# Greater Cambridge Shared Planning Service logo BNE Team (Sustainability)

# ****Consultation Response Form****

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| **Reference number:**  | 22/02771/OUT |
| **Application type:**  | Hybrid application |
| **Proposal:** | A hybrid planning application for:a) An outline application (all matters reserved apart from access and landscaping) for the construction of: three new residential blocks providing for up to 425 residential units and 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)),together with the construction of basements for parking and building services, car and cycle parking and infrastructure works.b) 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, the construction of a multi storey car and cycle park building, together with the construction of basements for parking and building services, car and cycle parking and associated landscaping, infrastructure works and demolition of existingstructures. |
| **Site Address:** | Land north of Cambridge North Station, Milton Avenue, Cambridge |
| **Sustainability Officer:** | Emma Davies |
| **Case officer:** | Fiona Bradley |
| **Date:**  | 8 December 2022 |

Comments

Further to my original comments dated 3 August 2022, a number of amendments have been made to the proposals, with the submission of addendums to the Sustainability Strategy, Energy Strategy and Low Emissions Strategy. These comments should be read alongside my original comments.

**Sustainability Strategy and Energy Strategy Addendums**

As part of my original comments, I was supportive of the aspirations of the development to advance resilient design and respond to the climate emergency but sought clarification on a number of points including the identification of tangible metrics and targets to help deliver the aspirations of the scheme. The following clarifications have now been provided.

* Both the sustainability and energy addendums now set clear energy consumption targets for the scheme of 60 kWh/m2.year with an aspiration to reduce this to 55 kWh/m2.year. This approach, which is in keeping with the metrics used in the emerging North East Cambridge Area Action Plan (AAP). It should be noted that the targets, while in line with those for non-residential development in the emerging AAP, are still a way off the target set out in the AAP for residential development, where energy consumption of no more than 35 kWh/m2.year is sought. As such, I would recommend that the aspirational target be split into one for commercial floorspace, set at 55 kWh/m2.year and then a target for residential floorspace set at 35 kWh/m2.year. Condition wording is suggested below should we be minded to approve the application.
* Development of a Circular Economy Strategy for the scheme.
* In terms of the WELL standard, the applicant has now confirmed that a minimum WELL Gold standard will be achieved for all commercial floorspace.
* In terms of overheating assessment, the applicant has agreed to undertake dynamic thermal modelling using the high emissions scenario.
* Rainwater harvesting is to be installed to ensure that total irrigation demand will be met by non-potable water.
* Clarification has been provided on the energy approach for the Mobility Hub, which will be all-electric with no heating or cooling. LED lighting is to be utilised throughout and where ventilation is required, energy efficient systems will be used.

The above clarifications are all welcomed. Should we be minded to approve the application, condition wording is recommended below to secure the implementation of these targets.

With regards to the issue of overheating and being mindful of the commitment to undertake dynamic thermal modelling assessments for the residential units in order to achieve Part O compliance, clarity has now been provided on the number of single aspect units. 76% of units are dual aspect, with 24% single aspect. This clarification is welcomed, although I do still have concerns about the potential amount of single aspect units and whether these will be capable of passing the Part O requirements without the need for some form of cooling. It is recognised that detailed work on the design and layout of the apartments will take place as part of the reserved matters process, which will include design measures to reduce the level of overheating risk, informed by the detailed thermal modelling. To ensure that the proposals respond to the challenges faced by our changing climate and to safeguard the health and wellbeing of future residents, I would recommend that we condition the maximum number of single aspect dwellings that will be considered acceptable based on the information available at the time of the outline application and include a reference to there being no single aspect north facing units as part of this condition, in line with the national model design code, should we be minded to approve the application.

**Low Emissions Strategy Addendum**

As part of my original comments, I sought clarification as to the approach to electric vehicle charging due to inconsistency across documents. The addendum to the Low Emissions Strategy now confirms that all residential and commercial car parking spaces will benefit from ev charging provision. This clarification is welcomed. The covering letter from the planning agent also references provision to basement spaces within the multistorey car park (MSCP). While this is welcomed, I would also recommend that all remaining spaces within the MSCP/Mobility Hub benefit from passive charge point provision to enable easier upgrades to those spaces in the future. Condition wording is recommended below to secure the implementation of the Low Emissions Strategy and secure passive provision in the MSCP/Mobility Hub should we be minded to approve the application. It is noted that colleagues dealing with Air Quality have also recommended conditions to secure the submission of further detail on the type of charge points to be used, which should sit alongside this condition.

**Conclusion**

**Conditions for reserved matters applications:**

Sustainability and Energy Statements for future reserved matters applications

All future reserved matters applications shall be accompanied by a Sustainability Statement setting out how the proposals meet the sustainability targets and commitments set out in the Cambridge North Sustainability Strategy, Hoare Lea, Revision 03 26 May 2022 as updated by the Addendum to the Sustainability Strategy, Hoare Lea, Revision 1, 23 August 2022, the Cambridge North Energy Strategy, Hoare Lea, Issue 01 27 May 2022 as updated by the Energy Strategy Addendum, Hilson Moran, 20 September 2022. The statement shall also include the development of separate energy consumption targets for the residential development, seeking to improve upon the targets set in the Addendum to the Sustainability Strategy with reference to the energy use intensity requirements of the North East Cambridge Area Action Plan.

REASON: In the interests of reducing carbon dioxide emissions and promoting principles of sustainable construction and efficient use of buildings. (South Cambridgeshire Local Plan policies CC/1, CC/3, CC/4 and the Greater Cambridge Sustainable Design and Construction SPD, 2020).

Water conservation

All future reserved matters applications including a residential component shall be accompanied by a Water Conservation Strategy. This shall include a water efficiency specification for each dwelling type, based on the Fitting Approach sets out in Part G of the Building Regulations 2010 (2015 edition). This shall demonstrate that all dwellings are able to achieve a design standard of water use of no more than 110 litres/person/day.

Reason: To ensure that the development makes efficient use of water and promotes the principles of sustainable construction (South Cambridgeshire Local Plan policy CC/4 and the Greater Cambridge Sustainable Design and Construction SPD, 2020)

Overheating and single aspect residential units

In order to reduce the risk of overheating and to safeguard the health and wellbeing of future residents, future reserved matters applications should ensure that dual aspect apartments, and those capable of cross ventilation will be maximised, and single aspect apartments kept to a minimum, with no more than 24% single aspect apartments allowed across the total number of residential units delivered at Cambridge North. There should be no single aspect north facing apartments.

Reason: In the interest of responding to future climate change, reduction of carbon emissions associated with energy use and to safeguard the health and wellbeing of future residents (South Cambridgeshire Local Plan 2018 policies CC/1 and HQ/1 and the Greater Cambridge Sustainable Design and Construction SPD, 2020).

Implementation of the Low Emissions Strategy

All development hereby approved shall be carried out in accordance with the Cambridge North Low Emission Strategy, PJA, August 2022 Version B. Prior to first use of the Mobility Hub, a detailed implementation plan shall be submitted to the local planning authority showing location of active charge points, capacity, charge rate, details of model, location of cabling and electric infrastructure drawings to include passive charge point provision for all remaining spaces.

Reason: In the interests of reducing impacts of developments on local air quality and encouraging sustainable forms of transport (South Cambridgeshire Local Plan policies SC/12 and TI/2 and the Greater Cambridge Sustainable Design and Construction SPD, 2020)

**Conditions associated with the full application:**

BREEAM Interim Design Stage Certification

Within 6 months of commencement of development, or as soon as practicable after commencement, a BRE issued Design Stage Certificate shall be submitted to, and approved in writing by, the Local Planning Authority demonstrating that BREEAM ‘excellent’ as a minimum will be met, with at least 3 credits for Wat 01 (water consumption). Where the Design Stage certificate shows a shortfall in credits for BREEAM ‘excellent’, a statement shall also be submitted identifying how the shortfall will be addressed. In the event that such a rating is replaced by a comparable national measure of sustainability for building design, the equivalent level of measure shall be applicable to the proposed development.

Reason: In the interests of reducing carbon dioxide emissions and promoting principles of sustainable construction and efficient use of buildings (South Cambridgeshire Local Plan 2018 policy CC/1 and the Greater Cambridge Sustainable Design and Construction SPD, 2020).

BREEAM Post Construction Certification

Prior to the use or occupation of the development hereby approved, or within six months of occupation, a BRE issued post Construction Certificate shall be submitted to, and approved in writing by the Local Planning Authority, indicating that the approved BREEAM rating has been met. In the event that such a rating is replaced by a comparable national measure of sustainability for building design, the equivalent level of measure shall be applicable to the proposed development.

Reason: In the interests of reducing carbon dioxide emissions and promoting principles of sustainable construction and efficient use of buildings (South Cambridgeshire Local Plan 2018 policy CC/1 and the Greater Cambridge Sustainable Design and Construction SPD, 2020).