budget assigned to Cambridge North (873 spaces) in the draft NECAAP.</p>
Landscape Character and Visual Impact	<p>Landscape Character and Visual Impact Appraisal (2020)</p>	<p>July 2020 – published in support of Reg 18 consultation in 2020</p>	<p>This document models the potential effects of three height scenarios on the wider NECAAP area. The three scenarios considered were described as High, Medium and Low. The blocks within the application site are shown at the same heights for each of the scenarios – ranging from up to 4 storeys (12m) to 7 stories (21m) in the south western part of the site.</p> <p>The recommendations of the LCVIA with regard to Massing and Height are set out in paragraph 5.10 and shown on Diagram 1: Graphic showing potential areas of development. The text describing the conclusions shown on Diagram 1 describes only four building heights (it does not include a low/medium category) although the Diagram itself shows five. In addition, the key to the Diagram also lists only four building height categories. The category missing from the legend is medium but from the Applicant’s understanding of Diagram it is considered that the colour identified as low/medium on the diagram should in fact be medium.</p> <p>The Applicant consider that there are some discrepancies between the three scenarios considered and the final recommendation as shown on Diagram 1. In particular Block 4, which is within the application site, is assessed in each of the scenarios within stepped heights, from 4 storeys on the eastern edge and up to 6 or 7 storeys on the north western and south western edges respectively. On Diagram 1 the recommended height of Block 4 is medium/high. Although no exact heights are given in the LCVIA (either in storeys or m) for medium/high, the Townscape Strategy (November 2021) interprets it as 7-12 storeys or 21-36m (page 10).</p> <p>In conclusion, the LCVIA considered three height scenarios in all of which buildings within the application site were shown at the same heights (from 4 to 7 storeys). However, the final recommendation within the LCVIA (Diagram 1) shows a substantial block of development within the application site as capable of accommodating buildings in excess of these heights and potentially up to 12 storeys.</p> <p>Landscape and visual impacts of the proposed development have been assessed and are set out in detail in Chapter 12 of the ES.</p> <p>The evolution of the masterplan considered the sensitivities highlighted in the LVIA process. In particular, the sensitivity of the eastern edge has been acknowledged and a series of mitigation measures have informed the final design in terms of block structure, height, massing, articulation, materiality and landscaping.</p> <p>The LVIA concluded that, overall, the proposal is largely appropriate to the urban context and the testing of long distance views did not result in any significant effects on the Cambridge skyline. It responds sensibly to the residential edges and existing tall buildings, includes positive landscape spaces and proposes architectural technologies that align with the concept of high-quality design. As such, the proposed development is considered to represent a positive contribution to the evolving railway corridor, which is an important townscape character for Cambridge and the experience of the numerous visitors to the city.</p>

<p>Design and Built Character</p>	<p>Heritage Impact Assessment (includes Archaeology)</p>	<p>November 2021 – not subject to consultation</p>	<p>Section 5.3 of the Heritage Impact Assessment (HIA), Recommended Design Parameters, includes several recommendations with regard to building heights. Of these recommended design parameters two are of relevance to the application site. One of the recommended parameters is: <i>'Siting taller buildings away from the more sensitive eastern and south eastern edge of the NEC site to avoid an urbanising effect on the rural character of wider views in Fen Ditton and from Baits Bite Lock and in views from Riverside and Stourbridge Common Conservation Area.'</i> Although no height is given for taller buildings in this recommendation elsewhere taller buildings are defined as 10-13 storeys. The HIA also recommends that the heights of buildings should be stepped down <i>'where they interface with surrounding existing development, to avoid being an over-dominant presence, particularly to the south of the NEC near to The Golden Hind pub and to the east near to Fen Ditton and Baits Bite Lock Conservation Areas.'</i></p> <p>The evolution of the masterplan considered the sensitivities highlighted in the HIA, as well as the site-specific heritage assessments undertaken as part of the ES in support of the application (see Chapter 8 plus appendices). As a result:</p> <ul style="list-style-type: none"> • The tallest buildings are sited away from the more sensitive eastern edge of the Site • None of the buildings are tall (10-13 storey) buildings • The development does not terminate or form the focal point of designed lines of views from Anglesey Abbey • The development does not create visually intrusive elements which would result in unacceptable changes in views from or towards heritage assets • A neutral palette of materials is proposed for the buildings which are characteristic of the 'earthy' or muted spectrum of the local context and are recessive in the wider landscape, minimising their visual intrusion and creating a harmonious fit within surroundings and skyline. • Masonry facades, brick and other sturdy materials reflect the materiality of Cambridge and limited use of reflective materials avoids the development becoming a focal point in views from and towards heritage assets.
	<p>Townscape Strategy and Townscape Assessment</p>	<p>November 2021 – not subject to consultation</p>	<p>The Townscape Strategy was the final study that built on the conclusions of the LCVIA (2020) and the HIA (2021), and a Townscape Assessment prepared by Urban Initiatives Studio Ltd (2021). The Townscape Strategy included, as an appendix, a Review of the Regulation 18 Draft AAP.</p> <p>The Review raises several concerns with the proposed building heights from the Draft Area Action Plan and makes a series of recommendations:</p> <ul style="list-style-type: none"> • <i>Set more definitive building heights for each character area/sub-area</i> • <i>Clearly define the rules for exceptional tall buildings</i> • <i>Tall buildings should mark places of functional or visual importance, or create clusters where this is part of the area's character</i> • <i>Heights to be proportionate to location and function</i> <p>Figure 4.7 of the Townscape Strategy shows a different layout to that assessed by the LCVIA. It appears to be based on the Regulation 18 Draft AAP plan but has a more fractured character. It is assumed that this is in response to the Review of the Draft Area Action Plan and the conclusions of the Townscape Assessment. Figure 4.7 also includes a new set of building heights.</p> <p>The Townscape Strategy has significantly reduced the recommended building heights compared to the LCVIA although it is not explicit as to why there has been such a significant reduction from the recommendations. Although the recommended height of buildings on the northern and eastern edges of the development have remained the same at 12m (4 storeys) there is a marked reduction in the heights of buildings towards the centre of the AAP area (east of Milton Road). The LCVIA recommended that these buildings should be up to 36m in height, whilst the Townscape Strategy recommends that they are predominantly up to 18m (6 storeys) in height.</p> <p>The approach to height and massing within the application proposals gives detailed consideration to the context within which the site sits, the Landscape and Visual Impact Assessment (LVIA) undertaken, the heritage assessments undertaken, the existing and emerging policy context and the need to facilitate economic growth.</p> <p>As referred to above, the LVIA in support of the application concludes that, overall, the proposal is largely appropriate to the urban context and the testing of long distance views did not result in any significant effects on the Cambridge skyline. It responds sensibly to the residential edges and existing tall buildings, includes positive landscape spaces and proposes architectural technologies that align with the concept of high-quality design. As such, the proposed development is considered to represent a positive contribution to the evolving railway corridor, which is an important townscape character for Cambridge and the experience of the numerous visitors to the city.</p>

Flood Risk and Drainage	<p>Area Flood Risk Assessment</p> <p>Surface Water Attenuation Report</p> <p>Draft Surface Water Drainage Core Principles</p> <p>Integrated Water Management Study</p>	<p>2020 – published in support of Reg 18 consultation in 2020</p> <p>2020 – published in support of Reg 18 consultation in 2020</p> <p>2021 – not subject to consultation</p> <p>2021 – not subject to consultation</p>	<p>Flood Risk and Drainage impacts of the proposed development have been assessed and are set out in detail in Chapter 10 of the ES.</p> <p>A Drainage Strategy has been prepared to demonstrate that a sustainable drainage solution can be provided. The Drainage Strategy has been designed in accordance with current sustainable development best practice and meets the requirements of Cambridgeshire County Council (as the LLFA). The proposed surface water drainage systems discharge run-off to the existing overflow culvert to the First Public Drain watercourse present on-site. Discharge from each proposed catchment will be controlled to the equivalent rate of 2.0 l/s/ha (3.3 l/s/ha for existing catchments) by vortex flow control devices. Attenuation storage will be provided in the form of open SuDS features such as an attenuation basin, a swale and green and brown roofs.</p> <p>The site is located within the Environment Agency defined Flood Zone 1. According to the NPPF, the site is considered appropriate for all types of development subject to an assessment of flood risk from other sources. A Flood Risk Assessment (FRA) has been undertaken and concludes that the site is considered at either very low or low risk of flooding from all sources assessed (fluvial, tidal, reservoirs, canals, surface water, and sewers) with the exception of groundwater. The high groundwater levels will be mitigated through construction to ensure all basements are protected to a sufficient standard and groundwater flow paths across the development are maintained.</p>
Ecology	Ecology Study	2020 – published in support of Reg 18 consultation in 2020	<p>Ecology impacts of the proposed development have been assessed and are set out in detail in Chapter 9 of the ES.</p> <p>A full suite of site-specific ecology surveys have been undertaken to inform the development proposals. The habitats on site comprised semi-improved neutral grassland, scattered scrub and woodland edge which are considered to be of medium ecological value. The scheme would result in the loss of up to 1.84ha of open mosaic habitat (OMH), however 2.38ha of replacement habitat is being created. The proposed habitat creation on site will also result in a Biodiversity Net Gain (BNG) of 86.26%.</p> <p>Following the successful design and implementation of mitigation measures, the ES concludes that the operational effects on important ecological features will be negligible to minor and not significant in EIA terms.</p>
Infrastructure	Infrastructure Delivery Plan	December 2021 – not subject to consultation	<p>The NECAAP proposed submission plan was not consulted on, and therefore the only opportunity to comment on the emerging policies was through the Local Plan consultation which ran until the 13th of December 2021. The IDP was not published until after the consultation closed. There have serious concerns regarding the figures finally published and will come back under separate cover with detailed analysis.</p> <p>Working assumptions for the S106 have been based on the formulae applied to the application the subject of a resolution to grant in October 2021 at the St John's Innovation Park (having regard to compliance with the CIL regulations) . That application was determined on the basis of an average contribution of £66,000 per 1,000sqm of B1 development (nor Class E), whereas the published IDP sets out a contribution of £201,000 per 1,000sq m equating to £301.5M of costs. So in the course of less than 12 months infrastructure costs attributable to the AAP have nearly doubled and have not been the subject to any public scrutiny.</p> <p>Negligible weight can be attributable to the IDP for the purpose of determining this planning application</p> <p>Para 3.29 of the LP states:-</p> <p><i>“An early review of the site through a jointly-prepared Area Action Plan (AAP) will ensure a coordinated approach is taken”</i></p> <p>An early review has not happened and the substantive matters contained with the IDP will not be consulted on until 2024 at the earliest, 6 years after the adoption of SS/4.</p>
Viability	Viability Assessment	November 2021 – not subject to consultation	<p>The lack of consultation on key inputs for the various inputs contained within the Viability appraisal means negligible weight can be attached to the Viability assessment.</p> <p>Consultation on the viability assessment will not commence until 2024 at the earliest.</p> <p>In accordance with Policy SS/4, applications submitted in advance of the AAP will have to be determined on their own merits</p>



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