

Joint Development Control Committee

Date: Wednesday, 23 June 2021

Time: 10.30 am

Venue: The Cambridge Corn Exchange, 2 Wheeler Street, Cambridge, CB2 3QB

Contact: democratic.services@cambridge.gov.uk, tel 01223 457000

Agenda

- 1 Election of Chair and Vice-Chair
- 2 Apologies
- 3 Declarations of Interest
- 4 Minutes (PAGES 3 - 18)

Application

- 5 20/05027/REM - AstraZeneca South Plot, (PAGES 19 - 88)
Cambridge Biomedical Campus

All Committee members are welcome to attend the pre-application briefings

- 6 Darwin Green 1 BDW5 and BDW6 proposal
(amended proposal)
- 7 Cambridge Airport - relocation of radar

Joint Development Control Committee Members:

Cambridge City Council: Cllrs D. Baigent, Page-Croft, Porrer, Smart, S. Smith and Thornburrow, Alternates: Bond, Flaubert, Wood and Scutt

South Cambridgeshire District Council: Cllrs Bradnam (Vice-Chair), Bygott, Chamberlain, Daunton, Hawkins and Hunt, Alternates: Cone, Fane, Howell and J. Williams

Information for the public

The public may record (e.g. film, audio, tweet, blog) meetings which are open to the public.

For full information about committee meetings, committee reports, councillors and the democratic process:

- Website: <http://democracy.cambridge.gov.uk>
- Email: democratic.services@cambridge.gov.uk
- Phone: 01223 457000

Public health and well-being for meeting arrangements

Whilst the situation with COVID-19 is on-going, the Council will be following the latest Government guidance in organising and holding its meetings.

We ask you to maintain social distancing at all times and maintain your face covering unless you are exempt or when speaking at the meeting. Hand sanitiser will be available on entry to the meeting.

There is a limit to the number of people that can be accommodated at the meeting to comply with social distancing. This will vary from meeting to meeting, so it is recommended to let democratic.services@cambridge.gov.uk know 24 hours before the meeting of your wish to either attend to observe or to speak.

We would strongly encourage you to take a lateral flow test in the 7 days in advance of the meeting (ideally two 3 or 4 days apart). Lateral flow tests can be ordered here [Order coronavirus \(COVID-19\) rapid lateral flow tests - GOV.UK \(www.gov.uk\)](https://www.gov.uk/order-coronavirus-rapid-lateral-flow-tests) or obtained from your local pharmacy. There is a rapid testing centre at the Meadows Community Centre open Mon-Sat early til late also [Coronavirus \(COVID-19\) Rapid community testing - Cambridgeshire County Council](#).

JOINT DEVELOPMENT CONTROL COMMITTEE

17 March 2021
10.30 am - 1.55 pm

Present: Councillors Baigent, Matthews, Sargeant (Chair), Smart, Thornburrow, Tunnacliffe, Bradnam (Vice-Chair), Bygott, Chamberlain, Daunton, Hawkins and Hunt

Officers Present:

Joint Director for Planning and Economic Development: Stephen Kelly.
Assistant Director Delivery, Cambridge City and South Cambridgeshire District Councils: Sharon Brown
Legal Adviser: Keith Barber
Committee Manager: Claire Tunnicliffe
Meeting Producer: Sarah Steed

Other Officers Present:

Transport Assessment Team Manager (Cambridgeshire County Council): David Allatt
Principal Transport Officer, Transport Assessment Team (Cambridgeshire County Council): Tam Parry

Developer Representatives:

Terrance O' Rourke: Will Cobley
Henry James: Hill Group UK
JTP Architects: Dave Swindells
JTP Architects (Strategic Projects): Eric Holding
Jo Cowen Architects: Joanne Cowen
Present Made: Richard Jackson
Present Made: Alan Penfold
Churchman Thornhill Finch: Andrew Thornhill
Bidwells: Guy Kaddish

| |
|---|
| FOR THE INFORMATION OF THE COUNCIL |
|---|

21/14/JDCC Apologies

No apologies were received.

21/15/JDCC Declarations of Interest

| Councillor | Item | Interest |
|--------------------|-------------|--|
| Councillor Baigent | All | Personal: member of Camcyle |
| Councillor Bradnam | 21/17/JDCC | District Councillor for part of North East Cambridge. Discretion unfettered. |

21/16/JDCC Minutes

Minutes of the meeting held on 20 January 2021 were approved as correct record and signed by the Chair subject to the following amendments.

- i. p4 of the agenda pack: Items 1, 2 & 3 - appropriate to be written in the past tense.
- ii. p6 (vii): Misspelling of availability
- iii. p7 (xv): Change flume to flue.
- iv. P10 (v): Sought clarification on this sentence. The Chair advised this was what he said at the last meeting and would stay in the minutes as recorded.

Committee Manager Note: Items 1, 2 & 3 are copied from the Amendment Sheet for information at the start of the minutes and copied as standard

21/17/JDCC North East Cambridge Area - Interim Transport Approach

The Committee received a report to note concerning the County Council Transport Team's intended approach to the assessment and consideration of traffic and transport impacts associated with proposed development within the North East Cambridge (NEC) Area Action Plan (AAP).

A report was presented by Cambridgeshire County Council's Transport Assessment Team Manager and Principal Transport Officer, Transport Assessment Team.

In response to Member's questions on trip budget enforcement the Transport Assessment Manager and Principal Transport Officer said the following:

- i. Acknowledged the need for significantly improved transport facilities for the NEC area prior to the completion of the development set out in the NEC AAP.
- ii. Developments would need to demonstrate how they could meet the objectives set out in the County's Transport Position Statement.
- iii. Long term, further transport infrastructure would be required to realise the sustainability of the area. Developments would be broken down and a monitor and manage approach taken.
- iv. The trip budget would be in place and monitoring would begin at the start of a development.
- v. If it were noted that trips had started to increase, this would be brought to the attention of the developer and they would be advised that the trend needed to reduce. Additional measures could be introduced, and the travel plan intensified to reverse a possible breach.
- vi. If the trip budget was irreversibly breached, then subsequent phases may be held back.
- vii. Large master plan areas would be broken down into smaller parcels. If a developer were failing to perform against the trip budget, they would not be allowed to continue beyond the parcel being developed.
- viii. Monitoring information such as the ability to track vehicles through automatic number plate recognition and the location of cameras on the entry and exit points of the development would be possible.
- ix. The Alconbury Weald development was an example of the monitor and manage approach which is a development of 5,000 dwellings broken down into smaller phases. Phase 1 comprising approximately 800 houses. As the subsequent phase(s) of the development were looked at the data would be based on the travel habits established on site so there was a much more educated and refined view towards Phase 2.
- x. There had been instances at Alconbury Weald where a specific junction would be monitored in future. If development trips had gone over a trigger point pre-agreed mitigation would be required and had been delivered.
- xi. Lessons had been learnt on the monitor and manage approach from developments such as Alconbury Weald. The monitoring technology had improved which allowed a greater understanding of when and why the trip patterns were emerging. This has led to a more effective response from officers.
- xii. The developers in the area were working to produce a shared transport strategy for the area, with support from the local authority officers.

Advised any recommendation provided by the Highways Authority to the planning authority would have considered the merits of the application about the Transport Position Statement.

The Assistant Director (Delivery) said the following:

- i. A large amount of evidence-based work had been undertaken which supported the NEC AAP transport work that had been progressed to date. The Position Statement produced by the County Council reflected this evidence base.
- ii. The negotiation with developers and their transport assessment would need to take into the account this evidence base and the Council's Position Statement.
- iii. The Position Statement could be considered a material consideration when applications came to the Committee for deliberation.

The Joint Director for Planning and Economic Development responded:

- i. The document outlined how the County Council's (as Highways Authority) methodology would be applied to these sites. Understanding that shift approach was an important part of considering the Highway Authority's responses to each application.
- ii. When considering applications, the Committee should give weight to the consultation response.

In response to Member's questions on how the trip budget could be facilitated the Transport Assessment Manager and Principal Officer said the following:

- i. Agreed that Park and Ride had an opportunity to take trips off the network and that Park and Ride-based solutions would be explored.
- ii. The Combined Authority as the local Transport Authority were tasked with transport strategy for the area and strategic interventions. The County Council, as the Highway Authority, were responsible with the day to day operation of the network. They were the consultee in the planning process, providing a technical view of a developer submission and would seek the opinion of the Combined Authority.
- iii. When talking about sustainability this was in the context of both the National Planning Policy Framework (NPPF) definition and everyday sustainability.
- iv. Would encourage developers to create an area that optimises a level of development that achieved a sustainable and logical way with a balance of employment and residential development.

- v. When looking at control measures, in the first instance, the technical information provided by a developer would be scrutinised to determine whether the phase in question would be sustainable.
- vi. If there were congestion this would not be identified at a point where it had become unmanageable but earlier as the development would be monitored from the start.
- vii. In worse case scenarios concerning control measures, the developer would have to pay a penalty and would not be able to continue to build further phases, reducing any further damage.
- viii. Agreed there was potential to restrict car parking and the use of cars in the area. However, did not want to eliminate the use of a car as an option but create a scenario where the car was not the obvious choice due to a range of options available.
- ix. Would recommend that the developer contributed to the package of local, internal and strategic transport infrastructure for the NEC area.
- x. The Greater Cambridge Partnership were currently working on the Cambridge to Waterbeach corridor and were engaged on the Cambridge Eastern Access study focusing on sustainability to the east.
- xi. Recognised the need to improve the connection to Cambridge North Railway Station.
- xii. The trip budget had included several committed developments including the Cambridge North railway station.
- xiii. The development in this area would be dependent on external agencies and would be looked at on a 'parcel on parcel basis'.
- xiv. Part of the transport assessment plan would be to look at the areas at risk of displacement parking, looking at the number of spaces already on site, the issues that may already be occurring, the proposals in question and identifying where displacement parking might take place.
- xv. Agreed that there could be a change of developers, but the conditions would not change.
- xvi. Acknowledged people's habits needed to be changed and use alternative transport, it was not as simple to reduce the number of carparking spaces but there needed to be a multifaceted approach.

The Joint Director for Planning and Economic Development said the following:

- i. As part of the new Joint Local Plan parking on new developments was being looked at, for example discreet parking on the parameters of the site and the reduction of road space for parking. Residents would have to walk to their car as they would to the nearest to the bus stop. This would help to create a modal change as the car would not be parked outside the property and there would be a walk to access the vehicle.

- ii. The Environmental Health Teams would be consulted on the matter of air quality. There were potential air quality issues along the transport corridors A14 and Milton Road. The environmental assessments would model and assess these areas when considering applications.
- iii. The Environmental and Planning Team were currently working on a wider air quality management.

The Committee noted the approach that the County Transport Team (as the Highways Authority) intended to take to the assessment and mitigation of transport effects from development proposals within the North East Cambridge Area Action Plan area until advised otherwise

21/18/JDCC Marleigh Phase 2

The Committee received a presentation on the Marleigh Phase 2 development.

Members raised comments/questions as listed below. Answers were supplied, and comments from officers but as this was a pre-application presentation, none of the answers or comments are binding on either the intended applicant or the local planning authority so consequently are not recorded in these minutes.

- i. Voiced concern that play equipment had been placed close to the Sustainable Drainage System (SuDS).
- ii. Enquired what source of data was being used for the SuDs. The data should be the most up to date. One Member requested a meeting with the developers and officers to discuss this matter further.
- iii. Asked if the SuDs were all intended as open swale or if there were to be underground tanks.
- iv. Expressed unease at the use of valley gutters between the houses. These could become blocked with leaves and overflow with heavy rain. It was possible heavy snow could cause these to collapse and asked if these issues had been addressed.
- v. Stated it was a design responsibility to ensure that maintenance could be undertaken on valley gutters by the occupier.
- vi. Described the buildings as 'boxy', all the same and not inspiring.
- vii. Questioned if there were plans for the flat roof buildings, such as solar panels or green roofs.
- viii. Queried if the open spaces were accessible to young people and asked where they would play.

- ix. Advised that the green spaces between the apartment buildings could be in the shade. This could lead to the space being difficult to maintain and that they could become cold and damp spaces; the higher the buildings the more problematic this could be.
- x. Challenged the term 'city' in the location description as the development was in a more urban area closer to Newmarket Road.
- xi. Enquired if there was any indoor community space or if this was just in Phase 1; could indoor workspace be considered?
- xii. Noted in Phase 1 there was a crescent overlooking a green space which offered an architectural feature of interest. Suggested softer solutions rather than 90-degree right angles for Phase 2.

21/19/JDCC Eddington Lots S1/S2

The Committee received a presentation on Eddington Lots S1/S2

Members raised comments/questions as listed below. Answers were supplied, and comments from officers but as this was a pre-application presentation, none of the answers or comments are binding on either the intended applicant or the local planning authority so consequently are not recorded in these minutes.

- i. Asked what level of the UK Code of Sustainable Homes would be reached.
- ii. Would like further information regarding safety in the community.
- iii. Would like to see fewer cars on site and the design should encourage car sharing.
- iv. Noted the cohesion for living and leisure but asked if there were any opportunities for working on the development.
- v. Asked for examples of completed developments that Present Made had been involved with.
- vi. Queried how the site would be managed by a company who were not local to the development.
- vii. Asked what plans were in place to ensure those living on the development would be part of the whole community of Eddington and not a sub-community.
- viii. Questioned what level of affordable housing would be provided.
- ix. Asked if there was provision for community space between S1/S2.
- x. Enquired if there was provision for the retirement community.
- xi. Queried if the trees would grow in certain locations on the development.

The meeting ended at 1.55 pm

CHAIR

JOINT DEVELOPMENT CONTROL COMMITTEE

14 April 2021
10.33 am - 1.58 pm

Present: Councillors Baigent, Matthews, Sargeant (Chair), Smart, Thornburrow, Tunnacliffe, Bradnam (Vice-Chair), Bygott, Chamberlain, Daunton, Hawkins and Hunt

Officers Present:

Assistant Director Delivery, Cambridge City and South Cambridgeshire District Councils: Sharon Brown

Delivery Manager (Strategic): Chris Carter

Interim Management Support Officer: Fiona Bradley

Legal Adviser: Keith Barber

Committee Manager: Sarah Steed

Meeting Producer: Liam Martin

Other Officers Present:

Transport Assessment Manager: David Allatt

Transport Officer (Tam Parry)

Developer Representatives:

Planning Manager, BDW Cambridgeshire, Alan Davies

Development Director BDW Cambridgeshire, Asa Chittock

Operations Director BDW Cambridgeshire, Adrian Jarman

Head of Planning Barratt David Wilson Homes (Eastern Counties) Ray Houghton

Design Manager Barratt David Wilson Homes (Eastern Counties) Graeme Smith

Tate Hindle Sarrah El-Bushra

FOR THE INFORMATION OF THE COUNCIL**21/20/JDCC Apologies**

No apologies were received.

21/21/JDCC Declarations of Interest

| Councillor | Item | Interest |
|------------|------|------------------|
| Baigent | All | Personal: Member |

| | | |
|-------------|------------|--|
| | | of Cambridge Cycling Campaign |
| Chamberlain | 21/24/JDCC | Personal: Was Sole Director of a Company which owned two commercial units on Milton Industrial Estate. |

21/22/JDCC Minutes

The minutes of the meeting held on 17 February 2021 were approved as a correct record and signed by the Chair.

21/23/JDCC 127-136 Cambridge Science Park

The Committee received an application for full planning permission for the erection of a building for Office / Research & Development use following demolition of existing buildings, and associated infrastructure and works.

The Committee noted the amended conditions detailed in the Amendment Sheet. The Interim Management Support Officer also tabled an amendment to condition 9, with additional wording underlined:

‘Prior to first occupation of the building a Travel Plan shall be submitted to and approved in writing by the Local Planning Authority. The Travel Plan shall specify the methods to be used to discourage the use of the private motor vehicle and the arrangements to encourage use of alternative sustainable travel arrangements such as public transport, car sharing, cycling and walking. The Travel Plan shall include membership to the Cambridge Science Park Travel Plan Plus. The Travel Plan shall be implemented as approved upon the occupation of the development and monitored in accordance with details to be agreed in writing by the Local Planning Authority’.

Matt Hare (Applicant’s Agent) addressed the Committee in support of the application.

In response to Members’ questions the Transport Assessment Manager and Transport Officer, Assistant Director (Delivery), Interim Management Support Officer said the following:

- i. The Applicants had sought to meet the goals and objectives of the County Council's Transport Position Statement and they felt that the applicants did meet the objectives. The increase in trips on the highway network by this development were minimal, therefore no trip budget approach was required. The mode share for car drivers proposed had been achieved on the Addenbrooke's site and is achievable on the Cambridge Science Park (CSP).
- ii. The people who worked at the CSP were projected to benefit from the Chisholm Trail, the improvements to Milton Road and the enhanced public transport system in Cambridge which were being delivered by the Greater Cambridge Partnership (GCP).
- iii. The Applicant would be making a financial contribution to these strategic infrastructure projects.
- iv. The Applicant was not increasing the number of car parking spaces on the site which was in accordance with the County Council's Transport Position Statement.
- v. The £5000 contribution referred to for parking controls could be used by the County Council to install yellow lines (either single or double yellow lines) in surrounding residential areas to curb unwanted parking if the need arose.
- vi. Explained that there were two types of parking enforcement; either controlled parking zones (CPZs), which were also known as residents parking zones or double yellow lines. The GCP had a programme for developing CPZs. The £5000 contribution would only be put towards the cost of a traffic regulation order to permit the installation of double yellow lines. This would not allow for the introduction of controlled parking zones, therefore there would be no disadvantageous impact on residents who were not able to afford the cost of a resident parking permit within a CPZ.
- vii. The owners of the CSP currently operates a shuttle bus for occupiers of the CSP to Cambridge North train station. It was therefore reasonable to assume that employees would use a shuttle bus.
- viii. The Applicant had given an assurance that they would operate a travel management plan which would be available for all their tenants.
- ix. The City Council had decriminalized their parking enforcement which meant that parking wardens patrolled the City and could issue fines to

those parking on double yellow lines. South Cambridgeshire District Council (SCDC) had not decriminalized their parking enforcement which means that SCDC relied on the Police to undertake enforcement for people parking on double yellow lines. Highway Officers were aware that SCDC and the GCP were in discussions about parking enforcement.

- x. Seeking a contribution for additional double yellow lines was a 'fall-back position' because there was a good travel plan in place.
- xi. The amendment to condition 5 had been proposed so that further consideration could be given to landscaping in relation to the car park layout which over looked the drain. The applicant was happy to accept this amended condition.
- xii. Confirmed there were no height limitations or restrictions in SCDC's Local Plan however officers had taken into consideration heights of neighbouring sites including the heights of buildings which had been given consent near Cambridge North train station when assessing the application.
- xiii. Confirmed that the construction method would be part of the approved documentation, therefore any changes to the construction method would necessitate a variation application. The Committee could state as part of their decision that any subsequent s73 application should come back to Committee for determination rather than be determined under the officer scheme of delegation..
- xiv. The public drain wasn't included within the application site, however an Informative could be added to condition 5 so that any opportunity to increase biodiversity should be taken. Officers did not advise that this should be added as a condition as the application was policy compliant.
- xv. Noted a Member's query regarding rainwater, however the Sustainability Officer had not raised an objection on the site.
- xvi. Condition 4 required a public art strategy.

The Committee:

Resolved (by 11 votes to 1) to grant the application for planning permission in accordance with the Officer recommendation, for the reasons set out in the Officer's report, subject to:

- i. the prior completion of a Section 106 Agreement under the Town and Country Planning Act 1990 with delegated authority to officers to

- negotiate, secure and complete such an Agreement on the terms set out within section 94 this report and any others considered appropriate and necessary to make the development acceptable in planning terms; and
- ii. the planning conditions set out in the Officer's report detailed in Appendix 1, including amendments to conditions 5 and 12 as detailed on the Amendment Sheet and the amendment to condition 9 tabled at Committee in the following terms - 'Prior to first occupation of the building a Travel Plan shall be submitted to and approved in writing by the Local Planning Authority. The Travel Plan shall specify the methods to be used to discourage the use of the private motor vehicle and the arrangements to encourage use of alternative sustainable travel arrangements such as public transport, car sharing, cycling and walking. The Travel Plan shall include membership to the Cambridge Science Park Travel Plan Plus. The Travel Plan shall be implemented as approved upon the occupation of the development and monitored in accordance with details to be agreed in writing by the Local Planning Authority' with delegated authority to officers to include any minor drafting changes; and
 - iii. The relevant Informatives as set out in Appendix 1 of the officers report to be included at the discretion of officers including the following additional Informatives regarding
 - a. in relation to condition 5 to consider further improvements to biodiversity.
 - b. in the event of a s73 application concerning design materials that this would come back to Committee for determination.

21/24/JDCC Planning Advisory Service Review of Joint Development Control Committee

The Committee received a presentation from the Assistant Director (Delivery). regarding the Planning Advisory Service (PAS) review of the Joint Development Control Committee (JDCC).

In response to Members' questions the Assistant Director (Delivery) said the following:

- i. Having more regular briefings on the 5-year housing land supply was an issue picked by the PAS review but this was more in relation to the City

Council and South Cambridgeshire District Council's Planning Committees; it was a more general observation for the JDCC.

- ii. The PAS noted that the JDCC considered strategic sites which contributed to the 5-year housing land supply on a significant basis.
- iii. PAS had observed JDCC meetings earlier on in the process and had watched the meeting which considered the Land North of Cherry Hinton planning application.
- iv. The JDCC's Scheme of Delegation had not been reviewed since 2013 and was in need of review to ensure it was fit for purpose. A discussion paper would be brought to the JDCC.
- v. The definition of 'strategic sites' was set out in the JDCC's Terms of Reference and covered the areas set out in the maps attached to it.
- vi. Noted Members concerns querying why certain planning applications had been brought to the JDCC for decision. There was some ambiguity in the Scheme of Delegation and applications were brought to the JDCC for transparency reasons. Officers also had discretion to refer applications to the JDCC if there was a wider public interest in the JDCC determining the application.

The Committee resolved unanimously to:

- i) Note the content and recommendations set out in the Planning Advisory Service report.
- ii) Endorse the implementation of Recommendations R4, R5 and R8 of the Planning Advisory Service Review report with respect to the Joint Development Control Committee as highlighted in paragraph 3.5 of the committee report.

21/25/JDCC Darwin Green 1 BDW2 revised proposals

The Committee received a presentation from BDW Cambridgeshire on revised Darwin Green BDW2 proposals.

Members raised comments/questions as listed below. Answers and comments were supplied, from officers but as this was a pre-application presentation, none of the answers or comments are binding on either the intended applicant or the local planning authority so consequently are not recorded in these minutes.

1. Was pleased to note that the Committee's concerns had been taken on board. Noted that 87% of the units were proposed to be National Described Space Standards (NDSS) compliant but queried why the remaining 13% were not NDSS compliant.
2. Queried the proposed clustering of the affordable housing units on the revised drawings towards the eastern side of the site and noted there was only one market dwelling which was surrounded by affordable housing.
3. Queried why the application was proposed to be split into two applications.
4. Felt the affordable housing was inappropriately clustered.
5. Asked if there was going to be a pocket park.
6. Noted the Developer stated that the proposed scheme was going to be 87% policy compliant which meant that the scheme was still not fully compliant with NDSS.
7. Queried how many units would be below NDSS.
8. Noted that it looked like the kitchen on the ground floor had been extended just to meet NDSS.

21/26/JDCC Darwin Green 1 BDW5 and BDW6 proposal

The Committee received a presentation from representatives on behalf of BDW Eastern Counties and Tate Hindle on Darwin Green parcels BDW5 and 6.

Members raised comments/questions as listed below. Answers and comments were supplied, from officers but as this was a pre-application presentation, none of the answers or comments are binding on either the intended applicant or the local planning authority so consequently are not recorded in these minutes.

1. Queried accessibility and how the Developer would make sure that residents did not resort to using their cars to drive to places.
2. Asked what EV charging provision there would be and how secure it would

be.

3. Noted that 90% of the units would be built to National Described Space Standards, which meant that some of the units would not be policy compliant.
4. Thought that the pocket park looked like a front garden.
5. Thought that the permeability of the site enabled new residents to be able to access other facilities for example Brierley Walk.
6. Thought that the pocket park looked like a wide verge and wanted to see a place for children to play. Asked if the Developer had considered building fewer houses on the site so that better public open space provision could be provided.

The meeting ended at 1.58 pm

CHAIR



Report to:

Joint Development Control
Committee

23 June 2021

Lead Officer:

Joint Director of Planning and Economic Development

**20/05027/REM – Queen Edith’s (Astrazeneca Uk Ltd Cambridge
Biomedical Campus 1 Francis Crick Avenue Cambridge
Cambridgeshire CB2 0AA)**

Proposal: Reserved Matters application pursuant to outline approval 06/0796/OUT (amended by Section 73 approval 17/2258/S73) for: a South Office Building of 13,502 sqm; a Hive of 3,593 sqm; associated car, motorbike and cycle parking including a Travel Hub of 2,970 sqm; a temporary Multi Use Games Area; hard and soft landscaping; and internal roads, supporting facilities and ancillary infrastructure. Includes partial discharge of conditions 13, 16, 18, 23, 24, 25, 45, 47, 48, 49, 56, 57, 58 and 59 pursuant to Section 73 approval 17/2258/S73.

Applicant: Astrazeneca Uk Ltd

Key material considerations:

- Principle of development
- Compliance with outline consent
- Carbon reduction and sustainable design
- Integrated water management and flood risk
- Response to context
- Movement and access
- Transport impact
- Car and cycle parking
- Amenity
- Waste strategy
- Ecology
- Airport safeguarding
- Archaeology
- Public art

Planning obligations
Design Quality Panel

Date of Member site visit: n/a

Is it a Departure Application?: No

Decision due by: 30 June 2021

Application brought to Committee because: Non-residential building or buildings where the floorspace to be created by the development is 1,000 square metres or more.

Presenting officer: Charlotte Burton (Principal Planner, Strategic Sites)

Executive Summary

1. The proposal is for the South Plot of the AstraZeneca campus on the Cambridge Biomedical Campus, to support the development of the Research and Development site on the North Plot approved under previous reserved matters consent (14/1633/REM), which is nearing completion.
2. The current proposal and the North Plot consent comprise 'Phase 1' of development of the AstraZeneca campus. The campus will be completed in Phase 2 which includes further buildings on the South Plot, and is shown on the illustrative masterplan.
3. The site is within the Cambridge Biomedical Campus which was granted outline consent in 2009 (06/0796/OUT) and has been subject to several material amendments, including consent 17/2258/S73 to vary the construction hours for the AstraZeneca North Plot.
4. The current reserved matters application is for a South Office Building; an amenity building referred to as the Hive; a Travel Hub; a temporary Multi Use Games Area; parking and central landscaped promenade. It replaces a previous reserved matters permission 19/1070/REM for similar development.
5. The revised proposal has been put forward to respond to AstraZeneca's corporate 'Ambition Zero Carbon' strategy which commits to have zero carbon emissions from its operations across the world by 2025, and the aspiration to achieve BREEAM 'outstanding' accreditation.
6. The current proposal is in accordance with the outline consent, the relevant development plan policies and other material considerations. The development would be high quality and would improve on both sustainability and the user experience. The recommendation is that planning permission is granted, subject to conditions.

Relevant planning history

7. The relevant planning history is as follows:

| Reference | Description | Outcome |
|-------------|---|---|
| 06/0796/OUT | Up to 215,000sqm floor space (excluding plant areas) comprising 60,000sqm of clinical research and treatment (D1 and/or clinical in-patient treatment), 115,000sqm of biomedical and biotech research and development (B1(b)), 15,000sqm of biomedical and biotech research and development (B1(b)) or clinical research and treatment (D1 and/or clinical in-patient treatment), and 25,000sqm of either clinical research and treatment (D1 and/or clinical in-patient treatment) or higher education or sui generis medical research institute uses, and including related support activities within use classes A1, A3, B1, D1 (creches/nurseries) or sui generis uses, with no individual premises used for support activities to exceed 500sqm; new areas of public realm; landscaping; parking areas; highway works; drainage works and all other associated infrastructure. | October 2009. Approved with conditions and subject to S106 Agreement |
| 11/0780/REM | Reserved matters application (access, appearance, landscaping, layout and scale details) for a 1,228 space multi-storey car park (33,141sqm gross external floor area) and perimeter access road at the south west corner of Addenbrooke's campus, to serve Addenbrooke's as it expands and the new Papworth Hospital (pursuant to outline approval 06/0796/OUT). | Approved with conditions |
| 12/1304/REM | Reserved Matters submission for Southern Spine Road pursuant to outline permission 06/0796/OUT. | Approved with conditions |
| 14/1411/REM | Reserved matters application pursuant to outline approval 06/0796/OUT for New Papworth hospital and associated amenity | Approved with conditions |

| | | |
|-------------|---|--------------------------|
| | space, planting, vehicle drop off area, cycle parking, energy centre/plant room and servicing area. | |
| 14/1633/REM | Reserved matters application pursuant to outline approval 06/0796/OUT for a total of 59,821sqm (Gross External Area excluding plant) Biotech and Biomedical Research and Development floorspace, to include: i) R&D Centre and Corporate Headquarters, ii) R&D Enabling Building, iii) Support Building and Energy Centre, iv) Associated car, motorbike and cycle parking, v) Hard and soft landscaping, vi) Internal roads, supporting facilities and ancillary infrastructure. | Approved with conditions |
| 15/1141/REM | Reserved matters application for public realm (known as circus/piazza) totalling 1.57ha in area, pursuant to outline application 06/0796/OUT. | Approved with conditions |
| 16/0653/REM | Reserved matters consent, pursuant to outline approval 06/0796/OUT (varied by S73 application reference 14/2094/S73) for a 9,033sqm (Gross External Area excluding plant) Biotech and Biomedical Research and Development building, including associated car and cycle parking, hard and soft landscaping, internal access roads , supporting facilities and ancillary infrastructure. | Approved with conditions |
| 16/1523/REM | Reserved matters (access, appearance, landscaping, layout and scale) pursuant to outline approval 06/0796/OUT (varied by S73 application reference 14/2094/S73) for the erection of a 6,639sqm (Gross External Area excluding plant) building to form the new Heart and Lung Research Institute (Clinical Research/Higher Education Use), with associated access, landscaping and ancillary infrastructure. | Approved with conditions |
| 17/0850/S73 | Section 73 application to vary condition 26 of 06/0796/OUT for the Cambridge Biomedical Campus development to allow a variation in construction working times for | Approved with conditions |

| | | |
|--------------|--|--|
| | the New Papworth Hospital development only. The proposal is to extend construction working hours from the currently approved 0730 to 18:00 Monday to Fridays, 08:00 to 13:00 on Saturday and at no time on Sundays, Bank or Public Holidays in respect of specific limited works to 0700 to 2000 Monday to Friday, 0700 to 1600 on Saturdays and 0700 to 1600 on Sundays and Bank or Public Holidays. | |
| 17/2258/S73 | Section 73 application to vary condition 26 of 17/0850/S73 for the Cambridge Biomedical Campus development to allow a variation in construction working times for the AstraZeneca (North Plot) development only. The proposal is to extend specific limited works for internal construction working hours from the currently approved 0730 to 18:00 Monday to Fridays, 08:00 to 13:00 on Saturday and at no time on Sundays, Bank or Public Holidays to the amended times of 0700 to 2000 Monday to Friday, 0700 to 1600 on Saturdays and 0700 to 1600 on Sundays and Bank or Public Holidays. | Approved with conditions |
| 19/1348/FUL | Temporary use of part of the ground floor of an existing temporary site project office (permitted development under permission 14/1633/REM) for research support use. | Approved with conditions |
| 19/1070/REM | Reserved matters application pursuant to outline approval 06/0796/OUT (amended by Section 73 approval 17/2258/S73) for: an R&D Enabling Building of 13,197 sqm; an Amenities Hub of 3,261 sqm; associated car, motorbike and cycle parking including a Multi Storey Car Park; a temporary Multi Use Games Area; hard and soft landscaping; and internal roads, supporting facilities and ancillary infrastructure. Includes partial discharge of conditions 13, 16, 18, 24, 25, 45, 47, 48, 49, 56, 57, 58 and 59 pursuant to outline consent 06/0796/OUT. | January 2020 Approved with conditions |
| 14/1633/NMA3 | Nonmaterial amendment on application 14/1633/REM for alterations to cycle parking | Pending consideration |

| | | |
|-----------------|--|-----------------------|
| 21/01584/S73 | Section 73 application to vary condition 26 (Construction hours) of outline permission 17/2258/S73 for the Cambridge Biomedical Campus development to allow a variation in construction working times for the AstraZeneca north plot development only. | Pending consideration |
| 17/2258/NMA2 | Non-material amendment on application 17/2258/S73 to allow amendments to the approved Construction Environmental Management Plan. | Pending consideration |
| 17/2258/COND23B | Submission of details required by condition 23 (Construction Method Statement) of planning permission 17/2258/S73 | Pending consideration |

Planning policies

8. Relevant Development Plan policies

| PLAN | POLICY NUMBER |
|---------------------------|---|
| Cambridge Local Plan 2018 | 1 2 14 17 28 29 31 32 33 34 35 36 37 40 42 55 56 57 58 59 65 68 69 70 71 73 80 81 82 85 |

9. Relevant Central Government Guidance, Supplementary Planning Documents and Material Considerations

| | |
|-----------------------------|--|
| Central Government Guidance | National Planning Policy Framework July 2019 |
|-----------------------------|--|

| | |
|--|---|
| | National Planning Policy Framework – Planning Practice Guidance from 3 March 2014 onwards |
| Supplementary Planning Documents (SPD) | Greater Cambridge Sustainable Design and Construction SPD Public Art SPD (January 2010) |
| Previous Supplementary Planning Documents (These documents, prepared to support policies in the 2006 local plan are no longer SPDs, but are still material considerations.) | Sustainable Design and Construction (May 2007) Cambridgeshire and Peterborough Waste Partnership (RECAP): Waste Management Design Guide Supplementary Planning Document (February 2012) Cambridgeshire Flood and Water SPD Planning Obligation Strategy (March 2010) |
| Material Considerations | <u>City Wide Guidance</u> Air Quality in Cambridge – Developers Guide (2008) Biodiversity Checklist for Land Use Planners in Cambridgeshire and Peterborough (March 2001). Cambridge and Milton Surface Water Management Plan (2011) Cambridge and South Cambridgeshire Strategic Flood Risk Assessment (November 2010) Cambridge City Council Air Quality Action Plan 2018-2023 Cambridge City Council Waste and Recycling Guide: For Developers. Cambridge Walking and Cycling Strategy (2002) Cambridgeshire County Council Transport Assessment Guidelines (2017) Cambridgeshire Quality Charter for Growth (2008) Contaminated Land in Cambridge - Developers Guide (2009) |

| | |
|--|---|
| | <p><u>Area Guidelines</u></p> <p>South Area Development Framework</p> <p>Cambridge University Hospitals (CUH) Strategic Masterplan (2010)</p> |
|--|---|

Consultation

Cambridgeshire County Council (Highways Development Management)

10. No objection. Francis Crick Avenue is a private road, there will be no direct impact on the adopted Public Highway should the scheme gain planning permission.
11. There are no concerns with the Construction Management Plan (outline condition 23) from the Public Highway perspective.

Cambridgeshire County Council (Transport Assessment Team)

12. No objection. The amount of car and cycle parking is agreed. The submitted Travel Plan is agreed. Recommend an informative for the applicant to coordinate the site access junction designs with the GCP Greenways Project Team, should the Sawston Greenway be funded and implemented.

Sustainability Officer (Design and Construction)

13. No objection. The proposed scheme is supported.
14. The decision to amend the design of these buildings has been driven by sustainability considerations and the Ambition Zero Carbon Strategy. The approach to reducing glazing on the South Office Building to under 50% of the façade and design informed by thermal modelling against 2050 and 2080 climate scenarios is welcomed. Both the Hive and the South Office Building are aspiring to a BREEAM 'outstanding' certification. BREEAM takers submitted show the Hive has a potential score of 95.29% and the Southern office a potential of 90.77%, both comfortable over the threshold score for BREEAM outstanding. This approach is supported, with BREEAM Post Construction Certification required by condition 37 of outline planning permission.
15. With regards to renewable energy provision, condition 35 of the outline requires at least 10% renewable energy provision for the scheme. A number of technologies are proposed. For the Hive building, air source heat pumps, to be located within 'warm' and 'cold' plant rooms, and 750 square meters of photovoltaic panels are proposed, with the indicative location of the panels shown on drawing number CB007-HBA-ZZ-R00-DR-A-PL_201005. For the South Office, the strategy involves the use of air source and ground source heat pumps and 290 square meters of photovoltaic panels, as shown on drawing number CB002-HDM_XX-R01DR-A-201270. While final carbon calculations are

still to be developed, indicative calculations for the South Office are showing a 48.65% improvement on Part L 2013. This approach is supported, and it is noted that final calculations will be submitted as part of the Renewable Energy Strategy required by condition 35.

16. Further measures include the provision of green roofs, and water efficient measures to deliver a 40% reduction in baseline water use. As part of this strategy, grey water recycling is to be utilised, an approach that is supported. The future provision of a canopy linking the buildings is also welcomed, as this may help to enhance the provision of green roofs and photovoltaic panels. With regards to the Transport Hub, 10% of the car parking spaces are proposed to include electric vehicle charge points (44 slow charge and 5 fast charge) with future allowance in the transformer room to increase provision to 100% of spaces.

Sustainable Drainage Engineer

Initial comments 12 February 2021

17. Object: additional information requested:

- Match the MicroDrainage Network Calculations with the proposed drainage drawings. Request inclusion of the network design table, pipe schedule and consideration of a surcharge outfall in the calculations.
- Require clarity on whether the MicroDrainage Network Model includes allowance for areas of the basin that act as impermeable.
- Require completed surface water drainage pro-forma in Appendix F of the Flood & Water Supplementary Planning Document adopted by Cambridge City Council in December 2018 (SPD 2016).
- Specific health and safety issues relating to the provision of the basins should be reviewed with reference to Chapter 36 of CIRIA C753 The SuDS Manual 2015 or similar.
- Request advice as to how the risks associated with groundwater impacting on the private surface water drainage system will be mitigated over the lifetime of the development.
- Detailed construction drawings of the proposed flow controls, basins and swales.
- In relation to foul water, the drainage strategy report states 'If sufficient capacity to cater for the increase in flows is found, the non-domestic flows from the Phase 2 buildings will be directed northwards via the existing foul pumping station'. Comment on the alternative solution is requested.
- Are there any specific management and maintenance requirements with respect to non-domestic flows from the Phase 2 buildings?

- Clarify what depth the private foul water drainage system is relative to the groundwater levels at the site.

Comment on additional information 22 April 2021

18. Acceptable. Addresses the issues above. Recommends approval of the Drainage Strategy Report and an informative about considerations for future Phase 2.

Cambridgeshire County Council (Lead Local Flood Authority)

Initial comments

19. Object. The submitted hydraulic calculations and drainage layout pipe numbers do not correspond. All documentation and calculations must correspond to demonstrate the surface water design in the plans is being represented by the associated hydraulic calculations.

Comment on additional information 22 April 2021

20. No objection. Recommend informatives on finished levels, constructions or alterations within an ordinary watercourse, green roofs and pollution control.

Anglian Water

21. No objection. The proposed method of surface water discharge does not relate to an Anglian Water owned asset, so no comment on the suitability of the surface water discharge. The impacts on the public foul sewerage network are acceptable to Anglian Water at this stage. Request to be consulted on any forthcoming application to discharge condition 21 of the outline planning application 06/0796/OUT that require the submission and approval of detailed foul drainage information.

Landscape Team

Initial comments 18 February 2021

22. The application seeks to address outline planning conditions and provides information requested through planning conditions attached to the previous consented NCS Phase 1B scheme (19/1070/REM) relating to tree pits and Landscape Groundworks Method Statement
23. The issues have mostly been addressed. However, there are related issues that could detrimentally effect landscape if left unaddressed:
 - The sustainable drainage comments point out an anomaly between the highest ground water level monitored and the invert levels of some of the cellular attention.
 - Attenuation tanks - we note from Table 1 on drawing CB000-ARP-EX-XXX-DR-C-006040 that there is 300mm of growing medium (topsoil) above granular fill of between 308mm and 786mm deep above the attenuation tanks.

The depth of topsoil above granular fill will dry out very quickly. To mimic more of a natural soil makeup is it possible to have 250mm of topsoil over 100-300mm subsoil over the granular fill? The subsoil will hold more moisture than the topsoil and by placing some over the granular fill it should avoid many periods of drying out.

24. Discharge of conditions 45, 47, 48 and 49 is supported subject to satisfactory submission of the information above. Further correspondence advised that the requested additional information could be resolved through additional conditions.

Comments on additional information 11 March 2021:

25. The issues detailed in our last set of comments have mostly been addressed. However there are some related drainage issues that would have a detrimental effect on landscape if left unaddressed.

- inconsistencies in the information submitted related to the depth of the attenuation basins.
- clarify the drain down times for the detention basins as this may have an effect of the plant mix species and the amount of amenity space available during times of inundation and recovery from inundation.
- previous concern about the attenuation tanks has not been addressed.

26. Recommend discharge of condition 42. Recommend not discharge conditions 13, 45, 46 and 48.

Comments on additional information 30 April 2021

27. The latest revisions concern issues related to the drainage basin, attenuation tanks and landscape which have now been addressed.
28. Recommend discharge of condition 13, 42, 45, 48 (?). Recommend not discharge condition 46 (not subject to this application) relating to landscape implementation and replacement, which is a compliance condition.

Additional comment 03 June 2021:

29. Recommend discharge of conditions 47 and 49.

Nature Conservation Officer

30. No objection. Content that the proposals accord with the site wide biodiversity objectives within the outline approval and wider Cambridge Biomedical Campus site.

Environment Agency

31. No objection. Recommend consulting the LLFA regarding condition 18 surface water drainage.

Urban Design Team

32. The application is a positive development from the previous permission. The distribution of amenities and their relationship to the central 'promenade' is improved. In particular the Travel Hub reorganisation and introduction of a cycle entrance and café reduces potential conflict with pedestrians and creates a more active frontage with the promenade. The proposed buildings are unified through a structural grid elevation design, reduced glazing, timber cladding and colonnaded walkway reinforcing the 'campus' identity of the South Plot. Subtle differences in materials of the infill cladding panels for each building responds to the specific uses and functional requirements.
33. It would help to include the furniture layout for the South Office Building in the General Arrangement drawings to show the circulation space of each floor and different types of work areas.

Designing Out Crime Officer, Cambridgeshire Constabulary

34. No objection. Support the application, the security needs assessment previously produced appears to have been accepted.

Waste Shared Service

35. No objection. The stated "zero carbon strategy" suggests that considerable effort will go into waste reduction & minimisation. Suitably accessible and appropriately sized bin & material storage areas will need to be constructed that fit the site's requirements; both for users and the collection contractors. A full-time post within the Facilities Management Team to manage collections and deliveries, staff and user training, and procurement management will be required to effectively manage waste and achieve the stated goal.

Environmental Health

36. No objection, subject to recommended conditions:
- compliance with site-wide construction environmental management plan
 - a noise insulation scheme post construction / installation verification and completion report
 - use of an emergency backup generator
 - Chemical Contaminant Materials Management Plan
 - low Nitrogen Oxide (NOx) combustion boilers
 - electric vehicle charge point scheme.
37. Informatives are also recommended on licensing, emergency/backup generators, materials chemical testing, artificial lighting, odour, health and safety, food safety.
38. Recommend discharge of outline planning condition 25 - Foundations is recommended for this reserved matter only. Discharge of outline planning condition 23 criteria a), b), c), d), f), g), h), i), j), k), q), r), s), t) and u) in so far as it relates to this reserved matter application only.

Additional comment 9 June 2021

39. Chemical Contaminant Materials Management Plan provided in the updated CMP is acceptable, condition no longer required.

Sport England

40. No comment received.

Historic Environment Team, Cambridgeshire County Council (Archaeology)

41. No comment received.

Safeguarding Statutory, Defence Infrastructure Organisation

42. No objection.
43. A Construction Management Plan condition was sought for the previous Phase 1B scheme (19/1070/REM) to ensure the development does not impact on the operation of Cambridge Airport. The applicant has submitted a Construction Management Plan (CMP) with this application, with details of tall plants and cranes to be utilised in the implementation of the development. We are content this CMP addresses our requirements.
44. A Bird Hazard Management Plan condition was sought for the previous Phase 1B scheme (19/1070/REM) to ensure the development does not impact on the operation of Cambridge Airport. The Applicant has submitted a Wildlife Hazard Management Plan (WHMP) with this application to address the construction phase. On review of the WHMP and appendices K & L of the New Cambridge Site Replacement Phase 1B CMP part 2, the MOD are content our conditional requirements during the construction phase of the development are addressed. A separate WHMP will be required for the ongoing management of the site including compliance into perpetuity.

Cambridge International Airport

45. No objection from an aerodrome safeguarding perspective and does not conflict with safeguarding criteria.

Network Rail

46. No objection. The developer must ensure that their proposal, both during construction and after completion does not:
- Encroach onto Network Rail land
 - Affect the safety, operation or integrity of the company's railway and its infrastructure
 - Undermine its support zone
 - Damage the company's infrastructure
 - Adversely affect any railway land or structure
 - Over-sail or encroach upon the air space of any Network Rail land

- Cause to obstruct or interfere with any works or proposed works or Network Rail development both now and in the future.

Health and Safety Executive

47. No objection.

Cambridge Fire & Rescue Service

48. No comment received.

Developer Contributions Monitoring Unit

49. No comment received.

Enabling Officer – Affordable Housing

50. No comment received.

Cambridgeshire Quality Panel (Meeting of 24 September 2020)

51. The panel's full report is provided in Appendix 1. In summary, the panel were positive about the commitment and aspirations from the applicant, however, concepts and detail need further development and the main recommendations of the Panel were:
- 1) Net zero carbon and BREEAM Outstanding supported but further detail around these targets were required.
 - 2) Consider prioritising provision of central promenade space for landscape biodiversity and shelter over surface parking.
 - 3) External building treatments broadly welcomed but emerging main building layout could be developed further to ensure it reflects workstyle aspirations and the attributes of its location.
 - 4) Welcome Travel Hub improvements and travel app. The emerging railway station is an exciting opportunity but the junction is complex and relationships between all the sites need resolution, as well as the service yard treatment.
 - 5) Climate emergency is here and landscape and biodiversity plans should be enhanced to maximise potential.
52. The above responses are a summary of the comments that have been received. Full details of the consultation responses can be inspected on the application file.

Publicity

Advertisement: Yes

Site notice: Yes

Neighbour notifications: Yes

Representations

53. No third-party representations have been received.

Site description/area context

54. The site is within the Cambridge Biomedical Campus (CBC) located to the south of Cambridge approved through outline planning permission 06/0796/OUT (as amended by Section 73 approval 17/2258/S73) for the following uses: clinical research and treatment, clinical in-patient treatment and biomedical and biotech research and development. The site allocation is carried forward in Cambridge Local Plan 2018 policy 17.
55. The application site forms part of the AstraZeneca campus within the CBC located on Francis Crick Avenue. The campus is split into two parts: the North Plot and the South Plot. The North Plot is almost triangular in shape with Francis Crick Avenue running along the north western edge, Robinson Way along the eastern edge, and the 'Circus' open space located to the south.
56. The South Plot – the subject of the current application - is almost rectangular in shape and runs along the western side of Francis Crick Avenue, with the railway line forming the site's western boundary. The Cambridgeshire Guided Bus bridge is to the north. To the south is the Anne MacLaren building occupied for research and development.
57. The North Plot is the site of AstraZeneca's Research and Development (R&D) building, which was granted consent in February 2015 (14/1633/REM) and is nearing completion. The same reserved matters consent approved buildings on the South Plot comprising the Enabling Building and an Energy Centre.
58. Currently on the South Plot, the Energy Centre and western boundary landscaping has been completed and the remainder of the South Plot is currently used for contractor parking and construction portacabins, with some temporary office use by AstraZeneca recently approved (19/1348/FUL).
59. Within the wider context, to the east is the Royal Papworth Hospital, the Circus and the Project Atria development, Heart and Lung Research Institute, which is under construction. The CBC can be accessed via the Cambridgeshire Guided Busway, and via Long Road to the north, the Hills Road/Fendon Road/Robinson Way Roundabout to the east, and from the south west via the Addenbrooke's Road.

60. Network Rail are progressing a proposal for a southern station to be situated adjacent to the north western corner of the South Plot. Access to the station would be from Francis Crick Avenue along the northern side of the South Plot. At the time of writing, the submission of a Transport and Works Act Order application has not been confirmed.
61. The Greater Cambridge Partnership is progressing plans for the Cambridge South East Transport Scheme (CSET), a busway connecting the CBC with a travel hub at the A11. This includes an on-road busway and active travel path along Francis Crick Avenue. The proposal is at pre-application stage and has not been submitted for consent.
62. There are no buildings of listed grade/Building of Local Interest on the site. There are existing trees on boundaries of the site with Robinson Way; none of these are covered by preservation orders. The site falls outside the controlled parking zone. There is a high pressure gas pipe in the south west corner of the site and part of the site is within the consultation zone.

Background

63. The current proposal and the previously approved North Plot consent comprise 'Phase 1' of development of the AstraZeneca campus. The campus will be completed in Phase 2 which includes further buildings on the South Plot, and is shown within the illustrative masterplan.
64. Reserved matters for Phase 1 were first approved under consent 14/1633/REM, comprising the North Plot R&D Building, and South Plot Energy Centre and Enabling Building. A replacement reserved matters scheme for the South Plot of Phase 1 – referred to as 'Phase 1b' – was approved under consent 19/1070/REM in January 2020.
65. The proposal forms a replacement scheme for the Phase 1b scheme. The current proposal responds to AstraZeneca's 'Ambition Zero Carbon' strategy which commits to have zero carbon emissions from operations across the world by 2025, and the aspiration to achieve BREEAM 'outstanding' accreditation.
66. Some elements from previous reserved matters Phase 1b consent remain unchanged including the western boundary landscaping and surface car parking, the site access and certain below ground utility works, which have been implemented on site under previous consent 14/1633/REM.
67. Construction of the Multi-Storey Car Park (MSCP) is being brought forward to ground level under consent 19/1070/REM.

The proposal

68. The proposal is for approval of reserved matters for access, appearance, landscaping, layout and scale pursuant to outline consent 17/2258/S73 for development on the South Plot (excluding the Energy Centre) comprising:

- a South Office Building of 13,502 sqm;
- an amenity building 'The Hive' of 3,593 sqm;
- associated multi-storey car, motorbike and cycle parking including a Travel Hub of 2,970 sqm;
- a temporary Multi Use Games Area (MUGA);
- hard and soft landscaping; and internal roads, supporting facilities and ancillary infrastructure; and
- partial discharge of conditions 13, 16, 18, 23, 24, 25, 45, 47, 48, 49, 56, 57, 58 and 59 pursuant to outline consent 17/2258/S73 in respect of the proposed development.

69. During the course of the application, the description of development was amended to refer to the most recent material amendment to the outline consent 17/2258/S73 rather than 06/07096/OUT.

Site layout

70. The proposed site layout for the South Plot remains unchanged from the previous Phase 1B scheme (19/1070/REM) and comprises the South Office Building on the north eastern corner, the existing Energy Centre on the western side (as built), the Hive building to the south of this, and the Travel Hub on the southern part of the site.

71. The centre of the site would be landscaped with temporary surface level car parking in the middle. A temporary MUGA would be located on the eastern side adjacent to Francis Crick Avenue. These would be replaced in Phase 2 of the masterplan, subject to a future reserved matters application. Vehicle access remains at two points from Francis Crick Avenue.

72. These elements are described in turn below.

South Office Building (previously the R&D Enabling Building)

73. The proposed South Office Building would be six storeys with a curved form, comprising a ground floor providing more public functions such as an entrance lobby and reception leading to the central staircase, conference centre and restaurant; five upper floors providing workspaces, collaborative spaces, meeting rooms and a café in the lobby of the fifth floor; a setback top floor with roof plant.

74. The building would use an expressed exoskeleton and timber panelling at ground floor. Transparent and reflective glass would create an overall impression

of a fully glazed building. Top floor plant would be screened by vertical aluminium profiles.

75. Key changes to previously consented Phase 1B scheme 19/70/REM include: minor change to building footprint, amendments to façade proportions, materiality and articulation; loss of the roof terrace for amenity space; alterations to plant layout and location and adjustments to building structural design.

The Hive (previously the Amenities Hub)

76. The proposed Hive would be a three storey building providing the following facilities for AstraZeneca staff and ancillary to the primary biomedical and biotechnology R&D use, comprising:
- The ground floor provides amenity space with a wellness suite and café, retail, market space opening along the promenade to the east, with a multifunction room opening onto the Wellbeing Garden to the north;
 - A gym, spin studio and multi-purpose studio on the first floor, including changing facilities, wellness centre and staff hub;
 - A creche on the second floor arranged around a central play-space courtyard, providing eight playrooms, a multi-functional room and staff facilities, accessed from a separate entrance on the ground floor via two large-capacity lifts into a welcome lounge.
77. The building would have a recessed ground floor that provides an overhang on the east creating a walkway alongside the promenade and a roof overhang on all sides. The external elevations would feature an expressed grid and include four types of façade panels; wood cladding and fully glazed panels at ground floor, ribbon and punched windows and straight and slanted metal rain-screen. The roof would be metal standing seam with overhang clad in wood to match the ground floor material.
78. Key changes to previously consented Phase 1B scheme 19/1070/REM include: moving the travel hub functions to the Travel Hub; increase in gym area; introduction of a multipurpose space; increased café, minor increase in overall floorspace; amendments to façade proportions, materiality and articulation and introduction of roof overhang.

Travel Hub (previously the Multi Storey Car Park (MSCP))

79. The Travel Hub would be a six storey building with another level of car parking on the top deck. The building includes a café, shop, maintenance workshop and showers and change and drying room area. The ground floor provides a bike park (610 in two tier stands and 22 cargo bike spaces). The bike park would be accessed via the northern elevation directly onto the central promenade.
80. Decks 1-6 provide car parking (486 spaces) and motorcycle parking (38 spaces). The car park would be accessed by motor vehicles from the western end with an in-out access onto a roundabout within the site. The control point for the car parking would be within the ground floor. Pedestrians would exit the car park via

three cores directly onto the central promenade. There would be a small logistics hub in the south eastern corner and an office.

81. The building would use the same expressed grid exoskeleton as other buildings on the South Plot, and a timber clad recessed ground floor providing a canopy along the north façade. Above floors would use reflective aluminium fin cladding. The top deck would be open.
82. Key changes to previously consented Phase 1B scheme 19/1070/REM include: introduction of Travel Hub functions; façade articulation; introduction of additional amenities including café, shop and maintenance workshop.

Multi Use Games Area (MUGA) (unchanged from the previous consent)

83. A temporary MUGA is proposed on the east of the South Plot adjacent to Francis Crick Avenue for use by AstraZeneca staff. The MUGA is proposed to be temporary until development of that plot is brought forward under the wider masterplan for future AstraZeneca proposals (described below), up to 10 years. Should development not come forward within 10 years, then the area would be planted with wildflowers.

Hard and soft landscaping

84. The landscaping scheme has been prepared in the context of the wider masterplan for the AstraZeneca campus. The landscaping scheme proposed for the current phase includes a temporary surface car park, which once removed would be incorporated into the central promenade within the masterplan. The future phases of the wider masterplan would be subject to further planning applications.
85. The central promenade includes perimeter walkways and criss-crossing pathways. The central car park is split into two areas with separate accesses from Francis Crick Avenue and from the permanent car park on the western boundary. A green link provides pedestrian access north and south through the car park. The Wellbeing Garden is proposed on the western side to the north of the Amenities Hub and a Retreat Garden is proposed on the eastern side. The landscaping incorporate sustainable drainage features.
86. Key changes to previously consented Phase 1B scheme 19/1070/REM include: minor adjustments to design and location of landscaping and drainage to account for other changes. Internal site access roads are as previously consented.

Application documents

87. The application was accompanied by the following supporting information:
 - Planning Statement;
 - Design and Access Statement (including Sustainability Statement);
 - Landscape Report;
 - Transport Report (including Travel Plan);
 - Nature Conservation Management Plan;

- Drainage Strategy Report;
- CFD Study of Pollutant Dispersion from Energy Centre;
- Wildlife Hazard Management Plan;
- Construction Management Plan.

Discharge of conditions

88. This reserved matters application also includes a number of partial discharges of conditions on the outline consent in respect of the proposed development. These are listed below and are addressed in the main report where relevant:

- Condition 13: Site levels
- Condition 16: Ecology: Reserved Matters Applications
- Condition 18: Individual Site Surface Water
- Condition 23: Construction Method Statement
- Condition 24: Detailed waste management plan for Construction
- Condition 25: Foundations (piling)
- Condition 45: Landscaping: Development Plot Scheme
- Condition 47: Landscaping: Development Plot Management Plan
- Condition 48: Earthworks
- Condition 49: Hard Landscaping
- Condition 56: Cycle Parking (model share)
- Condition 57: Cycle Parking (trip estimation)
- Condition 58: Cycle Parking (calculation of spaces required)
- Condition 59: Cycle Parking (detail of facilities)

Environmental Statement

89. In accordance with the Town and Country Planning (EIA) (England and Wales) Regulations 2011, the applicant submitted a request for a Screening Opinion from the local planning authority at the pre-application stage. The outcome was confirmed that an ES was not required on the basis that the proposal would not vary significantly from the approved outline planning consent 06/0796/OUT, with the exception of the restriction on ancillary floor spaces, which would not have a significant environmental effect to that which has already been assessed under the outline ES.

Assessment

90. From the consultation responses and representations received, and from inspection of the site and the surroundings, the main issues are considered:

- Principle of development
- Compliance with outline consent
- Carbon reduction and sustainable design
- Integrated water management and flood risk
- Response to context
- Movement and access
- Transport impact

- Car and cycle parking
- Amenity
- Waste strategy
- Ecology
- Airport safeguarding
- Archaeology
- Public art
- Planning obligations
- Design Quality Panel

Principle of Development

91. Policy 17 of the Cambridge Local Plan 2018 relating to the Cambridge Biomedical Campus Area of Major Change supports development where it can be demonstrated that development is required to meet a local, regional or national health care need for biomedical and biotechnological research and development activities within class B1(b), related higher education and sui generis medical research institutes. The policy permits associated support activities for the site as a whole, including A1 (local shop), A3 (café) and D1 (creche) type uses to meet the needs of employees and visitors and to add vibrancy to the area.
92. The proposed South Office Building would support the biomedical and biotechnological research and development activities on the AstraZeneca campus within class B1(b), and thus are acceptable. The proposed support facilities comprising the Travel Hub, the Hive and the temporary MUGA would fall under the 'associated support activities' supported by the policy. While the wording of the policy refers to support activities for the site as a whole, sufficient facilities have not been brought forward on the CBC and therefore it is reasonable for AstraZeneca to meet its own needs on its campus.
93. The principal of development has been established through the extant consent 19/1070/REM and is consistent with the principles established by the outline consent.

Compliance with outline consent

94. This section considers compliance with the outline consent 17/2258/S73 including the parameter plans, key strategic conditions, and the Environmental Statement. The current application for approval of reserved matters was made before 15 October 2021 in accordance with condition 1 on the outline consent. Other conditions are considered in the relevant sections of the report.

Land Use

95. Condition 8 on the outline consent requires land use to 'substantially accord' with the approved Location of Land Uses Parameter Plan 1. The South Plot is within an area shown on the Parameter Plan as allocated for 'biomedical and biotech research and development'. The Parameter Plan allocates other sites for more mixed uses including support facilities. These other sites have not come forward

with development for support facilities, and since the proposed support facilities make up a small proportion of the South Plot, the proposal is considered to 'substantially accord' with the Location of Land Uses Parameter Plan.

96. Condition 9 on the outline consent sets out the maximum floor space permitted for each use. The proposed 16,458 sqm of floorspace for biomedical and biotech research and development (B1 (b)) would fall within the 115,000 sqm approved floorspace, including the proposed ancillary support facilities within the Amenities Hub. This takes account of the floorspaces for other schemes already permitted through reserved matters under the outline consent. The proposed floor space would not prejudice the wider development of the CBC.
97. Condition 10 on the outline consent which restricts individual occupiers within use classes A1, A3, B1, D1 (creches/nurseries) or sui generis ancillary uses which shall not individually exceed 500sqm gross floor space, for the reason of ensuring that the balance of uses is appropriate to the site in accordance with the former site allocation policy 9/5 of the previous Cambridge Local Plan (2006).
98. The proposed ancillary facilities would be within the separate Hive which would have a floor space of 3,593 sqm. The applicant has explained that there are operational reasons for locating the ancillary facilities within one building rather than across the campus buildings. Notwithstanding this, the individual uses within the Hive would have floor spaces which exceed 500 sqm. This includes the creche which would have a floor space of 1,300 sqm, the gym (967 sqm) and the café, multifunctional room and market (581 sqm), according to information submitted with the EIA Screening Request.
99. The wording of condition 10 prefaces the limit on floor spaces with 'unless otherwise agreed in writing by the local planning authority'. The local authority's legal team has advised that this allows scope for a reserved matters proposal to come forward with individual occupiers within use classes A1, A3, B1, D1 (creches/nurseries) or sui generis ancillary uses which exceed the 500 sqm limit. It is a matter of judgement whether proposed gym and creche uses which exceed the limit comply with the outline consent and the development plan.
100. These facilities would only be accessible to AstraZeneca staff and visitors, thus would be ancillary to the AstraZeneca operations and would not serve the biomedical campus as a whole. Notwithstanding this, these facilities would contribute to the vibrancy of the campus and have been identified by the applicant as being necessary to support the health and wellbeing of staff and visitors. In the absence of campus-wide facilities being brought forward, these uses are acceptable in accordance with condition 10 and the purposes of policy 17.
101. The S106 Agreement also controls supporting and ancillary uses. Paragraph 11.3 of the Fifteenth Schedule states that 'any supporting or Ancillary Use carried out on premises separate from the uses they support are permissible provided that those separate premises do not exceed an area of 500 square metres'. The uses within the Hive are within a separate building but are not considered to be within separate premises, as they would be on the AstraZeneca campus and would support the biotechnology research and development use.

102. In terms of the Travel Hub, the outline consent includes 'parking areas' within the description of development. This is considered in more detail in the 'car parking' section of this report and is acceptable.
103. In relation to the MUGA, this facility would be for AstraZeneca employees on a temporary basis, and therefore Cambridge Local Plan 2018 policy 73 relating to community facilities is not applicable. The MUGA would be retained on site until development of the wider AstraZeneca campus. A condition requiring the use to cease within 10 years (if future phases of the AstraZeneca campus are not forthcoming) would ensure the temporary nature of the facility (**condition 2**). The temporary MUGA would deliver benefits in terms of activating this part of the site and promoting health and wellbeing for staff, without prejudicing the wider development of the AstraZeneca campus.

Building envelope

104. Condition 6 on the outline consent requires the development to be substantially in accordance with minimum and maximum dimension parameters and with reference to the approved parameter plans 2-5 relating to the building envelope. Parts a, b, c, d, g and h of the condition are relevant to the current proposal, which are assessed as follows.
- a) *The maximum building heights above ground level (including roof level plan but excluding flues) shall not exceed those specified on the approved Maximum building Heights & Maximum Building Envelope Parameter Plan 2.*
105. The approved parameter plan requires building heights no greater than 31 metres and for at least 60% of the South Plot area to have a building height no greater than 26 metres, measured on a plot by plot basis.
106. The proposed maximum building heights for the South Office Building would be 30.85 metres, for the Hive would be 19.63 metres and the Travel Hub would be 24.02 metres.
107. The proposed buildings would be below 31 metres and only the South Office Building would be above 26 metres. The existing Energy Centre is approximately 26 metres high and the indicative buildings for the remainder of the site masterplan are shown as being less than 26 metres high.
108. The South Office Building would have an area less than 60% of the South Plot area.
109. The proposal has demonstrated compliance with the maximum building heights and would not prejudice the coming forward of a compliant scheme to complete the masterplan for the South Plot.
- b) *Maximum building envelopes shall not exceed those shown on the approved Maximum building Heights & Maximum Building Envelope Parameter Plan 2.*

110. The approved parameter plan requires development on the South Plot along the Francis Crick Avenue frontage to have building facades occupying between 20-70 per cent of plot width and for the remainder of the facades to be set back at least 6 metres.
111. The parameter plan also requires development on the South Plot along the western boundary facing the railway to have building facades not exceeding 60 per cent of plot width and the remainder set back at least 9 metres.
112. Compliance has been assessed in the submitted Planning Statement. The applicant has assessed the frontages of the current proposals taken together with the Energy Centre and Phase 2 development on the South Plot. The applicant has included approved and potential future development on plots 8 and 9 to the south of their site, which form part of the same frontages onto Francis Crick Avenue and the railway line. The South Office Building would be set back at least 9 metres so is not included within the railway line frontage calculation. Based on this, the applicant has demonstrated that the full masterplan for the South Plot together with other plots that form the frontage would occupy 52% of the length of the Francis Crick Avenue frontage and 50% of the railway frontage.
113. Taking the AstraZeneca South Plot as a standalone 'plot' within the frontages, the current Phase 1b scheme buildings would occupy approximately 35% of the South Plot frontage onto Francis Crick Avenue, and approximately 51% of the plot frontage onto the railway line. Thus the current Phase 1b scheme buildings would comply with the outline parameter plans and conditions. However, the Phase 2 masterplan would need to be assessed on a plot basis when those proposals are submitted for reserved matters consent.
114. Notwithstanding this, the proposed Phase 1b development subject to the current application has demonstrated compliance.
- c) *Building lengths and widths shall accord with the maximum and minimum parameters as specified in the text to the approved Maximum Building Height Sections Parameter Plan 3.*
115. The approved sections through the South Plot show a maximum building height on the site of 31 metres (including roof plan but excluding flues) and 39 metres including flues.
116. As above, the tallest proposed building is the South Office Building which would be 30.85 metres high to the maximum lift overrun height. This is compliant.
- d) *Building heights should be no lower than those specified on the Minimum Building Heights & Maximum Building Envelope Parameter Plan 4.*
117. The approved parameter plan shows buildings on the South Plot should not be lower than 13 metres. The lowest proposed building is the Hive which would be 19.63 metres, which is acceptable. This is also consistent with the approved Minimum Building Height Sections Parameter Plan 5.

- g) *West facing building facades within the allocated biomedical and biotech research and development area shall occupy no more than 60% of their plot width within 9m of the boundary.*

118. As above to part b.

- h) *Building facades which face the Boulevard shall occupy between 20-70% of their plot width within 6m of the permitted maximum building envelope extent adjacent to the Boulevard.*

119. As above to part b.

Strategic Gaps

120. Condition 7 on the outline consent requires the provision of a minimum of two gaps of at least 25m width to be provided within the biomedical and biotech research and development area shown on the approved Location of Land Uses Parameter Plan 1 to the south of the Cambridge Guided Busway route between the buildings. These gaps should run from the western boundary adjacent to the railway to the eastern boundary and should not be occupied by buildings.
121. The Phase 2 masterplan shows one 25 metre gap through the centre of the site, which would comprise the Wellbeing Garden to the north of the Hive, the central portion of the promenade, and a landscaped area on Francis Crick Avenue to the north of the proposed temporary MUGA secured through the current application. The gap in this location was established in the previous reserved matters consent 19/1070/REM and would create a vista through the gap in buildings into the green space to the south of the New Papworth Hospital. The Phase 2 masterplan shows canopies between the buildings crossing the gap, however this does not form part of the current proposal and would be assessed in the future reserved matters application in terms of the principle, design and materiality of the canopy.
122. The second gap would be formed between the Travel Hub building and plot 8 to the south. This includes the vehicle access from Francis Crick Avenue into the South Plot. The location of this gap has been part of the masterplan since the previous reserved matters consent 14/1633/REM and is consistent with the previous reserved matters consent 19/1070/REM. Two lines of trees would be planted in this area, and the remainder of the gap would be formed by development on plot 8, which would be assessed when a reserved matters application for that parcel comes forward.
123. The proposal would provide acceptable strategic gaps in accordance with outline condition 7 and the parameter plan.

Structural landscaping

124. The approved Landscape Provisions Parameter Plan 6 requires a single avenue of trees along Francis Crick Avenue and the planting of a 12m wide landscaped buffer strip incorporating 2 rows of large trees along the boundary with the railway, with deeper tree blocks within car parks on the western side.

125. Condition 42 on the outline consent requires structural landscaping along the western edge of the allocated biotech and biomedical research and development area shown on parameter plan 1, south of the Cambridgeshire Guided Bus embankment. Management of the structural landscaping is secured through outline condition 44.
126. The current proposal makes no further changes to the structural landscaping scheme which has already been implemented under the previous reserved matters consent 14/1633/REM.

Strategic access parameter plans

127. The approved parameter plans 7-10 relate to strategic road, public transport, pedestrian and cycle access, which are outside the scope of the current proposal.

Environmental Statement

128. Condition 4 on the outline consent requires development to be carried out in accordance with the mitigation measures set out in the Environmental Statement unless provided for in any other conditions attached to the outline consent. Mitigation for the impacts of the CBC have been secured through conditions, the parameter plans and the S106 Agreement, which are discussed in this report.
129. Specific to the current proposals, the ES includes landscape and visual impact mitigation relating to the introduction of planting along the western boundary, to building heights and lighting. These have been addressed in detail in the assessment above in relation to the outline parameter plans and conditions on structural landscaping and building envelopes, and in the lighting section below.

Summary

130. In summary, the proposal would substantially accord with the outline parameter plans and would be in accordance with the relevant conditions on the outline consent, and is therefore acceptable.

Response to context

131. AstraZeneca South Plot is located on the western side of the CBC and is situated within the context of recent developments, including the AstraZeneca North Plot, the Royal Papworth Hospital and the Anne Maclaren building (to the south), as well as the recent landscaped public realm and Project Atria to the east of the site. In addition to this, the proposal needs to be assessed within the context of the wider indicative masterplan for the AstraZeneca campus, and the future development of the CBC. The particular situation of this site on the edge of the CBC and visible from the recent residential developments at Clay Farm, and from the railway line and within the open space to the west are also important aspects of the site context.

Building heights

132. As set out above, the proposal complies with the approved outline parameter plans for the maximum building heights and envelopes. These parameters were assessed through the outline ES Landscape and Visual Impact Assessment (LVIA). This assessed the impact of the maximum building heights and envelopes in strategic viewpoints, in particular long distance views of the site most evident from the Gog Magog Down to the south.
133. Notwithstanding this, Cambridge Local Plan 2018 policy 60 relating to tall buildings and the skyline applies to the South Office Building and Travel Hub which would be more than four storeys. The policy considerations relating to the location, setting and context; impact on the historic environment; and scale and massing? have been assessed through the ES LVIA, however the further policy considerations relating to architectural quality, public realm and micro-climate are assessed in this report.
134. The six-storey South Office Building would be taller than the R&D building on the North Plot and would address the public open space within the Circus. This would relate positively to the other existing buildings within the CBC, including the nearby Royal Papworth Hospital.
135. The building heights are acceptable and compliant with the approved parameter plans, and have been established through the previous Phase 1b reserved matters consent 19/1070/REM.

Scale, massing and layout

136. The proposed site layout responds to the constraints of the site and to the approved outline parameter plans and conditions. The arrangement around a central promenade green space provides good connectivity and outdoor amenity space. The proposed temporary surface car park would not prejudice the future development of the promenade.
137. The scale and massing of the buildings is acceptable and compliant with the approved parameter plans, and have been established through the previous Phase 1b reserved matters consent 19/1070/REM.

Frontages and interface

138. The South Office Building would have a good active frontage towards the North Plot and the central reception area and main staircase would provide good 'presence' and legibility, and would have a positive connection with the street and the campus. The extensive glazing on the building would provide transparency, reflectivity and activity across all levels. The South Office Building would provide a good frontage to the eastern access to the Cambridge South Station from Francis Crick Avenue, which the illustrative proposals could take the form of a 'piazza'. However, as the station proposals carry no weight as a material consideration, the interface between South Office Building and the station would need to be managed through landscaping proposals to come forward with the station building.

139. Within the site, the Hive would also have good active frontages onto the promenade, the café also spilling out onto the Wellbeing Garden, and the multiple entrances for the different uses. On the Travel Hub, the introduction of a café, incorporation of facilities for commuters and removing the main cycle entrance creates an active frontage which would activate the southern end of the promenade, and the office on the south eastern corner of the building would provide additional activity.
140. The frontages and interfaces are acceptable and have been established through the previous Phase 1b reserved matters consent 19/1070/REM.

Design and materials

141. While the overall scale, massing and site layout remains consistent with the previous Phase 1b reserved matters consent 19/1070/REM, the external appearance of the buildings has undergone a fundamental redesign driven by AstraZeneca's enhanced sustainability aspirations, and a desire for the sustainability credentials of the buildings to be expressed externally. This approach is supported by the Urban Design Team and Principal Sustainability Officer, as it celebrates sustainability-led development and high-quality design.
142. The unified elevational design of the proposed buildings - which all include a structural grid, reduced glazing and timber cladding at ground level, and are to be joined by a colonnaded walkway in Phase 2 – successfully reinforces the 'campus' identity of the south plot. At the same time, subtle differences in the materials of the infill cladding panels of each building respond to the specific uses and functional requirements. The materials on the South Office Building would be predominantly glazing and on the Hive would be perforated metal cladding with a timber roof overhang.
143. The Travel Hub would have the same exposed structural grid, however would express the wavy floors of the car park layout. The infill panels would be vertical aluminium fins which would provide a 'veil' to hide the cars parked behind, however would allow some light emission and some reflectivity to animate the building. The applicant has provided a study within the Design and Access Statement showing details of the fins, which would be approximately 5 centimetres by 25 centimetres and approximately 2.55 metres long.
144. The aluminium fins would be a bespoke product and the applicant has only been able to provide a reference image and visualisations within the Design and Access Statement. The materials for all the buildings would be subject to approval through a sample panel erected to discharge condition 12 on the outline consent. However, in addition to this, a condition is recommended to secure a full size panel of the external materials for each of the buildings (**condition 12**). Subject to this, the design and appearance are supported.

Landscape and Public Realm

145. Similar to the previous Phase 1b reserved matters consent 19/1070/REM, the landscaping scheme is for the temporary arrangement which will form part of the central promenade in the Phase 2 masterplan, once the temporary surface car

park and MUGA have been removed and the remaining buildings within the masterplan have been developed. This would be subject to a future reserved matters application, however the current proposal would approve elements which would form part of the masterplan.

146. The central promenade will occupy the centre of plot running north-south and intersected by the strategic gap on an east-west axis. It would be over 190 metres long and 26 metres wide. The space has multiple purposes, including providing walkways between buildings and along key desires lines, providing a variety of 'landscape rooms' and 'dwell spaces' for use by occupants, providing sustainable drainage, and enhancing biodiversity on the site. The Wellbeing Garden on the western side and a Retreat Garden on the eastern side form courtyards approximately 25 metres by 25 metres within the strategic gap.
147. Compared to the previous Phase 1b reserved matters consent 19/1070/REM, the current proposal has slightly enlarged the building footprint on the eastern side with utilities and tree locations adjusted accordingly. The scheme makes allowance for a covered walkway within the promenade within Phase 2. The landscape detention basin to the south has been slightly narrowed, and design changes have been made to the Wellbeing Garden and the Retreat Garden, and a seating area has been added to the South Office Building. Fewer trees are proposed, however this is to maximise the available soil volumes and the viability of the trees.
148. The scheme integrates surface water drainage features including two large dry ponds/swales within the promenade and rain gardens near the Travel Hub. The dry ponds incorporate terraces for seating and will create wildlife habitat and increase biodiversity, including low flow channels which will be damp during smaller rainfall events and retain moisture. Headwalls have been designed to integrate with the landscape scheme.
149. While the temporary car park interrupts the continuity of the central promenade, it has been designed to allow pedestrians to pass between the northern and southern ends of the site. This pedestrian route includes planting on either side to provide a safe and pleasant route, which is not crossed by vehicles. The temporary MUGA would be screened with taller evergreen planting and would be sown with a wildflower seed mix when no longer required.
150. The landscaping scheme is a reasonable response to the competing demands on the site. This includes the existing below ground utilities which severely limit the available space for sustainable drainage features and tree planting. The opportunity for tree planting has been maximised within the scheme in discussion with the Landscape Team to prioritise larger species which can be located centrally within the promenade. The Landscape Team support the proposals. Tree pit details have been submitted within the Landscape Report. A condition to secure compliance with the Landscape Groundworks Method Statement is recommended (**condition 8**).
151. The structural landscaping on the western side of the site and within the southern strategic gap have been discussed in the earlier compliance sections of this report.

152. During the course of the application, the Landscape Officer and Sustainable Drainage Engineer raised concerns about aspects of the drainage strategy and how these relate to the deliverability of the soft landscaping scheme. The Landscape Officer is satisfied with the details that have been submitted, and the Sustainable Drainage Engineer has raised no objection.
153. Conditions requiring details of headwalls and attenuation tanks were included on the previous Phase 1b consent 19/1070/REM. This information has been submitted in relation to the current application. The Landscape Officer is satisfied with the details that have been submitted, and the Sustainable Drainage Engineer has raised no objection. Therefore, these conditions do not need to be recommended for the current application.
154. The proposal includes a biodiverse (green) roof on the South Office Building. The Landscape Officer and Ecology Officer have requested further information about the biodiverse (green) roofs to be used, which should reflect the nearby chalk slope with a suitable native chalk specialist flora on a suitable substrate. **Condition 14** has been recommended to address this.
155. The Landscape Officer supports the part discharge of condition 13 relating to levels in respect of this site, and conditions 45, 47, 48 and 49 for detailed landscape proposals, on the basis of the revised Landscape Report and drawings submitted during the course of the application and subject to further conditions recommended above.

Summary

156. In terms of both the proposed built form and landscaping, the proposal successfully responds to the site context and would provide a high quality development, and is compliant with Cambridge Local Plan 2018 policies 55, 56, 57 and 59, subject to the additional conditions recommended.

Movement and access

157. The main access points into the site are the pedestrian entry in the northern eastern corner from Francis Crick Avenue; the vehicular access to the taxi drop-off, visitor parking and temporary car park from Francis Crick Avenue; and the vehicular access from Francis Crick Avenue at the southern end of the site to the existing western car park and the proposed Travel Hub. These access points have been approved under the previous Phase 1b reserved matters consent 19/1070/REM.
158. The temporary surface level car park includes a landscaped route through the site connecting the northern and southern parts of the promenade. Movement and access for the different users of the site and the buildings works well, including the separation of pedestrians and cyclists at the Travel Hub, which would be convenient and has been well-considered to avoid conflict.
159. The South Plot would interface with the Cambridge South Station and Sawston Greenways/CSET proposals, however as these proposals have not been consented, any implications for movement and access will need to be

resolved through those proposals or through amendments in negotiation with AstraZeneca. The Highways Authority has recommended an informative to advise AstraZeneca to coordinate the site access junction designs with the Sawston Greenways/CSET proposals.

The Hive

160. The proposed creche within the Hive would have a separate entrance on the northern elevation of the Hive from the Wellbeing Garden. Vehicle drop-off areas would be available within the temporary surface car park with footpaths providing access across the promenade to the Wellbeing Garden and to the entrance to the creche. Level access to the entrance to the creche would be provided for prams.

Inclusive access

161. The previous Phase 1b scheme 19/1070/REM was reviewed by the Cambridge Disability Panel on 25 June 2019. Overall, the Panel were very happy with the accessibility of the scheme and suggested some improvements, in particular to internal features to aid those with visual and hearing impairments, which will be addressed at later stages in the project and are not relevant to planning. The proposal provides step-free access within the buildings. The provision of accessible car parking is considered in the parking section below. The proposal is compliant with Cambridge Local Plan (2018) policies 56 and 57 in this regard.

Security

162. Cambridgeshire Constabulary is satisfied with the proposal from a safety and security perspective. The proposal integrates the use of electronic access controls, video surveillance, lighting and less instructive landscaping measures.
163. The Travel Hub will be for use by staff only with barriers at the entry and exit points and pedestrian access points controlled by identification cards issued to employees only, or automatic number plate recognition linked to a database of registered vehicles. The cycle store within the Hub would be secure and the northern cycle store would be gated.
164. The creche would have a separate access which would provide for child safeguarding. There will be a video intercom system to facilitate verification of users and nursery staff will be needed to escort every individual in and out of the nursery floor. Access controls and video surveillance of access onto the roof overlooking the play area of the nursery will be designed appropriately.

Summary

165. In terms of movement and access, the proposal is compliant with Cambridge Local Plan (2018) policies 55, 56, 57 and 59.

Carbon reduction and sustainable design

166. AstraZeneca's enhanced sustainability aspirations have been the main driver behind this replacement scheme. The company has a new corporate Ambition Zero Carbon Strategy and target for zero carbon emissions from operations by 2025. Their aspirations extend to achieving BREAM 'outstanding' certification for both the South Office Building and the Hive. This is an increase in ambition from the BREAM 'excellent' certification committed to on the previous scheme 19/1070/REM. Initial pre-assessments have been undertaken which the Sustainability Officer is satisfied comfortably achieve over the threshold score for BREEAM outstanding. This is strongly supported and exceeds the requirements of Cambridge Local Plan 2018 policy 28.
167. To achieve the commitment to BREEAM outstanding, the scheme has been designed to minimize energy demand through passive and active measures. This includes high performance building fabric elements and maximizing natural daylight and passive solar heating. One of the key changes compared to the previous scheme has been to abandon the fully glazed envelope for the South Office building due to the excessive heat gain and high energy demand for cooling that this approach resulted in. The glazing has now reduced to under 50% of the façade. Façade design has also been informed by thermal modelling, with the scheme tested against 2050 and 2080 climate scenarios. This approach is welcomed.
168. With regards to renewable energy provision, condition 35 of the outline permission requires at least 10% renewable energy provision for the scheme. A number of technologies are proposed. For the Hive building, air source heat pumps, to be located within 'warm' and 'cold' plant rooms, and 750 square meters of photovoltaic panels are proposed on the roof. For the South Office, the strategy involves the use of air source and ground source heat pumps and 290 square meters of photovoltaic panels on the roof. While final carbon calculations are still to be developed, indicative calculations for the South Office are showing a 48.65% improvement on Part L 2013. This approach is supported, and it is noted that final calculations will be submitted as part of the Renewable Energy Strategy required by outline condition 35.
169. Further measures include the provision of green roofs, and water efficient measures to deliver a 40% reduction in baseline water use. As part of this strategy, the Travel Hub and Hive will have a grey water harvesting system in place, including grey water treatment and storage, which will supply the South Office building, an approach that is supported. While policy 28 requires full BREAM credits to be achieved for water efficiency, this was not secured through a condition on the outline consent, and nonetheless the Principal Sustainability Officer welcomes the water efficiency measures being targeted by the applicant, which would provide a good level of water efficiency.
170. With regards to the Travel Hub, the Principal Sustainability Officer supports that the nature and scale of the Travel Hub is not appropriate for a standalone BREEAM assessment. Nevertheless, the design of the Travel Hub will contribute to the BREEAM assessment that is undertaken for the wider development, and a series of measures including grey water harvesting have been implemented to reduce the environmental impact of these facilities. Electric vehicle charging points are discussed in the air quality section of this report.

171. In summary, the proposal incorporates enhanced sustainability aspirations which are supported. The application has suitably addressed the sustainability and renewable energy requirements of the Cambridge Local Plan (2018) policies 28 and 29 and the Sustainable Design and Construction SPD (2020).

Integrated water management and flood risk

172. Condition 18 on the outline consent requires the approval of a detailed surface water strategy for each development within the CBC, which needs to demonstrate compliance with the strategic site-wide surface water strategy. The strategic strategy which was approved under the discharge of condition 17 on the outline consent, has been constructed. In addition, drainage works have commenced on the South Plot in accordance with a drainage strategy that was approved under outline condition 18 relating to the previous reserved matters application 14/1633/REM.
173. Cambridge Local Plan 2018 policy 32 relating to potential flood risk from the development part f requires discharge in accordance with a drainage hierarchy. Infiltration has not proved feasible due to low infiltration rates, groundwater levels and groundwater classification. The proposed surface water strategy is to discharge into the CBC strategic drainage network via the watercourse ditch along the northern periphery of the South Plot, which ultimately feeds into Hobson's Brook. Storm water flows would be restricted to the greenfield runoff rate by flow control devices already approved through the previous reserved matters consent 14/1633/REM.
174. Storm water attenuation - designed for the 1 in 100-year storm event, including a 30% allowance for climate change in accordance with policy 31 - would be provided through a combination of dry ponds/detention basins and below ground cellular units, which are necessary due to the spatial constraints on the site as a result of the extensive existing infrastructure, which means there is insufficient space for all attenuation to be in the form of above ground sustainable drainage features. This is acceptable in accordance with policy 31.
175. The proposed biodiverse (green) roof on the South Office Building will provide some additional resilience in the storm drainage network in the form of attenuation and water treatment in accordance with policy 31. Biodiverse roofs are not possible on the Hive which does not have a flat roof, or on the Travel Hub which has parking on the top level. Insufficient information has been submitted in the Landscape Report about the biodiverse roof and therefore the Landscape Team has recommended a condition for further details (**condition 14**).
176. Surface water would be transmitted via various components such as gullies, linear drainage channels, filter drains and rainwater pipes from the buildings. The dry ponds / detention basins will have a localised shallow swale corridor which will convey runoff during lower return period events, and these have been integrated into the landscaping scheme to increase amenity and biodiversity value in accordance with policy 31. Water quality would be maintained through a series of pollution prevention drainage components to treat the water, in

particular runoff from the Travel Hub which would be treated by a petrol interceptor.

177. The management and maintenance plan for the lifetime of the development is included within Appendix E of the submitted surface water drainage strategy. Implementation of this is secured through condition 18 on the outline consent, meeting the requirements of policy 32.
178. Foul water would be discharged into the existing foul water network approved for the CBC and the applicant has demonstrated there is available capacity to receive the flows.
179. In summary, the application has suitably addressed the issues of water management and flood risk as far as possible, and the proposal is in accordance with Cambridge Local Plan (2018) policies 31 and 32.

Amenity

180. There are sensitive uses within the nearby Royal Papworth Hospital and other hospital buildings. The impact on the wider area including recent developments on the southern fringe also need to be considered. The amenity of the future occupants of the proposed buildings is also relevant.

Construction /demolition pollution

181. The Environmental Health team has advised that the potential noise and vibration, dust and other pollution from the construction phases could affect the amenity of surrounding buildings. This includes noise sensitive premises and occupiers such as the recently open Royal Papworth Hospital to the east. There are also a number of research and development type buildings in the area which may have equipment highly sensitive to vibration.
182. The impact of construction works is controlled through the following conditions on the outline consent:
- Condition 22 - 'Construction Environmental Management Plan' (CEMP)
 - Condition 23 – Construction Method Statement
 - Condition 25 – Foundations
 - Condition 26 – Construction Times
 - Condition 27 – Construction and delivery Times
183. Construction hours were extended for the AstraZeneca North Plot via the Section 73 application 17/2258/S73 to which this reserved matters release, however this does not include the South Plot. Another Section 73 application has been submitted to extend the construction hours further as a result of the Covid-19 pandemic and the impact on construction works, however this only relates to the North Plot and is currently pending consideration. There is currently no application to amend construction hours on the South Plot, which would be as per condition 26 on 17/2258/REM.
184. The site-wide CEMP has been approved for the CBC. The Environmental Health team requested a condition on the current application requiring

compliance with the principles detailed in the approved CEMP, however this is secured through condition 23 which requires the CMS for each development to be in accordance with the CEMP, therefore an additional compliance condition on the reserved matters consent is not necessary. This was agreed by the Environmental Health Team during the course of the previous reserved matters application 19/1070/REM.

185. The CMS has been submitted in relation to condition 23 with the current application. Parts a), b), c), d), f), g), h), i), j), k), q), r), s), t) and u) of this condition are specifically relevant to environmental health related impacts and are acceptable.
186. Piling information has been provided within the submitted CMS in relation to condition 25. The Environmental Health team has advised that the proposed option - Continuous Flight Auger (CFA) piling - is likely to be virtually vibration free and is one of the quietest forms of piling, making it ideal for environmentally sensitive areas. This is acceptable.

Noise

187. The Environmental Health team has advised that operational noise associated with the proposals has the potential to have an adverse noise impact on the local area. Sources of operational noise include mechanical / electrical plant and equipment (internal plant rooms and external areas), and the multifunctional studio, fitness gym and spin studio within the Hive.
188. Condition 31 on the outline consent requires a scheme for the insulation of the building(s) and/or plant to be approved prior to occupation of the building, which would be relevant to the South Office Building, the Hive and the Travel Hub. In addition, the Environmental Health Team has recommended a condition for a post construction/installation verification and completion report to be submitted within six months of operation, which is similar to previous reserved matters consents 14/1633/REM and 19/1070/REM.
189. Officers are not concerned about noise from the temporary MUGA or from servicing deliveries and collections, having regard to the character of the area, distance to noise sensitive premises (existing and proposed) and planning class uses in the vicinity as approved under outline planning permission.

Odour

190. The proposals include commercial-type kitchens in the South Office Building and the Hive. The Environmental Health team has advised that these kitchens have the potential to generate cooking-related fumes and odours which may have an adverse impact on local quality of life and amenity, even at relatively low concentrations unless adequately dispersed/diluted and/or abated. Ventilation systems serving commercial-type kitchens will need to be designed to prevent harm to local quality of life and amenity.
191. This is covered by condition 30 on the outline consent which would be discharged at a later date. This condition requires details of equipment for the

extraction and/or filtration of fumes, odours and/or hazardous material to be approved and installed prior to commencement of use. The Environmental Health team has recommended an informative that the design of the ventilation system should be in accordance with the relevant industry guidance. This is consistent with the previous Phase 1b reserved matters consent 19/1070/REM.

Artificial lighting

192. Artificial lighting is covered by conditions 28 and 29 on the outline consent which would be discharged at a later date. These conditions require submission of an outdoor lighting scheme for approval prior to the installation of any artificial lighting, and specifically prevent external up-lighters or down-lighters on west-facing external elevations of buildings adjacent to the railway line. Any artificial lighting for the MUGA would need to be included. The Environmental Health Team has recommended an informative advising the applicant on the guidance relevant to the future discharge of this condition. This addresses the requirements of Cambridge Local Plan 2018 policy 34 in this respect.

Air quality

193. The Environmental Health team supports the proposals on air quality grounds subject to the recommended conditions relating to low nitrous oxides boilers and Electric Vehicle Charge Points (EVCPs), as discussed below. The proposal is in accordance with Cambridge Local Plan 2018 policy 36. The site is outside the City air quality management area (AQMA)
194. The proposal includes the provision of 49 active EVCPs within the Travel Hub, of which 5 will be fast charging points, the remaining 44 active EVCPs will be slow charging points. The remaining 422 spaces within the Travel Hub would have passive provision, which has the necessary underlying infrastructure in place to allow installation and activation of a charging point at a future date. In addition, passive provision has already been installed for 5 of the existing car parking spaces in the surface parking. The active EVCPs represent 7% of total site parking and the passive provision represents 61% of spaces.
195. The policy requirement for EVCPs has changed since the outline consent was granted, which means that the current reserved matters proposal is not required to meet the requirements of Cambridge Local Plan 2018 policy 82. The outline consent also pre-dates the adoption of the Air Quality Action Plan 2017-2022 which sets out targets for EVCP provision. Notwithstanding this, the Environmental Health team supports the proposal and has recommended a condition to secure implementation of the EVCPs prior to occupation of the development. The minimum capacity of the fast charge points (22kW) and slow charge points (7kW) has also been specified within the condition (**condition 4**).
196. Heating, cooling and hot water provision will be predominantly electric utilising ground and air source heat pumps plus solar PV, as detailed in the Sustainability Statement. Notwithstanding this, should any gas boilers be used producing combustion emissions to air, these should be low nitrous oxides and meet a dry nitrous oxides emission rating of 40mg/kWh in accordance with the Greater Cambridgeshire Sustainable Design and Construction SPD (2020) and measure

38 of the Air Quality Action Plan 2017-2022. This can be secured by a compliance condition as recommended by the Environmental Health team (**condition 5**).

197. The applicant submitted a pollutant dispersal study which was requested by the Environmental health team to assess the pollutant concentrations at the roof of the South Office Building due to the proximity of the flue exhaust of the Energy Centre and proximity in relation to prevailing wind. The study assessed potential air quality impacts on new receptors on the roof of the South Office Building. Compared to the previous Phase 1b reserved matters consent 19/1070/REM, access to the roof has been limited to maintenance staff only, as the roof terrace has been removed. As a result, the choice of air quality objectives differs to the previous study. The Environmental Health team has advised that the findings of the report are acceptable and no future adverse local air quality impacts on the occupiers and the wider general environment are envisaged.

Contamination

198. Site investigation reports submitted under the previous reserved matters consent 14/1633/REM have demonstrated that the site is free from contamination and gas risk, and no further information is required to discharge conditions 33 and 34 on the outline consent. This has been advised by the Environmental Health team. Notwithstanding this, in the event that unexpected contamination is discovered during the course of the works, condition 33 requires this to be reported and remediated, which would apply to the current reserved matters application.
199. The Environmental Health Team has advised that the outline consent failed to secure a Chemical Contaminant Materials Management Plan (CCMMP) that would ensure that all imported materials for use in piling/construction mats and landscaping schemes are free from chemical contamination. A CCMMP has been submitted with the current application within Appendix J of the Construction Management Plan. These details are acceptable and a compliance condition is recommended (**condition 3**).

Gas Pipe

200. A high pressure gas pipe runs across the south western corner of the site. The Health and Safety Executive (HSE) has reviewed the proposals and advised that there are no objections to the proposal. Cadent have been consulted on the proposals and have provided no comment. Works affecting the gas pipe will be subject to consent from Cadent.

Fire Safety

201. The Fire and Rescue Service have not provided comments on this application. For the previous reserved matter application (19/1070/REM) a condition for fire hydrants was requested. The size of this development justifies inclusion of the standard hydrant condition (**condition 15**).

Summary

202. The proposal adequately respects the residential amenity of its neighbours and the constraints of the site and I consider that it is compliant with Cambridge Local Plan (2018) policies 35, 55 and 56.

Waste Strategy

203. Waste storage and collection has been integrated into the buildings, including a waste and logistics hub in the South Office Building, and a waste store within the Hive. Waste is to be collected daily, however capacity has been calculated to allow two days' storage to provide some resilience. Servicing vehicles have been taken account of in the Transport Report. Further details of the waste storage facilities will come forward under the discharge of condition 32 on the outline consent.

Transport impact

204. The outline consent for the CBC assessed the transport impact through the ES. Transport mitigation measures secured through the outline S106 Agreement included contributions towards the Addenbrooke's Access Road and the Cambridge Guided Bus, which have enhanced the strategic access and public transport links. Financial contributions were also secured towards the Southern Corridor Area Transport Plan and improvements to the nearby M11 junction. Through-route traffic control was also controlled, as were Travel Plans and off-site car parking. Furthermore condition 63 of the outline consent required work to be carried out beyond the CBC.
205. The applicant has submitted a Transport Report with the current application. The Highways Authority has reviewed the proposed trip generation which results in 2,989 staff and 684 visitors expected on the site on a typical day for Phases 1 and 1b, including 250 visits to the Hive the majority of which will be internal within the site resulting from staff using the gym or dropping-off/picking-up children from the creche. This Highways Authority has advised that the proposed trip generation is within the outline planning consent and is appropriate, which is consistent with the previous Phase 1b reserved matters consent 19/1070/REM.
206. The mode shares have been assigned in accordance with the 2017 Travel Survey results and adjusted for a 10% growth in cycle mode share reflecting condition 58 on the outline consent. The methodology is agreed by the Highways Authority. The forecast trip generation assumes a cycle mode share of 39%, a single car driver mode share of 25% and bus of 22%. This does not take into account future transport investments within the area including the Cambridge South East Transport (CSET), Sawston Greenways or Cambridge South Station schemes discussed below. The mode share has been used to determine the car and cycle parking numbers, which is discussed below.
207. A Travel Plan has also been submitted which details measures to encourage sustainable and active travel choices in accordance with the aims of the CBC-wide Transport Strategy, as required by the outline S106 Agreement. This includes a range of measures to promote walking, cycling, public transport, car sharing, flexible working, and deliveries and waste management. The Travel Plan includes a programme of annual surveying, monitoring and review, in

accordance with the S106 Agreement. The Highways Authority has advised that the Travel Plan is very comprehensive, has every chance of succeeding in its objectives and can be agreed.

208. The Highways Authority has noted the CBC is subject to significant transport infrastructure investment, with Cambridge South Station, The Chisholm Trail and Greater Cambridge Partnership CSET public transport corridor linking CBC to the A11 and the CBC to Sawston Greenway. The CSET route is proposed to use Francis Crick Avenue. Should this route come forward in the future, there may be a need for the applicant to work with the Greenway team when designing their access junctions into the site, to ensure that the design work is coordinated. This is outside the remit of the current application and the Highways Authority has recommended an informative to cover this.
209. Deliveries and servicing activities have been forecast within the Transport Report. This includes 24 daily deliveries to the South Office Building of which 3 trips would be within peak hours. The Hive is forecast to generate an average of 16 delivery and servicing trips per day with an average of 3 vehicles per peak hour. The Travel Hub would generate some trips which would be managed via other buildings on the site or directly to the logistics hub. Deliveries to the parcel lockers within the Travel Hub would be up to 1 delivery per day. Other deliveries and maintenance for the Travel Hub would be infrequent and would be managed outside of operating hours.
210. In summary, the Highways Authority supports the proposal, which is compliant with Cambridge Local Plan (2018) policy 81.

Car and Cycle Parking

Cycle Parking

211. Cycle parking is covered under conditions 56, 57 and 58 on the outline consent, which require the submission of details of the current modal share, an estimation of the total number of staff, patients and visitors that will visit the building on a typical day, and a calculation of the cycle spaces required. This information should be used to determine the number of cycle parking spaces required, and outline condition 59 requires approval of details of the facilities. The north plot and south plot work as one campus and the provision for cycle parking can be delivered across the site as a whole.
212. As mentioned above, the methodology within the outline conditions requires the number of cycle parking spaces to be based on the Addenbrooke's Travel Survey and adjusted for a 10% growth in cycle mode share. It also assumes an 80% staff attendance rate in accordance with the conditions. Using this methodology, the Transport Report calculates a demand for 1,027 staff cycle parking spaces across the North Plot and South Plot. The proposal would provide 1,088 staff spaces across the campus, which is 61 spaces more than the minimum required. The Highways Authority has agreed this.
213. These staff cycle parking spaces would be split between the North Plot and the South Plot. The Phase 1 reserved matters consent 14/1633/REM included

450 cycle parking spaces within the North Plot including visitor parking. Due to subsequent changes within the design, this provision is proposed to be reduced to 294 staff spaces plus 50 visitor cycle parking spaces with a compensatory increase in spaces on the South Plot. This is subject to a separate non-material amendment application (14/1633/NMA3) which would be assessed following determination of the current reserved matters application.

214. The majority of staff cycle parking would be within the Travel Hub (630 spaces) in a secure cycle store with access to changing facilities, a bike workshop and other facilities. A further 132 spaces would be provided within the northern cycle store close to the South Office Building, and 32 spaces would be located along the frontage of the Energy Centre. Overall, the consolidation within the dedicated Travel Hub would provide high quality cycle parking to promote the use of sustainable transport modes and to support the Travel Plan.
215. The mix of cycle stands would be 20% Sheffield hoops 67% two-tier stands and 13% FalcoCam stands across the campus for staff. Of these, 20 wide-spaced Sheffield stands would be provided in the Travel Hub to accommodate cargo bikes and adapted cycles. Staff cycle parking will be managed via an app allowing staff to book a space close to their destination and for a preferred cycle stand type. Pool bikes have also been introduced with a total of 40 bikes available for staff to use during their workday, consisting of 30 folding bikes and 10 electric cycles. This is supported.
216. Visitor cycle parking spaces have been calculated using a similar methodology based on the mode share. This generates a demand for 32 cycle spaces across the North Plot and South Plot. The proposed non-material amendment to the cycle parking (14/1633/NMA3) would consolidate the visitor cycle parking on the North Plot and would provide 50 visitor spaces to serve the whole campus. This would exceed the calculated requirement and the single location would simplify wayfinding.
217. The proposal would provide high quality cycle parking for staff and visitors, which would promote the use of sustainable transport modes in accordance with the objectives of the Travel Plan. Conditions 56, 57, 58 and 59 on the outline consent can be partially discharged in relation to this development. The proposal is in accordance with Cambridge Local Plan 2018 policy 82.

Car parking

218. Car parking is covered by condition 52 on the outline consent which requires on-plot car parking provision for any biotech or biomedical research and development use to be provided on a ratio of 1 space for every 72 sqm, or a lesser amount as agreed by the Local Planning Authority. This is also controlled through the S106 Agreement Fourteenth Schedule paragraph 2, which clarifies that the floor space for the calculation should exclude plant.
219. The combined floor space of the approved North Plot research and development building (50,563 sqm) and proposed South Office Building (13,502 sqm) which fall strictly within biotech or biomedical research and development use would be 64,065 sqm. (These figures will be confirmed on the Amendment

Sheet to clarify the floor space excluding plant). This would equate to a maximum of 889 spaces. This does not include the Hive, Travel Hub or Energy Centre in the calculation.

220. The current proposal is for 654 staff car parking spaces. The demand for car parking has been calculated in the Transport Report based on the modal share from the Addenbrooke's Travel Survey (2018) and other assumptions about occupancy levels and staff attendance rates for the North and South Plot buildings within Phase 1b. The number of car parking spaces is significantly below the maximum permitted under condition 52 (notwithstanding any adjustment to be made for plant floor space) and is supported by the Highways Authority.
221. The staff car parking would be primarily provided within the Travel Hub (476 spaces). A further 162 spaces would be provided within the western car surface car park and 16 spaces would be provided on the North Plot, 5% of car parking provision has also been provided as disabled parking spaces in accordance with condition 55 on the outline consent, which would be located within the western surface car park (15 spaces), North Plot (16 spaces) and the Travel Hub (2 spaces). A further 10 spaces for pool cars are also provided within the Travel Hub along with space for 38 motorcycles.
222. The application explains that staff parking will be controlled via permits with staff eligible to a limited number of parking permits per year. Staff will be able to book a parking space of appropriate type and location via AstraZeneca's dedicated app. Parking will be restricted to the NCS site only and staff will not be able to book parking spaces across the CBC. The booking system is intended to manage demand for spaces as well as to encourage and incentivise active and sustainable travel choices.
223. Visitor car parking spaces have been calculated on the basis of 1 visitor space per 11 staff car parking spaces. This equates to 59 visitor spaces which are provided within the surface car park. In accordance with condition 55 on the outline consent, 5% of visitor spaces are provided as disabled spaces, which equates to 3 disabled spaces. The Highways Authority supports the number of visitor car parking spaces proposed.
224. The creche use has been given specific consideration in the car parking and drop off areas. There may be some non-AstraZeneca employee parents/carers dropping-off or collecting children at the creche. The visitor parking will allow short stay permits (approximately 30 minutes dwell time) to accommodate this, and 8 spaces have been designed to be wider to support use by parents/carers dropping off children to the creche. There are also two wider spaces within the Travel Hub. This is supported.
225. The current proposal has considered the future Phase 2 masterplan which will entail the loss of the surface car park in the middle of the site. The Transport Report anticipates that there may be some additional demand for car parking associated with the Phase 2 buildings. However, the application explains that AstraZeneca are targeting significant modal shift away from single occupancy car use, which would also be supported by the investments in strategic

infrastructure projects including the CSET, Sawston Greenways and Cambridge South Station, if forthcoming.

226. As a result, the application expects that future demand from Phase 2 will be accommodated within the remaining parking on the plot without putting overspill onto the wider CBC. This would be reviewed as part of a future planning application. At present, the Highways Authority has not objected to this assumption which is considered reasonable in the context of the applicant's Travel Plan and the current trajectory of strategic transport infrastructure projects. The loss of the disabled visitor car parking spaces within the surface car park will need to be addressed in the Phase 2 proposals.
227. The proposal is compliant with Cambridge Local Plan (2018) policy 82. Conditions 56, 57, 58 and 59 are recommended for partial discharge in respect of the proposed development.

Ecology

228. A Nature Conservation Management Plan (NCMP) has been submitted to discharge condition 16 on the outline consent. This is required to accord with the side-wide Nature Conservation Management Plan approved under outline condition 15. A Phase 1 Habitat Survey was undertaken in 2014 and since then the site has been cleared and construction work has commenced. Some of the landscape planting and features approved under the previous Phase 1 reserved matters consent 14/1633/REM have been implemented including planting on the western side of the site.
229. The current proposal incorporates a variety of semi-natural habitats to support several priority species, including house sparrows, pipistrelle bats and hedgehogs. The informal grassland and wildflowers, native tree planting and biodiverse swale on the western side of the site are integrated into the proposals. The strategic gaps within the current proposal will provide a 25 metre wide corridor linking the green space within the CBC to Hobson's Park. The two dry ponds and rain garden will provide additional habitats.
230. A biodiverse (green) roof of native species is proposed on the South Office Building and **condition 14** is recommended to secure further details of this. 12 bird and 10 bat boxes will be located on appropriate trees and other structures throughout the development, and details and indicative locations for these are provided within the NCMP.
231. The Ecology Officer advised during the EIA Screening that the proposed replacement Phase 1B development does not give rise to new or different significant ecological effects that have not previously been assessed at the outline stage, and that no additional EIA was required on ecology grounds. The Ecology Officer supports the discharge of condition 16 on the basis of the submitted Nature Conservation Management Plan. The proposal is in accordance with Cambridge Local Plan 2018 policies 69 and 70.

232. Details of external lighting which could affect wildlife have not been submitted, however these would come forward to discharge conditions 28 and 29 on the outline consent.

Airport Safeguarding

233. The site is within an area of protected airspace for Cambridge Airport which is required to be kept free of obstruction from tall structures. The Defence Infrastructure Organisation (DIO) has reviewed the application in terms of the requirements for tall plant and cranes within the Construction Management Plan (CMP). The DIO is satisfied this meets their safeguarding requirements. Compliance with those details is secured through recommended **condition 9**.
234. In relation to the risk of bird strike, the DIO has advised that the submitted Wildlife Hazard Management Plan (WHMP) and appendices K & L of the CMP, address concerns about the risk of bird strike during the construction phase. Compliance with those details is secured through recommended **condition 10**. The DIO has recommended a condition for a separate WHMP covering the risk of bird strike for the ongoing management of the site while the airport remains in use (**condition 11**).
235. Subject to the recommended conditions, the proposal would not impact on the protected airspace for the airport, in accordance with Cambridge Local Plan 2018 policy 37.

Archaeology

236. An archaeological investigation was secured under the outline consent and has been undertaken for this site in advance of the planning application. The main phase of excavation has now been completed. Post excavation assessment is the next step which will involve specialist assessments to be undertaken. The Historic Environment Team have advised that no further investigation works are required. Condition 60 on the outline consent has been partially discharged.

Planning Obligations

- 8.141 The Community Infrastructure Levy Regulations 2010 have introduced the requirement for all local authorities to make an assessment of any planning obligation in relation to three tests. If the planning obligation does not pass the tests then it is unlawful. The tests are that the planning obligation must be:
- (a) necessary to make the development acceptable in planning terms;
 - (b) directly related to the development; and
 - (c) fairly and reasonably related in scale and kind to the development.

In bringing forward the recommendation in relation to the Planning Obligation for this development officers have considered the above requirements

8.142 This application is a reserved matters application pursuant to an outline consent that was approved with a section 106 agreement. Below is a summary of the mitigation measures were necessary as a result of the proposed development.

Transport

- Monies secured towards the Addenbrooke's Access Road (phase 1 and 2)
- Monies secured towards the Southern Corridor Area Transport Plan.
- Monies for M11 junction improvements
- Monies towards the Cambridge Guided Bus
- Monies towards the Cambridge Guided Bus revenue
- Monies towards local transport initiatives
- Requirement for travel plan
- Control of through traffic
- Limitation of off plot car parking
- Parking survey contribution
- Parking management contribution
- Off-site highway works at Trumpington Rd and Fen Causeway

Public Art

- Monies secured to carry out the public art strategy

S106 monitoring

- Monies towards performance monitoring

Landscape/ Ecological improvements

- Monies towards ecological mitigation measures at Nine Wells
- Off-site landscaping

Proposed occupiers

- Requirement for future occupiers to agree they fall under the terms of the local plan policy prior to application submission.

Planning Obligations Conclusion

8.144 The outline permission secures adequate mitigation for the entire build out of the CBC site. Some of the provisions above will be triggered when certain milestones in floorspace are passed. Ultimately there is no requirement for any additional S106 measures on the back of this application as it falls entirely within the parameters of the outline approval.

Public Art

237. The outline consent for the CBC includes approval of a public art strategy for the wider site which focuses on two main 'strands'. The CBC Artist In Residence (AIR) programme and the Circus Public Realm Commission. There is no requirement for individual reserved matters applications to input beyond this and the proposal is compliant with Cambridge Local Plan (2018) policy 56 and the Public Art SPD (2010).

Design Quality Panel

238. The scheme was presented to the Cambridgeshire Design Quality Panel at pre-application stage on 24 September 2020. The panel's report is provided in Appendix 1. The main conclusions from the panel's discussion are replicated below and responded to as follows:

| Comment | Response |
|--|---|
| 1) Net zero carbon and BREEAM Outstanding supported but further detail around these targets were required. | See the Sustainability Statement included in the Design and Access Statement. The Sustainability consultee supports the proposal. |
| 2) Consider prioritising provision of central promenade space for landscape biodiversity and shelter over surface parking. | The surface car park is a temporary arrangement. The central promenade has maximized the opportunities for landscaping and biodiversity as discussed in this report. |
| 3) External building treatments broadly welcomed but emerging main building layout could be developed further to ensure it reflects workstyle aspirations and the attributes of its location. | This comment related to the internal arrangement of the South Office Building. This has been developed to meet AstraZeneca's needs and to provide flexible spaces to meet changing needs. |
| 4) Welcome Travel Hub improvements and travel app. The emerging railway station is an exciting opportunity but the junction is complex and relationships between all the sites need resolution, as well as the service yard treatment. | The proposals for Cambridge Station South are being led by Network Rail and are outside the applicant's control. |
| 5) Climate emergency is here and landscape and biodiversity plans should be enhanced to maximise potential. | The Principal Sustainability Officer and the Ecology Officer are satisfied with the proposals in accordance with the relevant conditions from the outline consent and policy. |

Planning balance and conclusion

239. The principle of development is established by the site allocation, the outline consent and the previous Phase 1b reserved matters consents. The current proposal is compliant with the parameters of the outline planning permission, as covered extensively in this report.
240. Some of the uses within the Hive building would exceed the expectations for such uses within the outline consent. However, it is a matter of judgement that these facilities would contribute to the vibrancy of the campus and are necessary to support the health and wellbeing of campus users. These uses are acceptable in accordance with outline condition 10 and the purposes of policy 17.
241. The proposed buildings and landscaping would provide high quality development and accord with the relevant policies of the Cambridge Local Plan 2018 and other material considerations. The scale and massing, and structural landscaping is in accordance with the outline parameter plans.
242. The current proposal is targeting high sustainability aspirations, both in terms of construction and operation. AstraZeneca has an ambitious Travel Plan and has proposed car parking levels lower than the outline consent allows, to be achieved in part through high quality cycle parking provision. This is welcomed.
243. For these reasons, the recommendation is for approval subject to conditions.

Recommendation

244. Officers recommend approving the reserved matters application subject to the conditions listed below.
245. Officers additionally recommend partial discharge of outline conditions 13, 16, 18, 23, 24, 25, 45, 47, 48, 49, 56, 57, 58 and 59 pursuant to outline consent 17/2258/S73 in respect of the proposed development.

| Outline conditions seeking discharge | | Approved document |
|--------------------------------------|---|--|
| 13 Levels | levels of proposed buildings, associated structures and building plot compared to existing levels of the site | Landscape Report (Revision P01 March 2021) Drawings |
| 16 Ecology | Demonstrate how app accords with nature conservation management plan, | Nature Conservation Management Plan (November 2020) |

| | | |
|---|--|--|
| | measures proposed and timing | |
| 18 Individual site surface water | Surface water strategy accords with site wide strategy following SuDs hierarchy | Drainage Strategy Report (31 March 2021) |
| 23 Construction method statement | <ul style="list-style-type: none"> Demonstrate how CMS accords with Construction Environmental Management Plan criteria A-U except E <p>AND</p> <ul style="list-style-type: none"> Construction programme and plan | Construction Management Plan (March 2021) |
| 24 Detailed Waste Management Plan for Constructions | DWMP accord with outline waste management plan and details a-g | Construction Management Plan (March 2021) |
| 25 Foundations | Type of piling, noise, vibrations and mitigations to be approved | Construction Management Plan (March 2021) |
| 45 landscaping | Landscaping scheme required | <p>Landscape Report (March 2021)</p> <p>Drawings</p> |
| 47 Landscape management | | Landscape Report (March 2021) |
| 48 Earthworks | Grading and mounding of land areas, including in relation to existing and surrounding landform + timing | <p>Landscape Report (March 2021)</p> <p>Drawings</p> |
| 49 Hard landscaping | Hard landscaping scheme | <p>Landscape Report (March 2021)</p> <p>Drawings</p> |

| | | |
|-----------------------------|--|--|
| 56 Cycle parking | Summary from Addenbrookes annual travel survey showing Current modal share | Transport Report (including Travel Plan) (November 2020), CB053-ARUP-XX-XXX-DR-A-005001 |
| 57 Trip estimation | Estimation of staff, visitors | Transport Report (including Travel Plan) (November 2020), CB053-ARUP-XX-XXX-DR-A-005001 |
| 58 cycle parking numbers | Cycle parking numbers of at least 10% more than modal share (staff and visitors) | Transport Report (including Travel Plan) (November 2020), CB053-ARUP-XX-XXX-DR-A-005001 |
| 59 cycle parking facilities | Details for covered, secure parking | Transport Report (including Travel Plan) (November 2020) CB053-ARUP-XX-XXX-DR-A-005001 |

Conditions

Approved Drawings

1. The development shall be carried out in accordance with the following approved drawings and technical documents:

Planning Statement (November 2020)
Design and Access Statement (November 2020)
Landscape Report (Revision P01, March 2021)
Transport Report (including Travel Plan) (November 2020)
Nature Conservation Management Plan (November 2020)
Drainage Strategy Report (March 2021)
CFD Study of Pollutant Dispersion from Energy Centre (Issue 2/09 December 2020)
Wildlife Hazard Management Plan (November 2020)
Construction Management Plan (March 2021)
Landscape Report - Headwall Proposal (February 2021)
CB002-ARUP-XX-XXX-DR-A-000001 (P1) Location Plan - Phase 1B
CB002-ARUP-XX-LZZ-DR-A-000005 (P1) Site Plan - Phase 1B
CB000-ARP-EX-L00-DR-L-001001 (P0) General Arrangement Key Plan
CB000-ARP-EX-L00-DR-L-001002 (P0) General Arrangement Plan Sheet 1 of 3
CB000-ARP-EX-L00-DR-L-001003 (P01) General Arrangement Plan Sheet 2 of 3
CB000-ARP-EX-L00-DR-L-001004 (P1) General Arrangement Plan Sheet 3 of 3
CB000-ARP-EX-L00-DR-L-001005 (P0) Temporary Landscape in the Event the Temporary MUGA Permission Expires Prior to Construction of Future Building
CB000-ARP-EX-L00-DR-L-001101 (P0) Hard Landscape Plan Sheet 1 of 3
CB000-ARP-EX-L00-DR-L-001102 (P0) Hard Landscape Plan Sheet 2 of 3
CB000-ARP-EX-L00-DR-L-001103 (P0) Hard Landscape Plan Sheet 3 of 3
CB000-ARP-EX-L00-DR-L-001201 (P0) Soft Landscape Plan Sheet 1 of 3
CB000-ARP-EX-L00-DR-L-001202 (P0) Soft Landscape Plan Sheet 2 of 3
CB000-ARP-EX-L00-DR-L-001203 (P0) Soft Landscape Plan Sheet 3 of 3
CB000-ARP-EX-L00-DR-L-001204 (P0) Soft Landscape Schedule 1 of 2
CB000-ARP-EX-L00-DR-L-001205 (P0) Soft Landscape Schedule 2 of 2
CB000-ARP-EX-L00-DR-L-003001 (P0) Landscape General Sections
CB000-ARP-EX-L00-DR-L-006001 (P0) Soft Landscape Details Sheet 1 of 2
CB000-ARP-EX-L00-DR-L-006002 (P0) Soft Landscape Details Sheet 2 of 2
CB053-ARUP-XX-XXX-DR-A-005001 (P0) Bicycle Parking GA Drawings
CB002-HDM-XX-L00-DR-A-201200 (P0) South Office Building - GA Plan - Ground Floor
CB002-HDM-XX-L10-DR-A-201210 (P0) South Office Building - GA Plan - First Floor
CB002-HDM-XX-L20-DR-A-201220 (P0) South Office Building - GA Plan - Second Floor
CB002-HDM-XX-L30-DR-A-201230 (P0) South Office Building - GA Plan - Third Floor
CB002-HDM-XX-L40-DR-A-201240 (P0) South Office Building - GA Plan - Fourth Floor

CB002-HDM-XX-L50-DR-A-201250 (P0) South Office Building - GA Plan - Fifth Floor
 CB002-HDM-R00-L00-DR-A-201260 (P0) South Office Building - GA Plan - Plant Floor
 CB002-HDM-R01-L00-DR-A-201270 (P0) South Office Building - GA Plan - Roof
 CB002-HDM-XX-XXX-DR-A-203201 (P0) South Office Building - Section - Section A-A
 CB002-HDM-XX-XXX-DR-A-203202 (P0) South Office Building - Section - Section B-B
 CB002-HDM-XX-XXX-DR-A-203203 (P0) South Office Building - Section - Section C-C
 CB002-HDM-XX-XXX-DR-A-204201 (P0) South Office Building - North-East & East Elevations
 CB002-HDM-XX-XXX-DR-A-204202 (P0) South Office Building - South & North West Elevations
 CB002-HDM-XX-XXX-DR-A-204203 (P0) South Office Building - West & South West Elevations
 CB007-HBA-ZZ-L00-DR-A-PL_201001 (P1) The Hive General Arrangement Ground Floor Plan
 CB007-HBA-ZZ-L10-DR-A-PL_201002 (P1) The Hive General Arrangement First Floor Plan
 CB007-HBA-ZZ-L15-DR-A-PL_201003 (P1) The Hive General Arrangement First Floor Mezzanine Plan
 CB007-HBA-ZZ-L20-DR-A-PL_201004 (P1) The Hive General Arrangement Second Floor Plan
 CB007-HBA-ZZ-MLL-DR-A-PL_203001 (P1) The Hive General Arrangement Section AA
 CB007-HBA-ZZ-MLL-DR-A-PL_203002 (P1) The Hive General Arrangement Section BB
 CB007-HBA-ZZ-MLL-DR-A-PL_203003 (P1) The Hive General Arrangement Section CC
 CB007-HBA-ZZ-MLL-DR-A-PL_204001 (P1) The Hive General Arrangement North Elevation
 CB007-HBA-ZZ-MLL-DR-A-PL_204002 (P1) The Hive General Arrangement East Elevation
 CB007-HBA-ZZ-MLL-DR-A-PL_204003 (P1) The Hive General Arrangement South Elevation
 CB007-HBA-ZZ-MLL-DR-A-PL_204004 (P1) The Hive General Arrangement West Elevation
 CB007-HBA-ZZ-R00-DR-A-PL_201005 (P1) The Hive General Arrangement Roof Plan
 CB006-ARP-ZZ-L00-DR-A-201100 (P1) Travel Hub General Arrangement - Ground Floor Plan
 CB006-ARP-ZZ-L10-DR-A-201101 (P1) Travel Hub General Arrangement - First Floor Plan

CB006-ARP-ZZ-L20-DR-A-201102 (P1) Travel Hub General Arrangement - Second Floor Plan

CB006-ARP-ZZ-L30-DR-A-201103 (P1) Travel Hub General Arrangement - Third Floor Plan

CB006-ARP-ZZ-L40-DR-A-201104 (P1) Travel Hub General Arrangement - Fourth Floor Plan

CB006-ARP-ZZ-L50-DR-A-201105 (P1) Travel Hub General Arrangement - Fifth Floor Plan

CB006-ARP-ZZ-L60-DR-A-201106 (P1) Travel Hub General Arrangement - Sixth Floor Plan

CB006-ARP-ZZ-R00-DR-A-201107 (P1) Travel Hub General Arrangement - Roof Plan

CB006-ARP-ZZ-MLL-DR-A-203101 (P0) Travel Hub General Arrangement - Sections

CB006-ARP-ZZ-MLL-DR-A-204101 (P1) Travel Hub General Arrangement - South & West Elevations

CB006-ARP-ZZ-MLL-DR-A-204102 (P1) Travel Hub General Arrangement - North & East Elevations

CB000-ARUP-EX-XXX-DR-C-001020 (P0) Proposed NCS Phase 1B Drainage Layout Sheet 1 of 3

CB000-ARUP-EX-XXX-DR-C-001021 (P0) Proposed NCS Phase 1B Drainage Layout Sheet 2 of 3

CB000-ARUP-EX-XXX-DR-C-001022 (P0) Proposed NCS Phase 1B Drainage Layout Sheet 3 of 3

CB000-ARUP-EX-XXX-DR-C-001024 (P0) Proposed NCS Phase 1B Surface Water Catchment Plan

Temporary MUGA

2. The multi-use games area hereby permitted shall be removed from the site, and the site shall be landscaped in accordance with the approved drawing 'CB000-ARP-EX-L00-DR-L-001005 P0 – Temporary Landscape in the Event the Temporary MUGA Permission Expires Prior to Construction of Future Building' before the expiration of 10 years from the date of this consent.

Reason: In order not to prejudice the wider development of the Cambridge Biomedical Campus and because the impact of a permanent facility has not been assessed (Cambridge Local Plan 2018 policy 17).

Chemical Contaminant Materials Management Plan (CCMMP)

3. Development shall only be carried out in accordance with the Chemical Contaminant Materials Management Plan (CCMMP) within Appendix J of the approved 'Construction Management Plan' (March 2021).

Reason: To ensure that no unsuitable material is brought onto the site in the interest of environmental and public safety (Cambridge Local Plan 2018 policy 33).

Electric Vehicle Charge Points

4. No occupation of the development hereby permitted shall take place until the provision of both active and passive Electric Vehicle Charge Points (EVCPs) has been fully implemented in accordance with the details in the approved '*Transport Report*' (Ref: CB000-ARP-EX-XXX-RP-D-009003) dated 30th November 2020. The EVCPs shall be retained and maintained thereafter as a minimum provision. Fast charge points will have a minimum capacity of 22kW and slow charge points will have a minimum capacity of 7kW.

Reason: In the interests of encouraging more sustainable modes and forms of transport and to reduce the impact of development on local air quality in accordance with Cambridge Local Plan 2018 policy 36 and Cambridge City Council's adopted Air Quality Action Plan (2018).

LOW NOx (Nitrous Oxides) Boilers

5. Prior to the installation of any gas fired combustion appliances, technical details and information demonstrating the use of low Nitrogen Oxide (NOx) combustion boilers, i.e., individual gas fired boilers that meet a dry NOx emission rating of $\leq 40\text{mg/kWh}$, to minimise emissions from the development that may impact on air quality, shall be submitted to and approved in writing by the local planning authority. The details shall include a manufacturers Nitrogen Oxides (NOx) emission test certificate or other evidence to demonstrate that every boiler installed meets the emissions standard above. The scheme as approved shall be fully installed and operational prior to first occupation, and shall be maintained and retained thereafter.

Reason: To protect local air quality and human health by ensuring that the production of air pollutants such as nitrogen dioxide and particulate matter are kept to a minimum during the lifetime of the development, to contribute toward National Air Quality Objectives and in accordance with the requirements of the National Planning Policy Framework (NPPF, 2019) paragraphs 170 and 181,

Cambridge Local Plan 2018 policy 36 and the Cambridge City Council adopted Air Quality Action Plan (2018).

Noise Insulation Scheme - Post Construction / Installation Verification and Completion Report

6. Within six months of first operation of any plant/equipment, a noise insulation scheme post construction/installation verification and completion report for the building as approved incorporating details of the plant/equipment installed and demonstrating compliance with a building and/or plant noise insulation scheme to be approved under condition 31 of outline planning permission reference 06/0796/OUT (amended by Section 73 approval 17/2258/S73), shall be submitted to and approved in writing by the Local Planning Authority. The noise insulation scheme insulation/attenuation scheme verification and completion report shall include details of the mitigation of noise emissions from any emergency generators, which shall include all reasonably practicable measures to reduce noise during testing and operation. The noise insulation scheme insulation/attenuation scheme as approved shall thereafter be maintained in accordance with the approved details.

Reason: To protect the amenity/quality of life of nearby properties and local areas in accordance with Cambridge Local Plan 201) policy 35.

Standby Emergency / Backup Generator Operation

7. Any emergency backup generator that is used shall only operate as follows:
 - i) Emergency Use Only

The emergency backup generator shall only be used in the event of standard mains electricity supply interruption / failure or in accordance with (ii) below. It shall not be used to supplement general energy demand, to feed electricity into the utility grid or as an alternative supply in the event of disconnection from the mains supply following for example non-payment or similar.

- ii) Hours of Running for Testing, Maintenance & Repair

Running of the backup generator as part of routine periodic testing, maintenance and repair shall only take place for the length of time specified by the manufacturer between the hours of 8am - 6pm Monday to Friday, 9am -1pm Saturday and no time Sunday or Public Holidays. Periodic testing, maintenance and repair shall only occur for a maximum duration of 25 hours in any calendar year. Accurate records of any testing shall be kept on site and shall be available for inspection at the request of the local planning authority.

- (iii) Use for an unforeseen extended period of time.

In the event that the emergency backup generator is operated for an "unforeseen extended period of time" the local planning authority shall be immediately informed and a review / reassessment of the local air quality impacts of such operation shall be undertaken. The air quality impacts review / reassessment shall be agreed in writing with the local planning authority and if unacceptable adverse air quality impacts / effects are likely to arise an emergency generator air quality mitigation scheme shall be submitted in writing for approval. The approved scheme shall be implemented within a timescale to be agreed and shall be retained thereafter. For the avoidance of any doubt an "unforeseen extended period of time" shall be defined as intermittent or continuous operation for a period greater than a week (168 hours) in any calendar month, exclusive of the permitted hours detailed in (ii) above for periodic testing, maintenance and repair.

Reason: To protect human health and amenity in terms of noise and local air quality in accordance with Cambridge Local Plan 2018 policies 35 and 36.

Landscape groundworks

8. Development shall only be carried out in accordance with the landscape groundworks method statement within the approved Landscape Report Revision P01 (March 2021).

Reason: In the interests of visual amenity and to ensure that suitable hard and soft landscape and water management is provided as part of the development (Cambridge Local Plan 2018 policies 31, 56, 59, and 68).

Details of Tall Plant and Cranes

9. Development shall only be carried out in accordance with the details of tall plant and cranes within Appendix K of the approved 'Construction Management Plan (March 2021)' which shall be implemented for the duration of the construction period.

Reason: To ensure that construction work and construction equipment on the site and adjoining land does not obstruct air traffic movements or otherwise impede the effective operation of air traffic navigation transmitter/receiver systems (Cambridge Local Plan 2018 policy 37).

Bird Hazard Management Plan – construction

10. Development shall only be carried out in accordance with the details of bird and wildlife management in construction within Appendix L of the approved 'Construction Management Plan (March 2021)' which shall be implemented for the duration of the construction period, or until Cambridge Airport is no longer operational.

Reason: To minimise and mitigate the potential for the development to attract and support birds of such species that could endanger the safe movement of

aircraft and the operation of Cambridge Airport (Cambridge Local Plan 2018 policy 37).

Bird Hazard Management Plan – ongoing management

11. No occupation of the development hereby permitted shall take place until a Bird Hazard Management Plan (BHMP) for the ongoing management of the site has been submitted to and approved in **writing** by the Local Planning Authority. The BHMP must contain (but not be limited to):

- a) Specified threshold levels or target species for dispersal or removal;
- b) Means of managing flat, shallow pitched roofs erected as part of the development;
- c) Details of the maintenance regimes proposed for planting and managing landscaped areas to include the heights and species to be used (care should be taken to avoid a proliferation of berry bearing shrubs or plants and those species that provide ideal roosting or feeding environments for starlings, pigeons or corvids);
- d) Means of monitoring any standing water within the site, whether temporary or permanent, to include any Sustainable Drainage System or part thereof;
- e) Physical arrangements for waste management particularly with regard to the storage of putrescible waste and its removal from the site;
- f) Details of means of recording inspections, dispersal of birds, any licensed activities for addressing nesting or eggs to be made available to Cambridge Airport/MOD on request; and
- g) A clear statement that the Bird Hazard Management Plan is to be operated and complied with in perpetuity, or until Cambridge Airport is no longer operational.

The operation of the site shall only be carried out in accordance with the approved BHMP which shall be implemented, operated and complied with in perpetuity, or until Cambridge Airport is no longer operational.

Reason: To minimise and mitigate the potential for the development to attract and support birds of such species that could endanger the safe movement of aircraft and the operation of Cambridge Airport (Cambridge Local Plan 2018 policy 37).

Sample Panel

12. No external elevations of each building above ground level shall be constructed until a minimum of 1.5m x 1.5m sample panel has been prepared on site showing the materials for the external surfaces and junctions between the materials for that building. The details shall be submitted to and approved in writing by the Local Planning Authority. The approved sample panel shall be retained on site for the duration of the works and development will take place only in accordance with

approved details..

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

Glazing

13. No external elevations of the South Office Building above ground level shall be constructed until details including samples of the glass types to be used in curtain walling, integrated PV's, doors or other glazed features have been submitted to and approved in writing by the local planning authority. Development will take place only in accordance with approved details.

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

Green Roofs

14. No development of the superstructure works for the South Office Building hereby permitted shall take place until details of the biodiverse (green) roof(s) for each of these buildings shall be submitted to and approved in writing by the Local Planning Authority. This shall include:
- a) means of access for maintenance;
 - b) plans and sections showing the make-up of the sub-base to be used. Roofs should be biodiverse based with extensive substrate varying in depth from between 80-150mm;
 - c) a mix of species focused on wildflower planting/seeding indigenous to the local area and containing a maximum of 25% sedum;
 - d) where solar panels are to be used, bio-solar roofs should be incorporated under and between the panels. An array layout should be submitted incorporating a minimum of 0.75m between rows of panels for access and to ensure establishment of vegetation; and
 - e) a management/maintenance plan.

The planting/seeding of the biodiverse (green) roof(s) shall be carried out in accordance with the approved details within the first planting season following the practical completion of the building, and shall be maintained in accordance with the approved management/maintenance plan thereafter.

The biodiverse (green) roof(s) shall not be used as an amenity or sitting out space of any kind whatsoever and shall only be accessed in the case of essential maintenance or repair, or escape in case of emergency.

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

Fire Hydrants

15. Prior to first occupation of the development hereby permitted, fire hydrants shall be installed and fully operational in accordance with a scheme for the provision of fire hydrants that has been submitted to and approved in writing by the Local Planning Authority.

Reason: To ensure the provision of adequate water supply infrastructure to protect the safe living and working environment for all users and visitors in accordance with Cambridge Local Plan 2018 policies 56, 57 and 85.

Building Signage

16. Prior to the erection of any signage on the buildings hereby permitted, details of the signage identifying the proposed location, size, wording and materials shall be submitted to and approved in writing by the Local Planning Authority. The signage shall be installed only in accordance with the approved details, and retained and maintained thereafter.

Reason: To ensure that the signage complements the design approach to the building in accordance with Cambridge Local Plan 2018 policy 65.

Informatives

INFORMATIVE: Materials Chemical Testing

Any material imported into the site shall be tested for a full suite of contaminants including metals and petroleum hydrocarbons prior to importation. Material imported for landscaping should be tested at a frequency of 1 sample every 20m³ or one per lorry load, whichever is greater. Material imported for other purposes can be tested at a lower frequency (justification and prior approval for the adopted rate is required by the Local Authority). If the material originates from a clean source the developer should contact the Environmental Quality Growth Team for further advice.

INFORMATIVE: Health and Safety

As the premises is intended to be run as a business the applicant is reminded of their duty under the Construction (Design and Management) Regulations 2007 to ensure that the that all significant risks related to the design and operation of the premises are minimised. Contact the Commercial Team at Cambridge City Council on telephone number (01223) 457890 for further information.

INFORMATIVE: Licensing

A premises licence may be required for this development in addition to any planning permission. A premises licence under the Licensing Act 2003 may be required to authorise:

- The supply of alcohol
- Regulated entertainment e.g.
- Music (Including bands, DJ's and juke boxes)
- Dancing
- The performing of plays
- Boxing or wrestling
- The showing of films
- Late Night Refreshment (The supply of hot food or drink between 23:00-05:00)

A separate licence may be required for activities involving gambling including poker and gaming machines.

The applicant is advised to contact The Licensing Team of Environmental Health at Cambridge City Council on telephone number (01223) 457879 or email Licensing@cambridge.gov.uk for further information.

INFORMATIVE: Emergency / backup Generator

To satisfy 'condition 31 – Insulation' imposed on the approved Outline Planning Permission ref. 06/0796/OUT in respect of any backup generators the noise level from the generator associated with this application should not raise the existing background level (L90) by more than 5 dB(A) at the boundary of the premises subject to this application and having regard to noise sensitive premises.

Note: Only in exceptional circumstances where the applicant has shown that the above cannot be achieved and the need is for real emergencies (e.g. hospital operating theatre or emergency services) the following standard may be used

To satisfy the emergency generator condition the noise level from the emergency generator associated with this application should not raise the existing background level (L90) by more than 10 dB(A) at the boundary of the premises subject to this application and having regard to noise sensitive premises.

INFORMATIVE: Artificial Lighting – Operational

The discharge of 'condition 29 - Lighting: Individual Development Plots' of Outline Planning Permission 06/0796/OUT shall include consideration of any artificial lighting to the approved Multi Use Games Area (MUGA) and shall be in accordance with the Institute of Lighting Professionals (ILP) – 'Guidance Notes for the Reduction of Obtrusive Light GN01:2011' and shall have regard to the 'AstraZeneca - New

Cambridge Site External Lighting Planning Report (Date 10th October 2014, Document reference: CB000-BDP-XX-XXX-RP-N-639101)' submitted under / with Reserved Matters planning application and subsequent approval ref. 14/1633/REM (AstraZeneca - New Cambridge Site (NCS) Phase 1), pursuant to outline planning permission approval 06/0796/OUT.

INFORMATIVE: Odour

The discharge of 'condition 30 - Extraction Equipment' of Outline Planning Permission 06/0796/OUT shall be in accordance with the industry guidance document 'Control of Odour and Noise from Commercial Kitchen Exhaust Systems - An update to the 2004 report prepared by NETCEN for the Department for Environment, Food and Rural Affairs (EMAQ, 05-09-2018)'.

INFORMATIVE: Food safety

As some of the buildings include the provision of food to staff / the public they will be considered as a food businesses, the applicant is reminded that under the Food Safety Act 1990 (as amended) such premises will need to be registered with Cambridge City Council. In order to avoid additional costs it is recommended that the applicant ensure that the kitchen, food preparation and food storage areas comply with food hygiene legislation, before construction starts. Contact the Commercial Team at Cambridge City Council on telephone number (01223) 457890 for further information.

INFORMATIVE: Finished levels

It should be noted that the freeboard within the basins is slightly below the recommended minimum of 300mm. The Hive building is proposed with more than 300mm freeboard above the modelled water levels, which is acceptable. The MUGA to the east of the basin has a proposed finished level of below 300mm above the maximum water level. While this is acceptable at this stage with the MUGA acting as a multiuse games area, if this is to be developed as part of the next phase of the development, the finished floor levels need to be established with this water level in mind.

INFORMATIVE: Phase 2 drainage

A plan clarifying where a new storage, testing and control system for the non domestic flows will be built if required for the Phase 2 buildings will be required at the appropriate stage. A Management and Maintenance Plan for non-domestic flows from the Phase 2 buildings will be required at the appropriate stage.

INFORMATIVE: Ordinary Watercourse Consent

Constructions or alterations within an ordinary watercourse (temporary or permanent) require consent from the Lead Local Flood Authority under the Land Drainage Act 1991. Ordinary watercourses include every river, drain, stream, ditch, dyke, sewer (other than public sewer) and passage through which water flows that do not form part of Main Rivers (Main Rivers are regulated by the Environment

Agency). The applicant should refer to Cambridgeshire County Council's Culvert Policy for further guidance:

<https://www.cambridgeshire.gov.uk/business/planning-and-development/water-minerals-and-waste/watercourse-management/>

Please note the council does not regulate ordinary watercourses in Internal Drainage Board areas.

INFORMATIVE: Green Roofs

All green roofs should be designed, constructed and maintained in line with the CIRIA SuDS Manual (C753) and the Green Roof Code (GRO).

INFORMATIVE: Pollution Control

Surface water and groundwater bodies are highly vulnerable to pollution and the impact of construction activities. It is essential that the risk of pollution (particularly during the construction phase) is considered and mitigated appropriately. It is important to remember that flow within the watercourse is likely to vary by season and it could be dry at certain times throughout the year. Dry watercourses should not be overlooked as these watercourses may flow or even flood following heavy rainfall.

INFORMATIVE: Wildlife Hazard Plan

What DOI advised for management plan next phase.

INFORMATIVE: Greenways Project

The applicant is advised to coordinate the site access junction designs with the Greater Cambridge Partnership's Greenways Project, should this come forward.

Background Papers

None

Appendices

Appendix 1: Cambridgeshire Quality Panel Report 24 September 2020

Report Author:

Charlotte Burton – Principal Planning Officer

Telephone: (01954) 713143



Cambridgeshire Quality Panel

AstraZeneca – South Plot (Second Review)

Thursday 24th September 2020

Virtual Meeting

The Cambridgeshire Quality Charter for Growth sets out the core principles for the level of quality to be expected in new development across Cambridgeshire. The [Cambridgeshire Quality Panel](#) provides independent, expert advice to developers and local planning authorities against the four core principles of the Charter: connectivity, character, climate, and community.

Scheme Description

Architect/Designer: Withheld

Applicant: AstraZeneca

Planning status: Pre-application proposals for reserved matters application

Issue date: 5th October 2020

Declarations of Interest

Panel members are required to declare any interests they may have in relation to the development before the Panel and any such interests are recorded here.

None raised.

Previous Panel Reviews

This scheme was previously reviewed by the Panel on Tuesday 1st October 2019. Panel members welcomed the commitment and aspiration of the applicant for this significant site within the Cambridge Bio-medical Campus (CBC) raising several considerations which are set out in the Panel report of that date and which focused on movement in and around the site (and to the proposed railway station), consideration of how temporary spaces will be planned and thoughts on landscaping use and strategy.

Development Overview

Outline planning permission was approved in 2009 for the development of 29 hectares of land for research or treatment works at CBC. Subsequent Reserved Matters approval was achieved by the applicant for a north plot and part of the south plot, for their global research and headquarters building energy centre and 'enabling building', and now approval is being sought for phase 1 of their south plot for various enabling and amenity buildings.

A Reserved Matters approval was achieved in January 2020, however, the applicant is now seeking to change the development in the form of an improved scheme with enhanced sustainability and environmental performance, to achieve BREEAM Outstanding, with a related refresh of building treatments, all in line with its adopted zero carbon emissions from operation strategy (by 2025). The applicant has held pre-application meetings with council officers and the revised scheme will come forward as a new reserved matters application.

Cambridgeshire Quality Panel views

The Panel has been issued with background reference information from the applicant and local planning authority ahead of the review session. This information is listed at Appendix A.

The advice and recommendations of the Panel reflect the issues associated with each of the four 'C's' in the Cambridgeshire Quality Charter and the main comments below include both those raised in the open session of the meeting and those from the closed session discussions.

Community – *“places where people live out of choice and not necessity, creating healthy communities with a good quality of life”*

The Panel applauded the applicant's approach to enhanced sustainability, net zero carbon and drive for creating a high quality place. They asked how the South Office building will deliver key components for a successful workplace such as productivity, wellbeing and idea exchange and were keen to understand the floor layouts and how they work for ad hoc meetings, informal discussions, briefings and formal presentations. The applicant responded by showing the different types of meeting spaces, from the informal places around the stair core, to more formal rooms in quieter parts of the building. The applicant has an objective for their company and buildings to be a great place to work and enshrines its values in its I-Work strategy and standards; they noted also a covid-centred review of workstyle is underway.

The Panel supported the opening up of space at ground floor level within The Hive and the more tactile timber exterior treatment, considering that it added distinctive character to the building. They thought that this building and the linkages through the

outdoor spaces North to South are important elements in developing the community interactions not just the main buildings and therefore it is important to consider how their functions interact.

The applicant was asked how easy the Travel Hub will be to use. Can users easily cycle there, park and be confident in its security. How does the E-bike section differ from the core cycle area and are the spaces flexible for future changes in provision. It was responded that the E-bike area includes chargers and that the spaces are flexible to extend charging provision in the future. The arrival point for cyclists has been changed to the side of the building to reduce conflict with pedestrians leaving or arriving from the promenade. The café will likely be a grab and go type facility.

The Panel highlighted that wider links to and from the site are important for people working at the site too, such as the local pub in Shelford for example, or the city centre. The applicant acknowledged this but envisaged the widened provision of on-site facilities such as the cafes, gym and informal spaces, as well as the adjacent country park, offered an attractive range of amenities.

The Multi Use Games Area (MUGA) is a welcome feature for the site, but it was questioned what will happen to it in future phases. The applicant confirmed that it is a temporary facility to be withdrawn as and when the plot is needed for future development.

Connectivity – “*places that are well-connected enable easy access for all to jobs and services using sustainable modes*”

Plans for the adjacent Cambridge South Rail Station (due for completion 2025) are now emerging and a first concept drawing of the layout has been shared with the applicant. The Panel was interested to explore how the two facilities will relate to each other and what the arrival experience will be for users of the AstraZeneca site(s).

The junction arrangement for the station, entrance to the South Office building, and changes to Francis Crick Avenue and guided bus, suggest this will be a complex interaction which will need careful consideration, and the intensity of potential pedestrian movement needs to be acknowledged in the masterplan and South Office layout. This was recognised by the applicant and they are working with all third parties

to ensure this will be delivered to perform well, including integrating flexibility of arrival and departure times.

The station will over-look the service yard for the south site from the elevated crossing. Together with boundary treatments between the two sites, these spaces will need to be re-appraised to reflect the high aspirations for design quality and not just be a 'back yard' space.

The Panel noted that whilst there is dedicated cycle parking near the main building, most of the cycle parking and associated infrastructure is situated at the Travel Hub at the south of the site. The applicant acknowledged that whilst the balance of cycle parking is to the south, the company travel 'app' can be used to book cycle (and car parking) spaces across the whole site and so employees will book whichever space is most convenient for them. The Panel welcomed the car parking restrictions as part of the Travel Plan.

The main improvements to the Travel Hub were welcomed in bringing together not only the key transport infrastructure but also the proposed support features such as bike repair, showers and a café. Questions around the embodied energy and future re-use were made later in the discussion.

The Panel questioned why surface level car parking across the centre of the site was justifiable in phase 1 in addition to the Travel Hub, when this space could be better used to establish the landscape and biodiversity schemes and less parking would be needed at this stage of the development. The applicant responded that surface level parking is already in place and parking provision would be controlled. The development phasing strategy would not allow for early planting of the promenade central space due to the way buildings are planned to be constructed. The Panel were disappointed about this approach and emphasised the importance to the emerging community of early establishment of planting features, and of a pleasurable route through the central space linking the Travel Hub and workplaces.

Character – “*Places with distinctive neighbourhoods and where people create ‘pride of place’*”

The Panel explored the arrival experience, unity and place making, and material changes since the last review. The colonnade improvements were welcomed for the variety of experiences it can offer, but it was questioned whether the office building had a strong enough identity. Perhaps the entrance to the main building could be re-oriented to better acknowledge arrivals from the station. The unity of buildings through structural expression was generally supported as well as material changes to The Hive but the South Office building still appeared somewhat bland, and perhaps even balconies could be added as features to enliven its façade, articulate shading, and respond to the green centre. The arrival experience and detailing concepts need developing further and the pedestrian routes – the arteries of the development – need to be delightful in all weather conditions.

The Panel recognised the constraints of the site associated with services and underground infrastructure but also highlighted we are experiencing a climate and biodiversity crisis and therefore questioned whether campaigns such as Natural Cambridge’s ‘Doubling Nature’ could explicitly be adopted here. Detailed consideration of how the courtyard is experienced at different times of the year and time of day should be considered, seasonally and morning or afternoon in relation to daylight penetration and planting. Wind effects and shading from the buildings and tree canopy as well as the heat effect of courtyard design need to be carefully managed for optimum impact and successful underplanting. The central focus on the landscape was welcomed, however, the panel felt there were many questions for successful resolution. It was asked if on-site water will be used for irrigation and developed as an attractive feature for light, joy and biodiversity. The applicant responded that the strategy plans for drought and flood conditions but the drainage system has largely only been changed to accommodate the building redesigns on this highly constrained site.

The Panel suggested that the approach to wildlife should be developed further to create better inter-connected habitats. Whilst bird and bat boxes are welcomed, will they actually be inhabited due to noise impacts arising from people and vehicles (e.g.

trains stopping and starting) and had bees, butterflies and other species been considered.

As raised at a previous review, the Panel questioned the sustainability of a multi-storey carpark with low floor to ceiling heights - and had then been told the (now) Travel Hub would be demountable - they now noted that there was a noticeable mis-alignment between colonnade/canopy height compared with other buildings and would like to see this satisfactorily resolved, along with more detail on the materiality.

Post meeting, it was noted that the South Office roof top plant was not discussed but the panel had concerns that it was now more prominent on the skyline and not integrated into the materiality of the block.

Climate – “Places that anticipate climate change in ways that enhance the desirability of development and minimise environmental impact”

The applicant highlighted that they have made a commitment as part of their net zero carbon strategy to include operations and eventually the supply chain.

The Panel, whilst welcoming the 2025 zero carbon commitment, were unclear around the detail of the energy and carbon strategy. Questions around the precise energy use targets, the precise technologies whether CHP, bore hole array or heat pumps were asked and whether there was any consideration of embodied and whole life carbon for the development. The applicant advised that they would have to respond post meeting, as some colleagues had had to leave the meeting who would have answered those points.

The Panel mentioned the UK Green Building Council's recent publication on energy performance targets for offices as a useful reference.

The approach to energy demand reduction by reducing the extent of the glass facade to less than fifty per cent was supported.

Panel Conclusions and Recommendations

In summary, the Panel were positive about the commitment and aspirations from the applicant, however, concepts and detail need further development and the main recommendations of the Panel were:

- 1) Net zero carbon and BREEAM Outstanding supported but further detail around these targets were required.
- 2) Consider prioritising provision of central promenade space for landscape biodiversity and shelter over surface parking.
- 3) External building treatments broadly welcomed but emerging main building layout could be developed further to ensure it reflects workstyle aspirations and the attributes of its location.
- 4) Welcome Travel Hub improvements and travel app. The emerging railway station is an exciting opportunity but the junction is complex and relationships between all the sites need resolution, as well as the service yard treatment.
- 5) Climate emergency is here and landscape and biodiversity plans should be enhanced to maximise potential.

References

None

Next Steps

The Panel welcomes the opportunity for ongoing engagement with the developer and design team should proposals for this site change or be re-evaluated.

Attendees

Chair: Name withheld

Panel Members: Names withheld

Panel Support: Cambridgeshire County Council

Local Authority: Cambridge City Council

Applicant Team: Names withheld

Appendix A – Background Information List and Plan

- Planning officer background note
- Applicant background note
- Presentation slides