

**LAND NORTH OF  
CAMBRIDGE NORTH  
STATION, CAMBRIDGE  
DRAFT STATEMENT OF  
COMMON GROUND**

---

**Authorised Signatures to Agree the Statement of Common Ground**

Signed on behalf of SCDC

.....

South Cambridgeshire District Council

Date:.....

Signed on behalf of the Appellant

.....

Brookgate Land Limited on behalf of The Chesterton Partnership

Date:.....

## Table of Contents

|             |  |           |
|-------------|--|-----------|
| <b>1.0</b>  | <b>Introduction</b>  | <b>1</b>  |
| <b>2.0</b>  | <b>The Site and Context</b>                                  | <b>2</b>  |
| <b>3.0</b>  | <b>Planning History</b>                                      | <b>3</b>  |
| <b>4.0</b>  | <b>Proposed Development</b>                                  | <b>9</b>  |
|             | Outline Element  | 9         |
|             | Full Element   | 11        |
| <b>5.0</b>  | <b>Appeal Documents</b>                                      | <b>14</b> |
| <b>6.0</b>  | <b>Development Plan</b>                                      | <b>22</b> |
| <b>7.0</b>  | <b>Statutory consultee responses received to date</b>        | <b>25</b> |
| <b>8.0</b>  | <b>Matters in Agreement</b>                                  | <b>31</b> |
|             | Development Plan   | 31        |
|             | The Emerging North East Cambridge Area Action Plan (NEC AAP) | 31        |
|             | The Emerging Greater Cambridge Local Plan                    | 32        |
|             | National Planning Policy Framework (NPPF)                    | 32        |
|             | Employment-led Development                                   | 32        |
|             | Residential Development                                      | 32        |
|             | Sustainable Development                                      | 33        |
|             | Landscape and Townscape Impacts                              | 34        |
|             | Heritage   | 34        |
|             | Public Realm and Landscape                                   | 35        |
|             | Affordable Housing   | 35        |
|             | Transport and Access   | 35        |
|             | Trees  | 36        |
|             | Environmental Considerations                                 | 36        |
|             | Environmental Impact Assessment                              | 36        |
|             | Benefits   | 37        |
| <b>9.0</b>  | <b>Matters in Dispute</b>                                    | <b>39</b> |
| <b>10.0</b> | <b>Outline Heads of Terms</b>                                | <b>40</b> |
| <b>11.0</b> | <b>Core Documents</b>  | <b>41</b> |

## 1.0 Introduction

1.1 This is the Statement of Common Ground agreed between Brookgate Land Limited on behalf of The Chesterton Partnership [“the Appellant”] and South Cambridgeshire District Council [“the LPA”, “the Council”].

1.2 It refers to an appeal lodged in respect of the failure of the LPA to determine a hybrid planning application for planning permission with reference 22/02771/OUT at Land to the north of Cambridge North Station [“the Site”].

1.3 The description of development is;

*“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 existing structures”*

1.4 This Statement of Common Ground sets out all matters of agreement and disagreement between the Appellant and the Council at the time of submitting the Appeal.

## 2.0 The Site and Context

- 2.1 The Site lies within the jurisdiction of South Cambridgeshire District Council ["SCDC"] and extends to approximately 9.9 hectares (ha). Cambridgeshire County Council is the highways authority for the Site.
- 2.2 The Site is for all intensive purposes previously developed land that comprises the existing surface level Cambridge North railway station car park of 428 spaces, areas of hardstanding and areas of scrubland.
- 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 recently constructed 'One Cambridge Square' office building and 'Two Cambridge Square' Novotel hotel building, 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, which opened in 2017.
- 2.4 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.
- 2.5 There is also pedestrian and cycle access to the Site from the CGB to the west and from Moss Bank to the south.
- 2.6 The Site is not located within the Cambridge Green Belt.
- 2.7 The Cambridge Green Belt lies to the east of the Site, to the east of the railway line, and further south and south-east of the Site.
- 2.8 The Site does not contain any heritage assets and no non-designated heritage assets are affected by the proposed development.
- 2.9 Fen Ditton Conservation Area and the Riverside and Stourbridge Common Conservation Area are the closest heritage assets to the Site, with parts of their boundaries lying approximately 500m from the Site.
- 2.10 The Site is located on the north-east edge of Cambridge and immediately adjoins the administrative boundary of Cambridge City Council to the south-west. It is approximately 3km from the city centre. The Site benefits from access to a range of public transport services which connect the Site with Cambridge City Centre, local regional destinations and national destinations via the rail and bus network.
- 2.11 A full description of the Site and its context is set out within the application documentation.

## 3.0 Planning History

3.1 The relevant Planning History for the Site and adjoining area is set out in Table 1 below.

**Table 1 : Relevant planning history for the Site and adjoining area**

| APPLICATION DESCRIPTION  | SITE LOCATION  | REFERENCE                  | 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 | Land at Chesterton Sidings, Cowley Road (outside the Site) | S/3102/15/FL & 15/2317/FUL | Approved on 26.09.2016            | Cambridge North Station was completed and opened for passenger services in May 2017. |
| Screening opinion in relation to the proposed redevelopment of Phase 1b  | Land at Chesterton Sidings, Cowley Road                    | S/1714/17/E1               | EIA Screening Required – decision | N/A  |

Land north of Cambridge North Station, Cambridge  
Draft Statement of Common Ground

|  |  |                |                                   |   |
|--|--|----------------|-----------------------------------|---|
|  |  |                | issued on<br>06.07.2017           |   |
| Request for a Formal Scoping Opinion in respect of mixed-use development to comprise:<br>Approximately 700 private rental sector (PRS) apartments;<br>Approximately 1,450sqm of retail use (Use Classes A1/A2/A3/A4/A5);<br>Approximately 11,000sqm of office space (Class B1(a));<br>A specialist Maths College . "Meanwhile" uses; and<br>Landscaping and associated works | Land at Cowley Road                                    | 20/03464/SC OP | Scoping Opinion Issued 08.10.2020 | N/A   |
| 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  | One Cambridge Square, Milton Avenue (outside the Site) | S/2403/17/FL   | Refused on 27.11.2017             | 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   | Two Cambridge Square, Milton Avenue (outside the Site) | S/2372/17/FL   | Approved on 02.08.2018            | The development is completed and in operation |
| Non material amendment of planning permission S/2372/17/FL   | Two Cambridge Square, Milton Avenue (outside the Site) | S/3475/18/NM   | Approved on 30.10.2018            | As above                                      |

Land north of Cambridge North Station, Cambridge  
Draft Statement of Common Ground

|   |  |                 |                        |   |
|---|--|-----------------|------------------------|---|
| 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.  | Two Cambridge Square, Milton Avenue (outside the Site) | S/2372/17/NM A1 | Approved on 10.07.2020 | As above  |
| 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   | One Cambridge Square, Milton Avenue (outside the Site) | S/4478/17/FL    | Approved on 02.08.2018 | Not implemented given subsequent S73 application (S/4824/18/VC) – see below |
| 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) | One Cambridge Square, Milton Avenue (outside the Site) | S/4824/18/VC    | Approved on 17.04.2019 | Under Construction  |
| 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 reconfiguration  | One Cambridge Square, Milton Avenue (outside the Site) | S/4824/18/NM A  | Approved on 11.09.2020 | As above  |



|  |  |  |  |  |
|--|--|--|--|--|
| <p>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; Readjusting 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 the herbaceous plantings). Associated</p> |  |  |  |  |
|--|--|--|--|--|

Land north of Cambridge North Station, Cambridge  
Draft Statement of Common Ground

|   |   |                        |   |  |
|---|---|------------------------|---|--|
| <p>amendment to the working of condition 27 to require submission of Parking Management Plan prior to occupation</p>  |   |                        |   |  |
| <p>Non-material amendment on permission S/4824/18/VC to remove condition 6 (Boundary Treatments and Landscaping)</p>  | <p>One Cambridge Square, Milton Avenue (outside the Site)</p> | <p>S/4824/18/NM A1</p> | <p>Approved on 18.03.2022</p>               | <p>As above</p>  |
| <p>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.</p> | <p>Land north of Cambridge North Station</p>                  | <p>21/05178/SC OP</p>  | <p>Scoping Opinion Issued on 09.02.2022</p> | <p>This relates to the application site and proposals and informed the Environmental Statement</p> |

Land north of Cambridge North Station, Cambridge  
Draft Statement of Common Ground

|  |  |              |                        |                                |
|--|--|--------------|------------------------|--------------------------------|
| Change of Use from Class B1 (a) and Class A1/A3 to Class E | One Cambridge Square, Milton Avenue (outside the Site) | 22/04536/FUL | Approved on 18.01.2023 | Building is under construction |
|--|--|--------------|------------------------|--------------------------------|

## 4.0 Proposed Development

- 4.1 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 Cambridge North Station development and the adjoining hotel development constructed under planning permissions S/3102/15/FL, 15/2317/FUL and S/2372/17/FL and office development which is currently under construction pursuant to planning permission S/4824/18/VC.
- 4.2 The Residential Quarter will comprise up to 425 homes across three blocks, including ground floor amenity uses. The commercial accommodation will include for up to 53,700 sqm of Class E floorspace (NIA) across five buildings, including ground floor amenity uses. A Multi Storey Car Park (also referred to as Mobility Hub) is also proposed. A hybrid planning application was submitted, with some elements in outline and some in full.

### Outline Element

- 4.3 The outline application is for all matters to be reserved apart from access and landscaping. A suite of parameter plans were 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.

#### Land Use

- 4.4 The outline application comprises;
- **The Residential Quarter** (S11-S12), (S13-S16), (S17-S21)
  - **The Triangle Site**, comprising One Chesterton Square (S09) and Two Milton Avenue (S08)
- 4.5 The Residential Quarter is proposed to accommodate up to 425 homes within three perimeter blocks. Unit sizes range from 1 bedroom to 3 bedroom homes. 155 of the homes will be open market and affordable units (within block S13-S16). The remaining 270 homes will be Build to Rent units (BtR) (within block S11-S12 and block S17-S21). Block S17-S21 and block S11 – S12 are proposed to accommodate a number of amenities located at ground floor level. At this outline stage, the exact uses at ground floor level are not finalised but it is envisaged that they could include retail, community and/or commercial services.
- 4.6 The Triangle Site is proposed to accommodate two commercial buildings (Use Class E (g) (i) / (ii)), referred to as One Chesterton Square (S09) and Two Milton Avenue (S08). Both buildings are proposed to accommodate amenity provision at ground floor level and a basement level to accommodate car parking, cycle parking, shower facilities and associated changing rooms and drying rooms, plant and storage.

### Building Heights

- 4.7 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.

### Movement and Access

- 4.8 The Movement and Access Parameter Plan identifies the indicative alignments of the roads within the Site, together with the preferred alignment of the proposed cycle and pedestrian network.
- 4.9 Means of access and detailed junction design are proposed as part of this application, including;
- **Proposed Cowley Road/Milton Avenue Junction ‘Cowley Circus’** – a new crossroad design; this has been subject to a Road Safety Audit undertaken by the local highway authority, with all identified issues addressed through the follow-up designer’s response and
  - **Proposed Milton Avenue/The Link/Cowley Road East Junction** – 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.
- 4.10 The Primary Road of the Site will be the existing Cowley Road/Milton Avenue. However, the footway/cycleway 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.
- 4.11 Secondary roads will comprise a road from Cowley Road to the Cambridge North railway station car park (referred to in the masterplan as ‘Cowley Road north’), a road along the eastern edge of the Site (referred to in the masterplan as ‘Cowley Road east’) and the existing link road from Cowley Road to the CGB (referred to in the masterplan as ‘The Link’).
- 4.12 The proposed Tertiary streets are more compact in nature and enclose the Residential Quarter, with the existing CGB (referred to in the masterplan as ‘Chesterton Way’) forming the western edge and a new street referred to in the masterplan as ‘Bramblefields Way’ forming the northern edge.
- 4.13 The layout of the Site has been designed to complement wider development proposals across the NEC through the provision of a street and active travel network layout that can connect to, and provide through-links to future development opportunities across the wider area.

### Landscape and Public Realm

- 4.14 Details of landscaping is proposed as part of the application. The Landscape Masterplan demonstrates the location, quantum, function of green spaces within the Site. 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.

4.15 The key areas comprise:

- **Chesterton Gardens** – 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** – 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** – a linear swale with ecologically diverse plantings, seating-steps and causeway crossings;
- **Piazza** – a pocket park at the termination of Station Row, with wide a crossing path to One Milton Avenue and the Residential Quarter;
- **Milton Way** – a pocket park and passageway for cyclists, with spill-out space for office workers and residents. Raised planters sit over basements, with integrated seating;
- **Courtyards** - West-facing residents’ courtyards, overlooking a tree belt, to include seating and tree planting; and
- **Wild Park** – areas of retained Open Mosaic habitat and new Open Mosaic restoration, a balancing pond, a circular recreational walk and areas of natural play.

## Full Element

4.16 The hybrid application includes a full application for;

- One Milton Avenue (building S04);
- Mobility Hub (building S05); and
- One and Three Station Row (buildings S06 and S07).

### One Milton Avenue (S04)

4.17 One Milton Avenue is a proposed office building (GEA of 18,575 m<sup>2</sup>) and has been designed to achieve a BREEAM Excellent rating. The building includes for retail space at ground floor level (84 m<sup>2</sup> GIA), accessed via Milton Avenue.

4.18 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.

4.19 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)

- 4.20 The Mobility Hub is proposed to 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 potential rail-related use should further growth in passenger demand occur in the future. 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.
- 4.21 This proposal therefore retains the option for further rail-related parking provision, currently available via decking, when the current rail-related spaces are relocated into the mobility hub.
- 4.22 Network Rail has indicated that retaining the flexibility to provide further parking for passengers is important to them. However, the time period over which passenger demand might grow, and hence trigger the potential need for additional spaces, is still uncertain.
- 4.23 It is therefore proposed that the additional 194 spaces are used flexibly over time in accordance with a car parking management plan as summarised below:
- The spaces would continue to be safeguarded for potential rail-use in the longer term.
  - Initially, the additional spaces would be used by early tenants of buildings proposed in the current planning application – Cambridgeshire County Council accepts there might be a need for higher levels of trip-making in the short to medium term as the NEC area transitions to a low car future, subject to the end-state still operating within the vehicle trip budget.
  - As future phases of development at Cambridge North come forward, the use of those spaces would be de-allocated from current users and reallocated to future occupants.
  - At the same time, the use of the current levels of rail-related parking (428-spaces) would be monitored. Should demand approach 85% of capacity, and subject to the appropriate approvals at that time, the spaces could then be reallocated for rail passenger use and de-allocated from other users.
  - It is proposed that this arrangement can be secured as part of the proposed planning conditions or S106 agreement for the development.
- 4.24 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.
- 4.25 Access to the Mobility Hub will be via the new 'Cowley Road east' which will run along the eastern boundary of the Site.
- 4.26 The Mobility Hub will feature folded metal panels on the western façade and perforated metal panels on the eastern façade. The western façade includes a feature stair at the south western corner to signal the gateway leading towards the rest of the development. This elevation forms one of the main pedestrian flows from the station and has also been enhanced by active frontages to enliven the pedestrian experience.

One and Three Station Row (S6 and S7)

- 4.27 One and Three Station Row are laboratory buildings and have been designed to achieve a BREEAM Excellent rating. One Station Row (excluding the basement) has a GEA of 11,407 m<sup>2</sup> and Three Station Row has a GEA of 12,061 m<sup>2</sup>.
- 4.28 Both One and Three Station Row are four storeys in height, plus plant. The building blocks step back to the east and west at level three, offering amenity space for the building users.
- 4.29 Flexible retail provision (and other complementary ground floor uses) are proposed at ground floor level, accessed off 'Station Row' Passage to the west (1,168 m<sup>2</sup> GIA). The retail uses ensure an activated frontage to Station Row Passage. The side passages contain pocket parks, and visitor cycle parking.
- 4.30 The design development of the façades revolve around the introduction of two planning grids. These articulate the alternating fingers, provide legible ground floor entrances, and define the recessed terraces. The larger, more civic grid is composed of a precast composition, and is continuous from the ground to the screened plant level. The smaller, more vertical grid is composed of brick piers and contains the building cantilevers, marking the entrances and stepping back to reveal the level 03 amenity terrace and the level 04 plant room screen.
- 4.31 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. Complimentary coloured 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.



## 5.0 Appeal Documents

5.1 The application and appeal comprise of the following documents:

**Table 5.1 – Application Documents**

| APPLICATION DOCUMENTS   | DATE      |
|---|-----------|
| Planning Application Form and Certificates  | June 2022 |
| Design and Access Statement   | June 2022 |
| Planning Statement, including first draft Heads of Terms  | June 2022 |
| Environmental Statement (ES) comprising of:<br>Volume 1 – Main Report (main body of the Assessment)<br>Volume 2 – Complete technical appendices comprising:<br>- Appendix 2.1, Scoping Report<br>- Appendix 2.2, Scoping Opinion<br>- Appendix 4.1 Plans and Drawings<br>- Appendix 4.2 Outline Construction Environmental Management Plan<br>- Appendix 6.1 Construction Phase Assessment inc Dust Risk Assessment<br>- Appendix 6.2 Detailed Dispersion Modelling Assessment Method<br>- Appendix 7.1 Relevant Expertise and Qualifications<br>- Appendix 7.2 Policy, Guidance and Legislation<br>- Appendix 7.3 Carbon Assessment Data<br>- Appendix 7.4 In-Combination Climate Change Impact Assessment Results<br>- Appendix 7.5 Climate Change Resilience Assessment Results<br>- Appendix 7.6 Design Guide Input<br>- Appendix 8.1 Heritage Assets Maps<br>- Appendix 8.2 Historic Maps<br>- Appendix 8.3 Cultural Heritage Statement<br>- Appendix 9.1 Ecology Survey Report CB4 Phase 2<br>- Appendix 9.2 Ecological Design Strategy<br>- Appendix 9.3 Biodiversity Net Gain Report Phase 2<br>- Appendix 10.1 FRA and Drainage Strategy<br>- Appendix 10.2 Water Resource Addendum<br>- Appendix 11.1 Cam North HUDU<br>- Appendix 11.2 Health and Wellbeing Policy<br>- Appendix 11.3 Study Area Health Profiles<br>- Appendix 12.1 LVIA Methodology<br>- Appendix 12.2 Parts 1 – 2 of Mapping<br>- Appendix 12.3 Viewpoints<br>- Appendix 12.4 Visualisations<br>- Appendix 12.5 Correspondence<br>- Appendix 13.1 Daylight and Sunlight Assessment | June 2022 |

|  |              |
|--|--------------|
| - Appendix 13.2 Obstructive Lighting Assessment  |              |
| - Appendix 13.3 Reflective Solar Glare Assessment  |              |
| - Appendix 14.1 Noise and Vibration Technical Appendices   |              |
| - Appendix 14.2 NIA for Residential Planning   |              |
| - Appendix 16.1 Phase 1  |              |
| - Appendix 16.2 Prob.Cons.Risk   |              |
| - Appendix 16.3 Sensitivity Magnitude Significance   |              |
| - Appendix 16.4 CSM  |              |
| - Appendix 17.1 Transport Assessment   |              |
| - Appendix 17.2 Outline Travel Plan  |              |
| - Appendix 17.3 Low Emission Strategy  |              |
| - Appendix 18.1 CFD Analysis   |              |
| - Volume 3 – Non-Technical Summary   |              |
| Statement of Environmental Statement (ES) Conformity   | October 2022 |
| Office and Laboratory Occupational Market Update   | June 2022    |
| Build to Rent Market Report – Private Rented Sector  | June 2022    |
| Cambridge Retail and Leisure Update  | June 2022    |
| Landscape and Open Space Report  | June 2022    |
| Statement of Community Involvement   | June 2022    |
| Public Art Strategy  | June 2022    |
| Arboricultural Implications Assessment Report  | June 2022    |
| Odour Report   | June 2022    |
| Utilities Statement  | June 2022    |
| Sustainability Strategy, including a BREEAM Pre-Assessment for One Milton Avenue (S04), and One and Three Station Row (S06 and S07). | June 2022    |
| Energy Statement (detailed element)  | June 2022    |
| Energy Strategy for 1 Milton Avenue (S4) and 1-3 Station Row (S6 and S7) Rev 03  | June 2022    |
| Preliminary Operational waste management plan (P-OWP)  | June 2022    |
| Site Waste Management and Materials Management Plan  | June 2022    |
| Archaeology Desk-Based Assessment  | June 2022    |
| Planning Access Statement Parts 1 to 8 (8 is the complete document)  | June 2022    |
| Fire Safety Statement  | June 2022    |
| Framework Travel Plan (May 2022)   | June 2022    |
| Social Value Statement   | June 2022    |
| Highways Technical Note  | October 2022 |
| Highways Safety Audit Documents  | October 2022 |
| Response to the comments of Cam Cycle  | October 2022 |
| Response to the comments of the Access Officer   | October 2022 |
| Flood Risk Assessment (FRA) Addendum   | October 2022 |
| Water Resources Addendum (Rev 1)   | October 2022 |
| Updated Biodiversity Net Gain (BNG) Assessment   | October 2022 |
| Ecology Survey Report Update   | October 2022 |

|   |               |
|---|---------------|
| Landscape and Open Space Updates Plan                                     | October 2022  |
| Statement in response to the comments of the Minerals and Waste Authority | October 2022  |
| Updated Low Emission Strategy   | October 2022  |
| Energy Strategy Addendum  | October 2022  |
| Addendum to Sustainability Strategy                                       | October 2022  |
| Response to comments from Waste Services                                  | October 2022  |
| Updated Preliminary Operational Waste Management Plan (P-OWMP)            | October 2022  |
| Cambridge, Past, Present and Future Feedback Response                     | October 2022  |
| Response to the comments of Urban Design Officer                          | October 2022  |
| Phase 2 Ecology Survey Calculation Results 22 December 2022               | December 2022 |
| Letter on BNG Position 9 January 2023                                     | January 2023  |

5.2 The table below contains an up-to-date list of drawings. Where drawings have been amended or replaced, the updated drawing revision is recorded below.

**Table 5.2 – Drawing List – Drawings for Approval**

| DRAWING REFERENCE                          | TITLE  | DATE         |
|--|--|--------------|
| <b>Site-Wide - General</b>                 |  |              |
| 239-ACME-PLA-S00-0010                      | Location Plan                                  | June 2022    |
| 239-ACME-PLA-S00-0011                      | Site Plan                                      | June 2022    |
| <b>Site-Wide Parameter Plans - Outline</b> |  |              |
| 239-ACME-PLA-S01-0101<br>Rev A             | Existing Site Conditions                       | October 2022 |
| 239-ACME-PLA-S01-0102<br>Rev A             | Building Layout and Application Type           | October 2022 |
| 239-ACME-PLA-S01-0103<br>Rev A             | Maximum Building Envelope – Basement           | October 2022 |
| 239-ACME-PLA-S01-0104<br>Rev A             | Maximum Building Envelope – Ground Floor Level | October 2022 |
| 239-ACME-PLA-S01-0105<br>Rev A             | Maximum Building Envelope – Typical Level      | October 2022 |
| 239-ACME-PLA-S01-0106<br>Rev A             | Building Heights Plan                          | October 2022 |
| 239-ACME-PLA-S01-0107<br>Rev A             | Proposed Uses – Ground Floor                   | October 2022 |
| 239-ACME-PLA-S01-0108<br>Rev A             | Access Plan                                    | October 2022 |
| 239-ACME-PLA-S01-0109<br>Rev A             | Landscape and Open Spaces Plan                 | October 2022 |
| 39-ACME-PLA-S01-0300                       | Parameter Plans Area Schedule                  | June 2022    |
| <b>Site-Wide Landscape Plans - Detail</b>  |  |              |
| 630_01(MP)001 P3                           | Landscape Masterplan                           | October 2022 |
| 630_01(MP)002 P2                           | Ecology Strategy Ground Floor                  | October 2022 |
| 630_01(MP)003 P1                           | Ecology Strategy Roof                          | June 2022    |
| 630_01(MP)004 P2                           | Public Open Space Provision                    | October 2022 |

Land north of Cambridge North Station, Cambridge  
Draft Statement of Common Ground

|                  |   |              |
|------------------|---|--------------|
| 630_01(MP)005 P2 | Hard Landscape Strategy (West)          | October 2022 |
| 630_01(MP)006 P2 | Hard Landscape Strategy (East)          | October 2022 |
| 630_01(MP)007 P2 | Hard Landscape Strategy (Wild Park)     | October 2022 |
| 630_01(MP)008 P2 | Tree Strategy                           | October 2022 |
| 630_01(MP)009 P1 | Planting Strategy (West)                | June 2022    |
| 630_01(MP)010 P1 | Planting Strategy (East)                | June 2022    |
| 630_01(MP)011 P1 | Levels and Drainage (West)              | June 2022    |
| 630_01(MP)012 P1 | Levels and Drainage (East)              | June 2022    |
| 630_01(MP)013 P1 | Levels and Drainage (Wild Park)         | June 2022    |
| 630_01(MP)014 P2 | Attenuation Strategy                    | October 2022 |
| 630_01(MP)015 P1 | Furniture Strategy (West)               | June 2022    |
| 630_01(MP)016 P1 | Furniture Strategy (East)               | June 2022    |
| 630_01(MP)017 P1 | Furniture Strategy (Wild Park)          | June 2022    |
| 630_01(MP)019 P1 | Roof Strategy                           | June 2022    |
| 630_01(MP)020 P2 | Tree Root Cell Extents                  | October 2022 |
| 630_01(MP)021 P2 | Wild Park and Aggregates Yard Interface | October 2022 |
| 630_01(MP)022 P1 | Cycle Strategy (West)                   | October 2022 |
| 630_01(MP)023 P1 | Cycle Strategy (East)                   | October 2022 |
| 630_01(MP)024 P1 | Proximity to Mineral Safeguarded areas  | October 2022 |
| 630_01(MP)101 P1 | Milton Avenue 1 of 2                    | June 2022    |
| 630_01(MP)102 P1 | Milton Avenue 2 of 2                    | June 2022    |
| 630_01(MP)103 P2 | Chesterton Way 1 of 3                   | October 2022 |
| 630_01(MP)104 P2 | Chesterton Way 2 of 3                   | October 2022 |
| 630_01(MP)105 P2 | Chesterton Way 3 of 3                   | October 2022 |
| 630_01(MP)106 P2 | Cowley Road North                       | October 2022 |
| 630_01(MP)107 P2 | Cowley Road East                        | October 2022 |
| 630_01(MP)108 P1 | The Link                                | June 2022    |
| 630_01(MP)109 P2 | Bramblefields Way                       | October 2022 |
| 630_01(MP)201 P2 | 1 Milton Avenue and Milton Walk         | October 2022 |
| 630_01(MP)202 P2 | Chesterton Square                       | October 2022 |
| 630_01(MP)203 P2 | Station Row                             | October 2022 |
| 630_01(MP)204 P1 | Station Row Features                    | June 2022    |
| 630_01(MP)205 P2 | Piazza                                  | October 2022 |
| 630_01(MP)206 P1 | Station Row Passage                     | June 2022    |
| 630_01(MP)207 P1 | Chesterton Passage                      | June 2022    |
| 630_01(MP)208 P1 | Cowley Circus                           | June 2022    |

|  |  |              |
|--|--|--------------|
| 630_01(MP)209 P2                         | Wild Park  | October 2022 |
| 630_01(MP)210 P2                         | Typical Meanwhile Use for Pocket Park            | October 2022 |
| 630_01(MP)212 P1                         | Roof Garden – Labs                               | June 2022    |
| 630_01(MP)213 P1                         | Roof Garden – 1 Milton Avenue                    | June 2022    |
| 630_01(MP)301 P1                         | Residential Masterplan                           | June 2022    |
| 630_01(MP)304 P1                         | Play Areas – LEAP and LAP                        | June 2022    |
| 630_01(MP)305 P1                         | Play Areas – Natural Play                        | June 2022    |
| 630_01(MP)306 P1                         | Play Areas – Wild Park                           | June 2022    |
| 630_01(MP)307 P1                         | Residential Roof Garden Masterplan               | June 2022    |
| 630_01(MP)308 P1                         | Roof Garden Features                             | June 2022    |
| 630_01(CD)001 P1                         | Typical Tree pit in hard landscaping             | June 2022    |
| 630_01(CD)002 P1                         | Typical Tree pit in soft landscaping             | June 2022    |
| 630_01(CD)003 P1                         | Typical Tree pit in raised planter over basement | June 2022    |
| 630_01(CD)004 P1                         | Rain garden kerb detail                          | June 2022    |
| 630_01(CD)005 P1                         | Biodiverse Roof typical detail                   | June 2022    |
| 630_01(CD)007 P1                         | Chesterton Square paving detail                  | June 2022    |
| 630_01(CD)008 P1                         | Chesterton Gardens paving detail                 | June 2022    |
| 630_01(SC)001 P2                         | Chesterton Square                                | October 2022 |
| 630_01(SC)002 P1                         | Station Row – Causeway                           | June 2022    |
| 630_01(SC)003 P1                         | Station Row – Steps                              | June 2022    |
| 630_01(SC)004 P1                         | Station Row – Banks and bench seating            | June 2022    |
| 630_01(SC)006 P2                         | 1 Milton Avenue                                  | October 2022 |
| 630_01(SC)007 P1                         | Milton Avenue                                    | June 2022    |
| 630_01(SC)009 P2                         | Cowley Road East                                 | October 2022 |
| 630_01(SC)010 P1                         | Chesterton Gardens: Pergola                      | June 2022    |
| 630_01(SC)012 P1                         | Chesterton Gardens: Earth mounds                 | June 2022    |
| 22_02771_OUT Tree Survey Drawing         | Chesterton Sidings Cambridge Plans               | October 2022 |
| <b>Site-Wide Highways Plans - Detail</b> |  |              |
| 05425-C-2103-P7                          | Lab Servicing Access SPA                         | October 2022 |
| 05425-C-2110-P4                          | Milton Avenue Cycle                              | October 2022 |
| 05425-C-2113-P4                          | Cowley Circus                                    | October 2022 |
| 05425-C-2203-P2                          | Fire Tender Tracking (Sheet 1 of 2)              | October 2022 |
| 05425-C-2204-P2                          | Fire Tender Tracking (Sheet 2 of 2)              | October 2022 |

|                              |  |              |
|------------------------------|--|--------------|
| 05425-C-2205-P1              | Lab Servicing Access Swept Path Analysis Refuse Vehicle        | June 2022    |
| 05425-C-2206-P2              | Rigid Truck Tracking   | October 2022 |
| 05425-C-2207-P1              | Refuse Vehicle Tracking (Plan)                                 | June 2022    |
| 05425-C-2208-P0              | Whole Site Refuse Vehicle Tracking                             | October 2022 |
| <b>S4 - Full</b>             |  |              |
| 1781-MAKE-S04-PA1999 Rev 01  | S4 Basement Plan   | October 2022 |
| 1781-MAKE-S04-PA2000 Rev 01  | S4 Ground Floor Plan   | October 2022 |
| 1781-MAKE-S04-PA2001 Rev 01  | S4 Level 01 Plan   | October 2022 |
| 1781-MAKE-S04-PA2002 Rev 01  | S4 Levels 02-04 Typical Plan                                   | October 2022 |
| 1781-MAKE-S04-PA2005 Rev 01  | S4 Level 05 Plan   | October 2022 |
| 1781-MAKE-S04-PA2006 Rev 01  | S4 Level 06 Plan   | October 2022 |
| 1781-MAKE-S04-PA2007 Rev 01  | S4 Level 07 Plan: Plant  | October 2022 |
| 1781-MAKE-S04-PA2008 Rev 01) | S4 Roof Plan   | October 2022 |
| 1781-MAKE-S04-PA2200         | S4 Proposed East Elevation                                     | June 2022    |
| 1781-MAKE-S04-PA2201         | S4 Proposed South-East Elevation                               | June 2022    |
| 1781-MAKE-S04-PA2202         | S4 Proposed South-West Elevation                               | June 2022    |
| 1781-MAKE-S04-PA2203         | S4 Proposed North-West Elevation                               | June 2022    |
| 1781-MAKE-S04-PA2250 Rev 01  | S4 Proposed Section AA and Section BB (Short and Long Section) | October 2022 |
| <b>S5</b>                    |  |              |
| 239-ACME-PLA-S05-0100        | S5 Location Plan   | June 2022    |
| 239-ACME-PLA-S05-1100        | S5 Ground Floor Plan   | June 2022    |
| 239-ACME-PLA-S05-1101        | S5 First Floor Plan  | June 2022    |
| 239-ACME-PLA-S05-1102        | S5 Second Floor Plan   | June 2022    |
| 239-ACME-PLA-S05-1103        | S5 Third Floor Plan  | June 2022    |
| 239-ACME-PLA-S05-1104        | S5 Fourth Floor Plan   | June 2022    |
| 239-ACME-PLA-S05-1105        | S5 Roof Plan   | June 2022    |
| 239-ACME-PLA-S05-1110        | S5 Basement Plan Acme  | June 2022    |
| 239-ACME-PLA-S05-1200        | S5 Mobility Hub Section  | June 2022    |

|                                |   |              |
|--------------------------------|---|--------------|
| 239-ACME-PLA-S05-1300          | Western And Eastern Elevations                                    | June 2022    |
| 239-ACME-PLA-S05-1301          | Northern And Southern Elevations                                  | June 2022    |
| <b>S6 and S7</b>               |   |              |
| 1818-MAKE-S06-PA1949<br>Rev 01 | S6 and S7 Combined Basement Plan                                  | October 2022 |
| 1818-MAKE-S06-PA1950<br>Rev 02 | S6 and S7 Combined Ground Floor Plan                              | October 2022 |
| 1818-MAKE-S06-PA1999<br>Rev 01 | S6 Basement Plan  | October 2022 |
| 1818-MAKE-S06-PA2000<br>Rev 02 | S6 Ground Floor Plan  | October 2022 |
| 1818-MAKE-S06-PA2001           | S6 Levels 01-02 Typical Plan                                      | June 2022    |
| 1818-MAKE-S06-PA2003           | S6 Level 03 Plan  | June 2022    |
| 1818-MAKE-S06-PA2004           | S6 Level 04 Plan: Plant   | June 2022    |
| 1818-MAKE-S06-PA2005           | S6 Roof Plan  | June 2022    |
| 1818-MAKE-S07-PA1999<br>Rev 01 | S7 Basement Plan  | October 2022 |
| 1818-MAKE-S07-PA2000<br>Rev 02 | S7 Ground Floor Plan  | October 2022 |
| 1818-MAKE-S07-PA2001           | S7 Levels 01-02 Typical Plan                                      | June 2022    |
| 1818-MAKE-S07-PA2003           | S7 Level 03 Plan  | June 2022    |
| 818-MAKE-S07-PA2004            | S7 Level 04 Plan: Plant   | June 2022    |
| 818-MAKE-S07-PA2005            | S7 Roof Plan  | June 2022    |
| 1818-MAKE-S06-PA2150<br>Rev 01 | S6 and S7 Combined North-West Elevation                           | June 2022    |
| 1818-MAKE-S06-PA2151<br>Rev 01 | S6 and S7 Combined South-East Elevation                           | June 2022    |
| 1818-MAKE-S06-PA2200<br>Rev 01 | S6 Proposed North-West Elevation                                  | October 2022 |
| 1818-MAKE-S06-PA2201           | S6 Proposed North-East Elevation                                  | June 2022    |
| 1818-MAKE-S06-PA2202<br>Rev 01 | S6 Proposed South-East Elevation                                  | October 2022 |
| 1818-MAKE-S06-PA2203           | S6 Proposed South-West Elevation                                  | June 2022    |
| 1818-MAKE-S06-PA2240           | S6 and S7 Proposed Combined Section AA<br>(Long Section)          | June 2022    |
| 1818-MAKE-S06-PA2250           | S6 Proposed Section BB and Section CC<br>(Short and Long Section) | June 2022    |
| 1818-MAKE-S07-PA2200<br>Rev 01 | S7 Proposed North-West Elevation                                  | October 2022 |

|                                |   |              |
|--------------------------------|---|--------------|
| 1818-MAKE-S07-PA2201<br>Rev 01 | S7 Proposed North-East Elevation                                  | October 2022 |
| 1818-MAKE-S07-PA2202<br>Rev 01 | S7 Proposed South-East Elevation                                  | October 2022 |
| 1818-MAKE-S07-PA2203           | S7 Proposed South-West Elevation                                  | June 2022    |
| 1818-MAKE-S07-PA2250           | S7 Proposed Section DD and Section EE<br>(Short and Long Section) | June 2022    |

**Table 5.3 – Drawings for Illustrative Purposes Only**

| ILLUSTRATIVE DRAWING<br>REFERENCE | TITLE  | DATE         |
|-----------------------------------|--|--------------|
| 239-ACME-PLA-S00-0012<br>Rev B    | Illustrative Masterplan – Roof                                 | October 2022 |
| 239-ACME-PLA-S00-0013<br>Rev B    | Illustrative Masterplan – Ground Floor                         | October 2022 |
| 239-ACME-PLA-S00-0014<br>Rev B    | Illustrative Masterplan – Typical Floor                        | October 2022 |
| 239-ACME-PLA-S00-0020             | Strategic Masterplan – Illustrative Only                       | October 2022 |
| 239-ACME-PLA-S00-0021             | Strategic Masterplan (Emerging NEC AAP) –<br>Illustrative Only | October 2022 |



## 6.0 Development Plan

- 6.1 So far as material, the relevant development plan in this case comprises the following:
- Adopted South Cambridgeshire District Council Local Plan (2018) (SCLP) and Proposals Map (2018)
  - Cambridgeshire and Peterborough Minerals and Waste Local Plan (2021)
- 6.2 The Site forms part of the Major Development Site allocation within the SCLP referred to as 'Cambridge Northern Fringe East and Cambridge North railway station', as identified under Policy SS/4 of the SCLP.
- 6.3 In accordance with parts (1) and (2) of Policy SS/4 of the SCLP, the development proposal is for a high quality mixed-use, employment-led scheme, together with a range of supporting uses.
- 6.4 In accordance with part (4a) of Policy SS/4 of the SCLP, 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 application supporting documentation.
- 6.5 In accordance with part (4b) of Policy SS/4 of the SCLP, the Addendum Report – Updated odour dispersion modelling for Cambridge Water Recycling Centre (December 2020), prepared by Olfasense UK Ltd and commissioned by South Cambridgeshire District Council to inform the emerging NEC AAP, confirms that the 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 Site from the CWRC. Therefore, no odour mitigation is considered to be required and is not proposed. There are no other environmental or health impacts arising from the Cambridge Water Recycling Centre requiring mitigation for occupants of the Appeal scheme.
- 6.6 In accordance with part (4c) of Policy SS/4 of the SCLP, the illustrative 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.
- 6.7 In accordance with part (4d) of Policy SS/4 of the SCLP, 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 and a BNG gain of 66.79% can be delivered.
- 6.8 In accordance with part (4e) of Policy SS/4 of the SCLP, two illustrative strategic masterplans have been submitted with the application. These expand on information submitted within the Design and Access Statement and illustrate how the Site relates to the wider context both in terms of the remainder of the 'Cambridge North' site under the control of Brookgate Land Ltd and the wider area within the emerging NEC AAP.

6.9 It is agreed, in relation to the appeal proposals, that the relevant policies of the SCLP include the following:

- S/2: Objectives of the Local Plan
- S/3: Presumption in Favour of Sustainable Development
- S/5: Provision of New Jobs and Homes
- S/6: The Development Strategy to 2031
- SS/4: Cambridge Northern Fringe East and Cambridge North railway station
- CC/1: Mitigation and Adaption to Climate Change
- CC/3: Renewable and Low Carbon Energy in New Developments
- CC/4: Water Efficiency
- CC/6: Construction Methods
- CC/7: Water Quality
- CC/8: Sustainable Drainage Systems;
- CC/9: Managing Flood Risk
- HQ/1: Design Principles
- HQ/2: Public Art and New Development
- NH/2: Protecting and enhancing Landscape Character
- NH/4: Biodiversity
- NH/6: Green Infrastructure
- NH/8: Mitigating the Impact of Development in and Adjoining the Green Belt
- NH/14: Heritage Assets
- H/8: Housing Density
- H/9: Housing Mix
- H/10: Affordable Housing
- H/12: Residential Space Standards
- E/9: Promotion of Clusters
- E/10: Shared Social Spaces in Employment Areas
- E/22: Applications for New Retail Development
- SC/2: Health Impact Assessment
- SC/4: Meeting Community Needs
- SC/6: Indoor Community Facilities
- SC/7: Outdoor Play Space, Informal Open Space and New Development
- SC/9: Lighting Proposals
- SC/10: Noise Pollution
- SC/11: Contaminated Land

- SC/12: Air Pollution
- SC/14: Odour and Other Fugitive Emissions to Air
- TI/2: Planning for Sustainable Travel
- TI/3: Parking Provision
- TI/8: Infrastructure and New Developments
- TI/10: Broadband

### **Cambridgeshire and Peterborough Minerals and Waste Local Plan (2021)**

- 6.10 The Cambridgeshire and Peterborough Minerals and Waste Local Plan sets out several allocations which cover the Site. These identify the site as being within:
- I. the Consultation Area (CA) for the Cambridge Northern Fringe Aggregates Railheads (Transport Infrastructure Area) (TIA) (Policy 16 (Consultation Areas));
  - II. the Consultation Area (CA) for the Cowley Road Waste Management Area (WMA), also known as the Cambridge Waste Transfer Station (Policy 16 (Consultation Areas));
  - III. the Consultation Area (CA) for the Cambridge Water Recycling Area (WRA) (Policy 16 (Consultation Areas)); and
  - IV. a Sand and Gravel Mineral Safeguarding Area (Policy 5).

## 7.0 Statutory consultee responses received to date

7.1 Statutory consultee responses received to date are summarised in Table 2 below.

**Table 2 : Statutory consultee responses received to date**

| CONSULTEE  | DATE     | CONSULTEE RESPONSE  | APPLICANT RESPONSE  |
|--|----------|---|---|
| <b>LPA Tree Officer</b>  | 10.11.22 | No objection, subject to conditions   | Applicant to liaise with LPA to agree conditions  |
| <b>LPA Ecology Officer</b>   | 02.08.22 | Objection due to insufficient information to determine the application  | Further information was provided in the re-submission pack consulted upon on 09.11.22   |
|  | 07.12.22 | Amendments needed to determine application  | Letter issued to LPA on 09.02.22 to confirm updated position on BNG. Further response will be provided by the Applicant in evidence and through proposed conditions |
| <b>LPA Environmental Health Officer (Air Quality, Noise and Vibration, Lighting)</b> | 26.07.22 | No objection, subject to conditions   | Applicant to liaise with LPA to agree conditions  |
|  | 21.11.22 | The amendments do not adversely affect/impact original comments dated 26.07.2022. Previous comments remain relevant and up to date. |   |
| <b>LPA Environmental Health Officer (Noise, Odour, Lighting)</b>                     | 27.07.22 | No objection, subject to conditions   | Applicant to liaise with LPA to agree conditions  |
|  | 08.12.22 | No further comments   |   |
| <b>LPA Environmental Health Officer (Contaminated Land)</b>                          | 13.07.22 | No objection, subject to conditions   | Applicant to liaise with LPA to agree conditions<br>Awaiting updated response from Contaminated Land Officer  |
| <b>LPA Sustainability Officer</b>  | 03.08.22 | Request for further information and clarification   | Further information was provided in the re-submission pack consulted upon on 09.11.22   |
|  | 08.12.22 | Further to previous comments a number of amendments and clarifications have been made to the proposals. The                         |   |

|  |               |   |   |
|--|---------------|---|---|
|  |               | amendments and clarifications are welcomed, subject to agreement on condition wording   | Applicant to liaise with LPA to agree conditions  |
| <b>LPA Conservation Officer</b>            | October 2022  | Objection due to the proposal not being compliant with Policy NH/14   | Applicant will respond in evidence  |
| <b>LPA Urban Design Officer</b>            | 12.10.22      | Request for further information and clarification   | Further information was provided in the re-submission pack consulted upon on 09.11.22   |
|  | November 2022 | Issues raised in the original response and summarised in Point 1-12 have not been addressed.  | Applicant will respond in evidence  |
| <b>LPA Landscape Officer</b>               | 27.09.22      | Objection on the grounds of non-compliance with SCLP policies SS/4 (4c, 4e), HQ/1 (1a, 1b, 1c, 1d, 1e, 1f, 1h, 1i, 1j, 1m, 2), NH/2, NH/8 (2,3), SC/7 (4), TI/2 (1, 2a, 2d), and TI/3.  | Further information was provided in the re-submission pack consulted upon on 09.11.22   |
|  | 15.12.22      | Officer remains of the view of not being able to support the scheme on the grounds of non-compliance with SCLP policies SS/4 (4c, 4e), HQ/1 (1a, 1b, 1c, 1d, 1e, 1f, 1h, 1i, 1j, 1m, 2), NH/2, NH/8 (2,3), SC/7 (4), TI/2 (1, 2a, 2d), and TI/3 | Applicant will respond in evidence  |
| <b>LPA Sustainable Communities Officer</b> | 31.08.22      | Request for further information and clarification   | Further information was provided in the re-submission pack consulted upon on 09.11.22<br>Awaiting updated response from LPA Sustainable Communities Officer |
| <b>LPA Access Officer</b>                  | 25.08.22      | Objection due to insufficient information and / or detail   | Further information was provided in the re-submission pack consulted upon on 09.11.22   |

|  |          |   |  |
|--|----------|---|--|
|  |          |   | Awaiting updated response from LPA Access Officer  |
| <b>LPA Health Officer</b>                          | 31.08.22 | No objection – confirmation that the development has been assessed as Grade B which meets the required standard of the HIA SPD policy   | N/A  |
| <b>LPA Strategic Housing Officer</b>               | 27.09.22 | No objection, subject to conditions and s106  | Applicant to liaise with LPA to agree conditions and s106  |
|  | 07.12.22 | No objection, subject to conditions and s106  |  |
| <b>LPA Shared Waste Service</b>                    | 27.09.22 | Request for further information and clarification   | Further information was provided in the re-submission pack consulted upon on 09.11.22<br>Awaiting updated response from LPA Shared Waste Service |
| <b>LPA Drainage Engineer</b>                       | 27.09.22 | Objection and request for further information in respect to First Public Drain, Climate Change Allowances, Discharge Rates and SuDS   | Further information was provided in the re-submission pack consulted upon on 09.11.22<br>Awaiting updated response from LPA Drainage Engineer    |
| <b>Cambridgeshire County Council</b>               | 16.09.22 | No objection, subject to agreement on financial contributions   | Applicant to liaise with LPA to agree s106   |
| <b>Minerals and Waste Planning Authority</b>       | 03.08.22 | Objection owing to a lack of information demonstrating the compatibility of the development with the safeguarded aggregates railhead (TIA), and the Cowley Road Waste Management Area (WMA) | Further information was provided in the re-submission pack consulted upon on 09.11.22  |
|  | 14.12.22 | Require more information to remove objection  | Applicant will respond in evidence and through proposed conditions   |
| <b>Cambridgeshire County Council Archaeologist</b> | 08.07.22 | No objection or requirement for further archaeology work  | N/A  |
|  | 09.11.22 | As per original response  |  |

|                           |          |  |   |
|---------------------------|----------|--|---|
| <b>Natural England</b>    | 28.10.22 | Request for further information  | Further information was provided in the re-submission pack consulted upon on 09.11.22<br>Awaiting updated response from Natural England   |
| <b>Environment Agency</b> | 27.06.22 | No objection but query whether sustainable water supplies can be provided and whether Anglian Water can receive the foul drainage without exceeding their permits with the EA or that any necessary infrastructure updates are made ahead of occupation of the development | Further information was provided in the re-submission pack consulted upon on 09.11.22<br><br>Anglian Water is obligated to accept new flows<br>Anglian Water has confirmed that Cambridge Water Recycling Centre does not currently have capacity to treat flows from the development site but the required reinforcement works are the responsibility of Anglian Water and do not fall under the remit of the individual developer |
|                           | 07.11.22 | No objection   |   |
| <b>Cadent Gas</b>         | 27.06.22 | No objection, subject to standard informative relating to protection of Cadent Gas assets  | Applicant to liaise with LPA to agree conditions  |
| <b>Anglian Water</b>      | 05.07.22 | No objection though acknowledgement that Cambridge Water Recycling Centre does not currently have capacity to treat flows from the development site  | Anglian Water is obligated to accept new flows and Anglian Water has confirmed that Cambridge Water Recycling Centre does not currently have capacity to treat flows from the development site but the required reinforcement works are the responsibility of Anglian Water and do not fall under the remit of the individual developer   |
|                           | 11.11.22 | As per original response   |   |

|  |          |  |  |
|--|----------|--|--|
| <b>Sport England</b>   | 08.07.22 | No objection, subject to agreement of requested s106 contribution  | Applicant to liaise with LPA in drafting of the s106   |
|  | 27.09.22 | Agreed to revised s106 contribution following liaison with Applicant   |  |
| <b>Local Highway Authority (Development Management Team)</b> | 12.07.22 | Objection on the grounds of highway safety. Request for Stage 1 Road Safety Audit (RSA) for proposed new access to Cowley Road and Milton Avenue<br>Recommended conditions | Initial response on RSA issued by LHA on 25.11.22 with minor updates required.<br><br>Updates issued to LHA on 30.11.22 and awaiting final response from LHA |
|  | 08.12.22 | The submitted amended documents do not change the Highway Authority comments of 12th July 2022. The Road Safety Audit Stage 1 process is ongoing                           |  |
| <b>Local Highway Authority (Transport Assessment Team)</b>   | 08.09.22 | Objection as insufficient detail has been presented to make a sound assessment   | Further information was provided in the re-submission pack consulted upon on 09.11.22.<br>Awaiting updated response from LHA                                 |
| <b>National Highways</b>                                     | 06.01.23 | Confirmed that National Highways are now in a position to lift the holding objection   | Applicant to liaise with LPA in drafting of the conditions   |
| <b>Historic England</b>                                      | 05.09.22 | Objection due to the application not meeting the requirements of the NPPF, in particular para 194,200  | Applicant will respond in evidence   |
| <b>Lead Local Flood Authority (LLFA)</b>                     | 15.08.22 | Objection and request for further information  | Further information was provided in the re-submission pack consulted upon on 09.11.22.<br>Awaiting updated response from LLFA                                |
| <b>Network Rail</b>  | 18.08.22 | No objection   | N/A  |
| <b>Milton Parish Council</b>                                 | 06.07.22 | Objection as consider the proposals constitute overdevelopment with excessive heights and also that the development lacks  | Applicant will respond in evidence   |



Land north of Cambridge North Station, Cambridge  
Draft Statement of Common Ground

|                                  |          |  |                                    |
|----------------------------------|----------|--|------------------------------------|
|                                  |          | amenities (eg. Recreational and informal spaces)                                       |                                    |
|                                  | 23.11.22 | No recommendations on the amendments   |                                    |
| <b>Fen Ditton Parish Council</b> | 11.10.22 | Objection on basis proposal is contrary to Policy HQ/1 and Section 12 of the Framework | Applicant will respond in evidence |

## 8.0 Matters in Agreement

8.1 It is agreed between the Appellant and the LPA that the following matters are not in dispute.

### Development Plan

8.2 Planning decisions must be taken in accordance with the development plan unless there are material considerations that indicate otherwise as set out at section 38(6) of the Planning and Compulsory Purchase Act 2004.

8.3 In this respect, the development plan is formed of the South Cambridgeshire Local Plan (2018) and the Cambridgeshire and Peterborough Minerals and Waste Local Plan (2021).

8.4 The development is in accordance with the Development Plan when read as a whole.

### The Emerging North East Cambridge Area Action Plan (NEC AAP)

8.5 The Site falls within the boundary of the emerging North East Cambridge Area Action Plan (NEC AAP).

8.6 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).

8.7 Outstanding objections, including those by the Appellant, remain in respect of the emerging AAP, in particular in relation to quantum, heights, density, scale and massing.

8.8 The Proposed Submission version of the emerging NEC AAP (Regulation 19) was reported to the respective decision-making committees of SCDC and Cambridge City Council over December 2021 to January 2022 and was approved for public consultation.

8.9 However, the NEC AAP is predicated on the relocation of the Cambridge Waste Water Treatment Plant taking place and will not proceed to the Proposed Submission Stage (Regulation 19) unless and until the Development Consent Order (DCO) has been approved.

8.10 The Planning Inspectorate website<sup>1</sup> confirms that the DCO for the relocation of the Cambridge Waste Water Treatment Plant is expected to be submitted to the Planning Inspectorate in quarter 1 2023.

8.11 The Councils have published a number of evidence papers to support the draft policies and proposals of the Proposed Submission version of the emerging NEC AAP, together with a series

---

<sup>1</sup> [Cambridge Waste Water Treatment Plant Relocation | National Infrastructure Planning \(planninginspectorate.gov.uk\)](https://planninginspectorate.gov.uk)

of Development Management Guidance documents. The evidence base is also subject to objection from landowners within the AAP boundary including the Appellant.

8.12 The emerging NEC AAP remains at an early stage in its preparation.

8.13 However, notwithstanding this 'emerging' status, the Appellant has sought to comply with a number of aspects including the proposed trip and parking budgets.

## **The Emerging Greater Cambridge Local Plan**

8.14 The emerging Greater Cambridge Joint Local Plan and its associated evidence base is at an early stage in its preparation and carries very limited weight.

## **National Planning Policy Framework (NPPF)**

8.15 The NPPF is a significant material consideration which must be taken into account where it is relevant to a planning application/appeal.

8.16 The NPPF sets out a presumption in favour of sustainable development. This includes that development proposals that accord with an up-to-date development plan, should be approved without delay.

8.17 At a high level there are three overarching objectives to sustainable development. These are economic, social and environmental.

8.18 The planning system is plan led and the development plan is therefore required to set a vision for the future of its area and provide a framework for addressing housing, economic, social and environmental needs.

## **Employment-led Development**

8.19 The development proposal is primarily for employment use in accordance with Policy SS/4 of the SCLP.

## **Residential Development**

8.20 The residential development is acceptable in principle, in accordance with Policy SS/4 of the SCLP.

8.21 The housing mix proposed is acceptable in principle and provides the choice, type and mix of housing sought in Policy H/9 of the SCLP.

8.22 The overall unit numbers, together with the mix of tenures and unit sizes is acceptable.

## Need and Economic Development

- 8.23 The Appeal scheme is ideally suited for employment uses and will support the development of an office and research & development cluster.
- 8.24 Facilitating the directions of the NPPF, the Local Plan establishes the objectively assessed need for 19,500 new homes and 22,000 new jobs in the district by 2031.
- 8.25 Delivering 22,000 new jobs will require development of additional employment land over the life of the Local Plan. The Economy chapter (Chapter 8) of the SCLP provides a set of policies that focus on delivering the types of employment appropriate to both support the Cambridge cluster and to provide a diverse range of local jobs to ensure a strong and vibrant local economy into the future.
- 8.26 The Appeal site is a specific site identified in Chapter 8 of the SCLP as an employment land allocation especially suited for cluster development – under Policy E/9 of the SCLP.
- 8.27 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.
- 8.28 The ELEDs confirms 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). The Evidence Study recommends that the LPA continues to respond positively to proposals that can be considered on their merits, or through further allocation.
- 8.29 The Appeal scheme is forecast to generate approximately 2,020 additional construction roles over the five-year construction period and approximately 4,300 net additional jobs after the Site is complete and the development fully operational. It is agreed that the development will make a significant contribution to the local, regional and national economy, especially as a proposal to support the knowledge-based Research and Development cluster in North East Cambridge.
- 8.30 The Greater Cambridge Employment and Housing Evidence Update (January 2023) confirms that demand for labs has reached an all time high with significant capital available for life sciences research but there is severe shortage of available lab move in space. Immediately available space has fallen to almost zero against this background of high demand. For offices, there is still good demand from businesses wishing to locate in central and north Cambridge in high quality premises, and this trend is expected to continue.

## Sustainable Development

- 8.31 The Site is within a highly sustainable and accessible location.

- 8.32 The Site continues to form an important part of the development strategy for the emerging Greater Cambridge Local Plan. The Greater Cambridge Local Plan : Development Strategy Update (Regulation 18 Preferred Options) (January 2023) prepared by the Greater Cambridge Shared Planning service confirms the development strategy for the new joint Local Plan. At paragraph 4.3.1 it states that North East Cambridge, of which the Site forms part, is '*identified in the First Proposals strategy as the most sustainable location for strategic scale development available within Greater Cambridge*'.
- 8.33 The development will deliver a significant number of new homes, which will help to maintain the Greater Cambridge five-year housing land supply and deliver affordable homes.
- 8.34 Policy objectives of delivering the social objectives of sustainable development will be further met by the application proposals, in the form of community and retail facilities and provision for open space.
- 8.35 National planning policy places a clear emphasis on the importance of economic growth and delivering economic benefits as a key component of sustainable development. The proposal will generate significant positive economic impacts during the construction and operational phases of the development.

## Landscape and Townscape Impacts

- 8.36 The Appeal scheme is supported by a comprehensive Landscape and Visual Impact Assessment (LVIA) which considers the likely significant effects of the development upon local townscape, the Cambridge skyline, landscape character, the landscape resource, specific views, and visual amenity. The viewpoints included within this assessment were agreed between the Appellant and the LPA in advance of the assessment being completed.

## Heritage

- 8.37 The Site does not contain any heritage assets.
- 8.38 Fen Ditton Conservation Area and the Riverside and Stourbridge Common Conservation Area are the closest heritage assets to the Site, with parts of their boundaries lying approximately 500m from the Site.
- 8.39 No non-designated heritage assets are affected by the proposed development.
- 8.40 As such, whilst Section 72 of the Planning (Listed Buildings & Conservation Areas) Act 1990 does not apply as the Site is not within the Conservation Area, the appropriate policies of the NPPF are relevant in assessing the impact of the proposed development on its setting.
- 8.41 The impacts of the development on the significance of any heritage assets affected have been fully assessed in accordance with the requirements of Chapter 16 of the NPPF.
- 8.42 It is agreed that the development proposals would cause “less than substantial” harm to the significance of the designated heritage assets, for the purposes of the Framework.

## Public Realm and Landscape

- 8.43 The Appeal scheme makes a contribution to the public realm.
- 8.44 The Appeal scheme meets the space requirement for Informal open space and Informal Children's Play, both set within Chesterton Gardens.
- 8.45 The strategic location of the allotments is acceptable adjacent to the rail line.

## Affordable Housing

- 8.46 The provision of 40% affordable housing for the open market units tenure mix and 20% affordable private rent for the Build to Rent (BtR) units is acceptable.

## Transport and Access

- 8.47 The methodology and extent of related surveys to assess the development impact by way of Transport Assessment (TA) is agreed as a basis to understand and assess the proposals.
- 8.48 An Outline Travel Plan (TP) has been prepared alongside the Transport Assessment. The requirement for a Full Travel Plan and its implementation (including the appointment of a Framework Travel Plan Co-ordinator who will be responsible for implementing the agreed measures) will be secured through the Section 106 Agreement.
- 8.49 The level of car parking proposed is within the car parking budget assigned to the Cambridge North allocation ('Chesterton Sidings' site) in the emerging NEC AAP.
- 8.50 The development is forecast to operate within the vehicle trip budget assigned to the Cambridge North allocation ('Chesterton Sidings' site) in the emerging NEC AAP.
- 8.51 The proposal provides cycle parking in accordance with the requirements of SCLP Policies TI/2 and TI/3 and exceeds the level of provision suggested by the standards within LTN 1/20 for visitor provision. Secure cycle parking can be secured by way of planning condition to ensure provision is in accordance with Local Plan requirements and cycle parking guidelines.
- 8.52 The following matters are agreed:
- The quantum of cycle parking and proportional split between Sheffield stands, parking for non-standard cycles and at street level for the commercial uses.
  - The principles of the cycle parking provision for the residential use.
  - The office trip generation profile adopted by the assessment.
  - Assumptions on the level of car parking occupied prior to 0700 and the peak occupancy of 85%.
  - That the ground floor uses would not contribute to the vehicle trip generation assessment.
  - The residential trip generation profile.

- The principle of the residential development being car free.
- Junction capacity assessment is not required on the basis that the development operates within the LHA's vehicle trip budget.
- The distribution of development trips.
- The mode share of development trips.

8.53 The development proposes a comprehensive suite of transport mitigation measures to encourage access to the site by sustainable modes of transport. The mechanisms and timing of these improvements and financial contributions will be secured by way of Section 106 Agreement.

8.54 The development would not have an unacceptable impact on highway safety nor would its residual cumulative impacts on the road network be severe.

## Trees

8.55 The Appellant has completed a comprehensive tree survey and impact assessment. The LPA agrees with the findings of the survey, which concludes that there will be no impact upon trees of value.

8.56 The parties agree that there are no arboricultural constraints that preclude the proposed development and the proposals therefore accord with Policies NH/2, NH/6 and NH/8 of the Local Plan.

## Environmental Considerations

8.57 It is agreed there are no unacceptable impacts in terms of the following, subject to appropriate conditions;

- a) Air Quality
- b) Noise and Vibration
- c) Odour
- d) Land Contamination
- e) Lighting
- f) Human Health
- g) Archaeology
- h) Utilities

## Environmental Impact Assessment

8.58 The Appellant prepared an Environmental Statement in accordance with the Town and Country Planning (Environmental Impact Assessment) (EIA) Regulations 2017 (as amended).

8.59 The LPA agrees that the Environmental Statement ["ES"] was prepared in accordance with Scoping Opinion 21/05178/SCOP. The Environmental Statement considers the likely significant effects of the proposed development during its construction and once it is complete and operational.

- 8.60 It is agreed between the parties, that the Statement complies with the 2017 EIA Regulations and that sufficient environmental information has been provided to assess the environmental impacts of the proposed development, including the cumulative effect of other known, or expected, development. In this respect, the LPA agrees with the conclusions of the Statement.
- 8.61 A Statement of ES Conformity was submitted alongside a formal resubmission to ensure that the assessments and conclusions in the ES remain valid. The LPA agrees with the Statement of ES Conformity.

## Benefits

- 8.62 It is agreed that the benefits arising from the scheme include:

### Economic benefits:

- The provision of 48,347 sqm (NIA) of Grade A office, lab and R&D floorspace in North East Cambridge;
- Supporting the Cambridge innovation and tech cluster;
- The provision of 2,000 additional construction roles over the five-year construction period, equivalent of 202 FTE jobs (“full time equivalent”);
- After the site is complete and the development is fully operational, the provision of approximately 4,300 net additional jobs.

### Social benefits:

- The delivery of a significant number of new homes (up to 425 units), including 40% affordable housing on the open market units (up to 62 units) and 20% affordable private rent on the Build to Rent units (up to 54);
- Provision of new areas of public realm and open space;
- Provision of amenity and meanwhile uses, including community and retail provision;
- Provision of buildings with facilities integrated to promote health and wellbeing and the provision of high-quality walking and cycling infrastructure;
- High quality architecture.

### Environmental benefits:

- Making efficient use of previously developed land in an accessible and highly sustainable location;
- The delivery of a scheme with BREEAM 2018 Excellent certification as a minimum, with as aspiration to target ‘Outstanding’ as the design develops. All offices designed to target an EPC rating of A. LETI 2025, or LETI 2030 targets for in-use emissions in residential buildings;



- The delivery of an extensive increase in biodiversity across the site with an uplift of +32.64 units or a 66.79% increase;
- Provision of new areas of open space (2.211ha in total, of which 1.655ha is proposed or retained vegetation and at least 0.329ha is laid to permanent allotments/growing spaces), including retained habitats and new/enhanced habitats;
- To facilitate a modal shift to non-car mode of transport, a wide range of measures are proposed to support public transport use and active travel.

## 9.0 Matters in Dispute

- 9.1 Given that the Appeal is lodged on the grounds of non-determination, the LPA has not issued a decision notice. The LPA has yet to raise any putative reasons for refusal.
- 9.2 This section will be completed following further input from the LPA.

## 10.0 Outline Heads of Terms

- 10.1 The Appellant and the LPA agree that the following matters are to be secured through a Section 106 Agreement:
- 10.2 It is agreed that the planning obligations will inform the S106 agreement but that the key head of terms are likely to include:
- a) Affordable housing provision
  - b) Build to Rent controls
  - c) Meanwhile uses
  - d) Community facilities
  - e) Education facilities
  - f) Libraries
  - g) Sport and Open Spaces
  - h) Healthcare
  - i) Air Quality monitoring
  - j) Biodiversity Net Gain delivery and management
  - k) Public Art
  - l) Waste management
  - m) Highways
  - n) S106 monitoring costs

## 11.0 Core Documents

- 11.1 To aid the Inspector and all those taking part with the Inquiry, it is proposed to adopt a single comprehensive set of core reference documents. The agreed Core Documents will be provided in due course.



BIDWELLS