Public Document Pack

Joint Development Control Committee

Date: Wednesday, 18 September 2024

Time: 10.00 am

Venue: Council Chamber, The Guildhall, Market Square, Cambridge, CB2 3QJ [access the building via Peashill entrance]

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

Agenda

Joint Development Control Committee Members:
Cambridge City Council: Cllrs S. Smith (Chair), Baigent, Flaubert, Porrer, Smart and Thornburrow, Alternates: Gilderdale, Lokhmotova, Nestor and Young

South Cambridgeshire District Council: Cllrs Bradnam (Vice-Chair), Cahn, Fane, Hawkins, Stobart and R.Williams, Alternates: Bygott, Garvie, J.Williams and H.Williams

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24/01529/REM – 2000 Discovery Drive and 3000 Discovery Drive, Dame Mary Archer Way, Cambridge Biomedical Campus

Application Details

Report to: Joint Development Control Committee

Lead Officer: Joint Director of Planning and Economic Development

Ward/parish: Queen Edith's

Proposal: Reserved matters application pursuant to 16/0176/OUT for all matters (access, appearance, landscaping, layout and scale) relating to the development of 2no. mixed-use laboratory and office buildings (2000 Discovery Drive and 3000 Discovery Drive) including associated plant, internal access roads, car parking, cycle parking, landscaping, public open space, and other works and the discharge of conditions 8 (transport spurs), 10 (energy demand), 14 (EV Charging), 31 (on plot cycle and pedestrian facilities), 33 (car parking spaces), 36 (disabled car parking spaces), 37 (cycle parking spaces), 39 (ecological conservation management plan), 41 (drainage), 43 (sustainability), 48 (waste), 49 (landscape) of planning permission 16/0176/OUT.

Applicant: Cambridge Medipark Limited

Presenting Officer: Charlotte Peet

Reason presented to committee: This application is within the JDCC administrative area and comprises non-residential development on a site having an area of 1 hectare or more.

Member site visit date: N/A

Key issues: 1. Principle of Development and Parameter Plans
2. Character / Visual Amenity
3. Landscape
4. Sustainability
5. Biodiversity

6. Water and Flood Risk Management
7. Transport, Highway Safety and Parking
8. Cycle and Car parking Provision
9. Environmental Impacts
10. Other Matters

Recommendation:

(i) **Approve** this reserved matters application subject to conditions and informatives as detailed in this report, with delegated authority to officers to carry through minor amendments to those conditions and informatives (and include others considered appropriate and necessary) prior to the issuing of the planning permission.

(ii) **Part discharge outline planning conditions on the outline consent reference 16/0176/OUT in relation to this reserved matters only:**
- 8 (transport spurs)
- 31 (on plot cycle and pedestrian facilities)
- 33 (car parking spaces)
- 37 (cycle parking spaces)
- 39 (ecological conservation management plan)
- 41 (surface water drainage)
- 48 (waste)
- 49 (landscape), parts (b), (c), (f), (h)

Report contents

Table 1: Contents of report

1.0 Executive Summary

1.1 The application seeks approval of reserved matters for two mixed use laboratory and office buildings on land within Phase 2 of the Cambridge Biomedical Campus, including access, appearance, landscaping, layout, scale, associated plant, internal access roads, car parking, cycle parking, landscaping, public open space, and other works and the discharge of conditions 8 (transport spurs), 10 (energy demand), 14 (EV Charging), 31 (on plot cycle and pedestrian facilities), 33 (car parking spaces), 36 (disabled car parking spaces), 37 (cycle parking spaces), 39 (ecological conservation management plan), 41 (drainage), 43 (sustainability), 48 (waste), 49 (landscape) of planning permission 16/0176/OUT.

1.2 The proposal is on land marked for commercial use and represents the 3rd and 4th commercial buildings on Phase 2. The application has been submitted alongside a separate reserved matters application for a multi-story car park and temporary car park to service the existing commercial buildings and those coming forward as part of this application (application reference 24/01589/REM, the report for which can be found elsewhere on this agenda).

1.3 The scheme is consistent with the outline permission 16/0176/OUT and is in accordance with the 5 Parameter Plans approved under the outline planning permission.

1.4 The proposal would include a southern landscape court with tree planting, rain gardens and incorporating a semi-sunken cycle parc to service both buildings, and the future building 4000 Discovery Drive. The proposal would also include a section of Discovery Drive to the south, which is continued from previous phases, and the return of Discovery Drive connecting to Dame Mary Archer Way (known as Discovery Drive East).

1.5 The proposal is considered to provide high-quality office/ laboratory provision that would support the expansion of the biomedical campus. It would be supported by a well-considered landscape scheme and amenity offerings to improve the services across the campus.

1.6 Officers recommend that the Joint Development Control Committee approves the application subject to the conditions and informatives as detailed in this report.

2.0 Site Context

2.1 The application site is within Phase 2 of the Cambridge Biomedical Campus (CBC) on land south of Dame Mary Archer Way. The site currently comprises a vacant field and the construction compound for adjacent site 1000 Discovery Drive, and part of the former hospital helipad site (which has been relocated north of Dame Mary Archer Way). A national high pressure gas pipeline runs diagonally through the site. This pipeline has approval for relocation by Cadent gas and works to relocate the pipeline east of the site are due to commence in June 2024 and be completed by November 2024.

2.2 The site is bordered to the north by Dame March Archer Way and phase 1 of the CBC, to the west by 1000 Discovery Drive, to the east by a vacant field allocated for clinical use in the Phase 2 permission, and to the south by a drainage ditch and the National Cycleway NCN11. The Cambridge City and South Cambridgeshire District administrative boundary is immediately to the south of the NCN11, and the land to the south is currently an arable field which is allocated in the South Cambridgeshire Local Plan 2018 for development as Phase 3 CBC.

2.3 The site is within the Waste Consultation Area, and a Mineral and Waste Area of Search. It is within the Cambridge Airport Safeguarding Zone for consultation on any structure greater than 15 metres above ground level. The site includes areas within Flood Zones 1 and 3, there are no areas at risk of surface water flooding. It does not fall within a Conservation Area and there are no listed buildings on sited on or adjacent to the site. There are no Tree Preservation Orders on the site.

2.4 Outline planning permission was granted for the development of Phase 2 in September 2017, for research & development and clinical purposes (reference 16/0176/OUT). The site is divided into plots. An application for full planning permission was submitted at the same time as the outline application. This related to the first Plot on Phase 2 and was for the Abcam building, which has now been built. The first reserved matters plot was approved in January 2021 for building 1000 Discovery Drive, to the east of Abcam. This application site is proposed for the next two buildings, known as 2000 and 3000 Discovery Drive.

2.5 The outline planning permission is subject to a S106 Agreement which secures delivery of the following infrastructure items/payments:

- a Public Art Delivery Plan;
- an agreed Air Quality Delivery Plan;

- provision of a bus shelter and contributions towards a bus information system;
- various highway improvements;
- work towards walking and cycling provisions and park and ride;
- a parking monitoring/management scheme;
- provision of a Phase II Travel Plan

3.0 The Proposal

3.1 The planning application seeks planning approval for the reserved matters application pursuant to 16/0176/OUT for all matters (access, appearance, landscaping, layout and scale) relating to the development of 2no. mixed-use laboratory and office buildings (2000 Discovery Drive and 3000 Discovery Drive) including associated plant, internal access roads, car parking, cycle parking, landscaping, public open space, and other works the discharge of conditions 8 (transport spurs), 10 (energy demand), 14 (EV Charging), 31 (on plot cycle and pedestrian facilities), 33 (car parking spaces), 36 (disabled car parking spaces), 37 (cycle parking spaces), 39 (ecological conservation management plan), 41 (drainage), 43 (sustainability), 48 (waste), 49 (landscape) of planning permission 16/0176/OUT.

3.2 The proposed 2no. mixed-use laboratory and office buildings would comprise six storeys. The building known as 2000 Discovery Drive comprises four floors of mixed office and laboratory space, the ground floor provides an arrival space and facilities for employees, as well as a retail unit to support the amenity and activation of the site and a servicing area. The upper floor comprises a plant level. The building has a total gross internal floor area of 13,271 sqm.

3.3 The proposed building to the east of this is known as 3000 Discovery Drive. It follows the format of 2000 Discovery Drive in terms of its internal arrangement, with four floors of mixed office and laboratory space above a ground floor with an arrival space and employee facilities, a serving area and a fitness studio and grab and go retail space. The upper floor contains the plant level, the gross internal floor area is 12,524 sqm.

3.4 The buildings are set around a 100m long central rain garden which provides a high-quality landscaped area which functions to guide users through the site, support amenity and support the SUDs strategy. In addition, there is a sucken cycle parc located within the south-west corner of the site which provides the cycle parking for 2000 and 3000 Discovery Drive and includes capacity for the future 4000 Discovery Drive development.

3.5 The access across the site has been carefully considered to include a mixture of mixed used cycle and pedestrian routes throughout the site, as

well as a central servicing road to support the needs of the laboratory and offices uses of the buildings. Liquid nitrogen gas tanks are located close to the southern facade of each building so as to enable access from the servicing route. They have been designed into the scheme and the surrounding landscaping developed through the pre-application process.

3.6 It is detailed in the Design and Access Statement and Phasing Report, that the development will be built in phases, this details that the temporary car park and MSCP would come forward first (ref.24/01589/REM), then 2000 Discovery Drive, the northern landscaping and cycle parc, with 3000 Discovery Drive and the southern landscaping area following this.

3.7 The application is accompanied by the following supporting reports and key plans which have been amended as indicated:

- Plans
- Design and Access Statement
- Planning Statement
- Transport Statement
- Noise Impact Assessment
- EIA Statement of Conformity
- BNG Assessment
- Statutory Biodiversity Metric
- Air Quality Assessment
- Landscape Report
- Planting Strategy
- Tree Strategy
- Sustainability Strategy
- Energy Strategy
- Phasing and Logistics Report
- Interim Travel Plan
- GeoEnvironmental Interoperative Report
- External Lighting Strategy
- BREEAM Pre-Assessment Report
- Energy Strategy
- Drainage Strategy Surface Eater
- Drainage Strategy Foul Water
- Wild Microclimate Assessment
- Ecological Conservation Management Plan Statement

3.8 Further information has been submitted to address representations and consultation responses and further consultations have been carried out on these matters. The additional information responds to the comments raised by the Transport Assessment Team, Trumpington Resident Association, Great Shelford Parish Council, Police Architectural Liaison Officer, Landscape Officer, Urban Design Officer, Sustainability, Ecology, LLFA, Anglian Water, Cambridge City Airport, Cam Cycle, Environmental Health and third parties. Each response will be fully expanded on within the relevant section of the report.

3.9 The pack of further information was submitted as outlined above. This contained the following:

- Covering letter
- Information of cycle and pedestrian connectivity
- Surface water drainage information
- Water use note
- Transport response
- Response to Urban Design
- Response to Crime Presentation officer
- Response to Ecology Officer
- ANPR Response
- Transport Response Condition 8
- Transport Response Condition 31
- Waste Response

4.0 Relevant Site History

16/0176/OUT - Development of up to 75,000 sqm floorspace (excluding plant areas) of Research and Development (B1b) and Clinical (C2 and/or D1), sui generis and higher education uses, including related support activities within use class B1; ancillary uses in addition (A1, A3, A4, A5, D1 and/or D2); up to two multi storey car parks; open space and landscaping and all other associated supporting infrastructure. Permission granted 5th September 2017.

16/0176/NMA1 - Non material amendment on application 16/0176/OUT to amend detailed text on Parameter Plan 5 (PP5) relating to landscape. Permission granted 5th April 2024

16/0165/FUL – Erection of a building for Biotech and Biomedical research and development and production together with associated supporting Headquarters and Logistics function along with associated infrastructure to include; access, services, drainage, electric and gas infrastructure, external ancillary structures, car and cycle parking and hard and soft landscaping. Permission granted 22nd November 2016.

16/0165/NMA3 - Non material amendment on application 16/0165/FUL for Atrium low level glass louvres changed five to four louvre blades for both the north and south elevations to meet thermal performance and free area requirements. Door heights reduced to achieve security requirements and Fenestration modules revised to Block C west elevations (stair cores) to accommodate dry riser inlet boxes. Permission Grated14th May 2018.

20/03950/REM - Reserved Matters application for the erection of a five-storey mixed use laboratory and office building and associated plant, internal roads, car parking, cycle parking, landscaping and public open space. The Reserved Matters include access, appearance, landscaping, layout and scale. Permission granted 27th January 2021.

24/01589/REM - Reserved matters application pursuant to 16/0176/OUT for all matters (access, appearance, landscaping, layout and scale) relating to the development of a multi-storey car park and a temporary surface car park as part of the phased development and the discharge of conditions 8 (transport spurs), 10 (energy demand), 14 (EV Charging), 31 (on plot cycle and pedestrian facilities), 33 (car parking spaces), 36 (disabled car parking spaces), 37 (cycle parking spaces), 39 (ecological conservation management plan), 41 (drainage), 43 (sustainability), 48 (waste), 49 (landscape) of planning permission 16/0176/OUT. Pending Consideration.

5.0 Policy

5.1 National

Draft National Planning Policy Framework (Consultation Document) July 2024

On 30 July 2024 The government launched a consultation on revisions to the NPPF which seek to achieve sustainable growth in the planning system. The proposed changes underline the Government's commitment to a plan-led system that supports sustainable and high-quality development, boosts housing supply, increases affordability, makes effective use of land and supports a modern economy.

At the same time, the government is also seeking views on a series of wider planning reforms and policy proposals in relation to increasing planning fees, local plan intervention criteria and appropriate thresholds for certain Nationally Significant Infrastructure Projects (NSIPs).

In an accompanying statement, the Government sets out how the proposed changes to the NPPF aim to help investment and construction of key modernised industries to support economic growth. Views are also sought on whether these priorities should be reflected in the NSIP regime.

Chapter 6 (Building a strong, competitive economy) sets out these intentions through the support of economic investment, identifying 5 key sectors of particular importance (laboratory's, gigafactories, data centres, digital infrastructure and freight/logistics). It also sets out that further economic growth will be supported through the expansion and modernisation of other industries to support growth.

The governments ambitions with regard to economic growth demonstrate a material change in the national planning policy context, to make it easier to build and support economic growth through the planning system.

However, as a consultation document, it carries only limited weight at the present time. It is, however, insightful in understanding the Government's policy intentions and the direction of travel of the NPPF.

The NPPF consultation closes on 24 September 2024. Officers from the shared planning service are in the process of reviewing the documentation and drafting a response.

National Planning Policy Framework 2023
National Planning Practice Guidance
National Design Guide 2021
Environment Act 2021
Town and Country Planning (Environmental Impact Assessment) Regulations 2017.
Conservation of Habitats and Species Regulations 2017
Equalities Act 2010
Planning and Compulsory Purchase Act 2004
Local Transport Note 1/20 (LTN 1/20) Cycle Infrastructure Design
Technical Housing Standards – Nationally Described Space Standard (2015)
ODPM Circular 06/2005 – Protected Species
Circular 11/95 (Conditions, Annex A)

5.2 **Cambridge Local Plan 2018**

Policy 1: The presumption in favour of sustainable development
Policy 2: Spatial strategy for the location of employment development
Policy 4: The Cambridge Green Belt
Policy 5: Sustainable transport and infrastructure
Policy 17: Cambridge Biomedical Campus
Policy 28: Sustainable design and construction, and water use
Policy 29: Renewable and low carbon energy generation
Policy 31: Integrated water management and the water cycle
Policy 32: Flood risk
Policy 33: Contaminated land
Policy 34: Light pollution control
Policy 35: Human health and quality of life
Policy 36: Air quality, odour and dust
Policy 37: Cambridge Airport Public Safety Zone and Air Safeguarding
Policy 40: Development and expansion of business space
Policy 41: Protection of business space
Policy 55: Responding to context
Policy 56: Creating successful places
Policy 57: Designing new buildings
Policy 58: Altering and extending existing buildings
Policy 59: Designing landscape and the public realm
Policy 69: Protection of sites of biodiversity and geodiversity importance
Policy 70: Protection of priority species and habitats
Policy 71: Trees
Policy 80: Supporting sustainable access to development
Policy 81: Mitigating the transport impact of development
Policy 82: Parking management

5.3 **Supplementary Planning Documents**

Biodiversity SPD – Adopted February 2022
Sustainable Design and Construction SPD – Adopted January 2020
Cambridgeshire Flood and Water SPD – Adopted November 2016
Landscape in New Developments SPD – Adopted March 2010
Public Art SPD – Adopted January 2009
Trees and Development Sites SPD – Adopted January 2009

6.0 Consultations

6.1 **Great Shelford Parish Council – Object**

6.2 The issues of rat running and increased through traffic on the biomedical campus have not been addressed and neither has the issue of water supply. The Parish Council would also like their concerns noted for increased traffic levels coming through the village on both the A1301 and A1307

6.3 **County Highways Development Management – No Objection**

6.4 Following a review of the documents provided to the Highway Authority as part of the above planning application, no significant adverse effect upon the Public Highway should result from this proposal, should it gain benefit of Planning Permission.

6.5 **County Transport Team – No Objection**

6.6 The Transport Assessment Team initially requested that the applicant should provide walking/ cycling connection to NCN11 to south, there are concerns about how cycles will interact with vehicles entering and existing the MSCP.

6.7 The application has proposed to install an eastern link within the clinical land, which otherwise would not have been provided for many years. This approach is agreed, and should be installed prior to first occupation of the building.

6.8 Information was requested for the junction design between Discovery Drive East and Dame Mary Archer Way, it was requested that this be in accordance with LTN 1/20 guidance to ensure cycle and pedestrian crossing would be safe for users.

6.9 The applicant redesigned the junction with a 5 meter set back to improve on the existing junction design. Further improvements are possible here or within the existing junction at Discovery Drive to gain

consistency. A condition is requested to agree final design details of this junction.

6.10 **Lead Local Flood Authority – No Objection**

6.11 Recommends discharge of Condition 41 of planning permission 16/0176/OUT. The applicant has demonstrated that surface water can be managed through the use of rain gardens, swales and permeable paving restricting surface water discharge to 2.6l/s in line with the wider scheme. The LLFA supports the use of these SuDS features as they provide biodiversity, amenity and water quality benefits.

6.12 Recommends informatives relating to pollution control and surface water maintenance.

6.13 **Environment Agency – No Objection**

6.14 We have no comment to make on application 24/01529/REM.

6.15 **Anglian Water – No Objection**

6.16 We have reviewed the applicant's submitted Anglian Water Asset connection point and Surface Water Drainage comment response page 1 to 131 and consider that the impacts on the public foul sewerage network are acceptable to Anglian Water at this stage.

6.17 **Urban Design – No objection.**

6.18 The absence of a direct connection to the NCN11 route to the south of the site remains a concern. The connection would prioritise and encourage longer distance active travel modes over car use by integrating the proposed development into the existing wider pedestrian and cycle movement framework.

6.19 The siting of the proposed cycle parking provision for the two buildings in the southeastern part of the site creates a greater demand for a direct connection for cyclists to be delivered as part of this reserved matters application. A direct link from NCN11 route to the southern access to the site will also go some way to help prevent potential conflict between cyclists and cars along Discovery Drive Road.

6.20 The applicant has provided a response as to why they consider that the NCN11 connection should not be provided to serve this phase of development (Ramboll response dated 28.06.2024 Section 2). This response identifies that the delivery of spurs is dependent ontra the

Phase 3 masterplan and requires Third Party. Phase 3 will include pedestrian and cycle connections and a drawing has been provided to show how these could be delivered. They consider that the design and delivery of off-plot links is 'outside the scope' of the application.

6.21 The reasons provided to not deliver the southern connection to the NCN11 route seem to overcomplicate the matter and miss the importance or understanding of the benefit that a single point of connection to the existing NCN11 could bring to the development even if this was to be delivered as an interim solution ahead of a final Phase 3 masterplan.

6.22 Whilst Third Party ownership can create challenges for the delivery of such a route, it is possible and feasible to secure it through a suitable legal mechanism.

6.23 **Access Officer – No Objection**

6.24 **County Archaeology – No Objection**

6.25 **Senior Sustainability Officer – No Objection**

6.26 Comments. The applicant has provided a water use note in response to previous sustainability comments and this confirms the following:

- The site is targeting the full 5 credits for BREEAM Issue Wat 01 - both greywater and rainwater harvesting to be installed
- The site targets the full 2 credits for Wat 04 - the document confirms minimal water use for irrigation, serviced primarily by a combination of the swales and rain gardens as well as an additional dedicated rainwater harvesting system
- The site also targets all available credits for Wat 02 and Wat 03, meaning that all available water credits are targeted
- Estimated water usage confirms that water consumption is likely to be less than predicted at design stage, and with the achievement of all BREEAM water credits it is likely the building will use no more than ~14,000 m3 per year, possibly as low as ~7,900 m3 per year.

6.27 **Landscape Officer – No Objection**

6.28 In our previous comments we highlighted two outstanding issues to be resolved and new information has been submitted.

6.29 Condition 49 can be partially discharged.

6.30 **Ecology Officer – No Objection**

6.31 Content with BNG assessment. Recommends discharge of condition 39 ecological conservation management plan, subject to clarification that the proposed number of integrated bird and bat boxes meet the guidelines laid out in the adopted biodiversity SPD for commercial premises and include a documented percentage of the boxes which have been agreed cannot be provided within the adjacent multi storey car park.

6.32 **Cambridge City Airport – No Objection**

6.33 The proposed development has been examined from an aerodrome safeguarding perspective in accordance with the UK Regulation (EU) No 139/2014 and could conflict with safeguarding criteria unless any planning permission granted is subject to conditions relating to

- Glint and glare assessment and
- Crane advice

6.34 **Environmental Health – No Objection**

6.35 Comments. The development proposed is **acceptable** subject to the imposition of the condition(s)/informative(s) outlined below:

- Operational Noise Mitigation/ insulation scheme compliance
- Operational noise mitigation/ insulation scheme certification and completion
- Fitness studio
- Electric vehicle charging point scheme
- Emergency generator
- Outline conditions
- Artificial lighting
- Fume/ microbiological cabinets
- SPD

6.36 Condition 10 can be partially discharged for this reserved matters parcel. Condition 14 can be partially discharged or this reserved matters parcel.

6.37 **Police Architectural Liaison Officer – No Objection**

6.38 The following matters should be considered from a Security and Crime Prevention perspective: external lighting; entrance doors; secure internal doors; revolving doors; windows, roof windows and roof lights; glazed curtain wall; security glazing; AOVs; roller shutter; CCTV; alarm; access control; cycle parc; external visitor racks; boundary treatments; ground floor; upper floors; gas tanks; HVM; electric bike and scooter storage

6.39 **Health and Safety England – No Objection**

6.40 **Waste – No Objection**

6.41 Following additional information, waste provision is considered acceptable.

6.42 **Disability Panel Meeting of 31st October 2023**

6.43 The disability panels comments can be summarised as follows:

- Queries over proposed matting in front of doors and opening pattern of doors to disabled toilets
- There were questions over how disabled bays would be demarcated on the site
- A query was raised about disabled shower facilities
- There was a question about access to the training station
- The chair sought got the parking to be closer to the lifts and to avoid conflict with traffic

6.44 **Design Quality Panel Meeting of 5th October 2023**

6.45 The panel reviewed the application, the approach was generally supported, however several considerations were raised.

6.46 A copy of the review letter is attached in full at appendix 1.

6.47 **JDCC Pre-Application Briefing 20th March 2024**

6.48 A pre-application briefing was given to JDCC 20th March 2024. Members raised several questions regarding the scheme, these revolved around matters such as the landscaping management of the cycle parc roof and amphitheatre seating, safety of the cycle parc, the colour and heat of the materials proposed, use of the car park, e-scooter parking, amenity faculties and the life expectancy of the buildings.

7.0 Third Party Representations

7.1 Two representations have been received on the application.

7.2 Those in objection have raised the following issues:

- Traffic noise disruption due to increasing traffic movements and failure of Hospital's ANPR
- Impact to biodiversity, noting concerns over ecological assessment and baseline data

7.3 **Local Interest Groups and Organisations**

7.4 Trumpington Residents Association has made a representation objecting to) the application on the following grounds:

- Traffic increases, rat running and pressure on surrounding network due to failure of ANPR system
- Water supply concerns following Environment Agency statement

7.5 Cambridge Cycling Campaign (Cam Cycle) have made a representation on the application, they suggest that additional crossing points should be considered along Dame Mary Archer Way and seek inclusion of a variety of cycle parking types.

7.6 The above representations are a summary of the comments that have been received. Full details of the representations are available on the Council's website.

8.0 Response to Pre-Application Panels and Briefing

8.1 Place Making and Identity

8.2 The proposal has been enhanced to improve entrances, wayfinding strategies and landscaping across the site in order to support access from across the campus to the proposed amenity spaces. The amenity spaces now include the retail and fitness spaces within the buildings and the varied landscape offering (gathering spaces, social and working spaces etc). The buildings have been designed to create a new family of buildings within Phase 2, however remain connected to the design of the buildings on the campus.

8.3 Cycle and Walking

8.4 The proposal is offered with a cycle and walking strategy once the development is erected and looking forward to the future of the campus. The connections follow on from the existing buildings within Phase 2 in order to support users moving between the sites.

8.5 The cycle parc has been made safe and secure in order to ensure it improves on cycle parking lessons from around the city.

8.6 Central service road

8.7 The Design Quality Panel raised questions about the central service road and the environment that it would create for users. The central service road has been carefully developed through the pre-application process to ensure that pedestrian and cycle connectivity and landscaping quality across the site is not compromised.

8.8 Climate Considerations

8.9 The Design Quality Panel questioned the embodied carbon of the cycle parc, it is set out in the Design and Access Statement outlines that the cycle parc would be designed as a low embodied carbon structure, that would be less carbon intense than basement proposals.

8.10 Green roof

8.11 The Design Quality Panel raised questions about the potential challenges for the cycle parc green roof, this has been carefully designed to ensure the structure is appropriate for the green roof proposal and that the landscaping strategy would support long terms success of the proposal.

8.12 Accessibility Considerations

8.13 The Disability Panel raised questions about how the disabled bays would be marked out and the proximity to the lifts in the buildings. The surfacing and route to the buildings have been considered as part of the Landscape Strategy and Wayfinding Strategy and are considered appropriate, a condition is proposed to agree the final hard landscaping details. The Panel raised questions about routes the campus, these have been explored to ensure there is wider connection to the site.

Assessment

9.0 Planning Background

9.1 The application comprises a reserved matters application for the third and fourth buildings on the commercial land within Phase 2 of the Cambridge Biomedical Campus expansion. This southern extension to the campus was allocated within the Cambridge Local Plan (2006) to allow continued growth of the campus. The allocation was for clinical, biomedical and biotechnology research and development, related higher education and sui-generis medical research institute and related ancillary uses.

9.2 The Cambridge Local Plan (2018) brought forward the allocation within Policy 17, site M15. It described the southern expansion site as an 'Expansion Area' and outlines that approximately a third of the land would be developed for NHS and private clinical development and two-thirds for biomedical and biotechnology research and development activities.

9.3 As is detailed in the site history section of the report, the site received outline consent in 2016 following the allocation for the development of the southern expansion for 75,000 sqm of floorspace for research and development and clinical land and associated uses (ref. 16/0176/OUT). At the same time a full application was submitted for the development of the first parcel of land within the commercial land for the ABCAM building (ref. 16/0165/FUL). The Abcam building was designed for biotech research and development, the build is completed and occupied. The building contains open space to the rear and is supported by a temporary car park to the west.

9.4 Development of the second parcel of land was granted permission 2021 for the development of 1000 Discovery Drive which followed ABCAM (ref. 20/03950/REM). It comprised a five-storey building for research and development purposes with a front courtyard area, the building is supported by a temporary car park to the east.

9.5 The submitted reserved matters application follows this building and aims to development the third and fourth parcels within the commercial land within Phase 2. It leaves space for the final commercial parcel to come forward, which is known as 4000 Discovery Drive.

9.6 **Principle of Development**

9.7 Policy 17 of the Cambridge Local Plan (2018) supports development at Cambridge Biomedical Campus which would meet the need for health care and biomedical and biotechnology research and development activities within class B1(b), related higher education and sui generis medical research institutes. It also supports supporting activities such as shops, cafes to meet the needs of those using the campus and add to the vibrancy of the area.

9.8 The proposal site sits within the expansion area which is an allocated area (M15) for development for commercial biomedical and biotechnology research and development activities and clinical activities.

9.9 The principle of development for the site for research and development and clinical uses was established through the grant of outline planning permission ref. 16/0176/OUT. This is in accordance with Cambridge Loal Plan (2018) policy 17 and the allocation of Policy Site M15.

9.10 **Outline Planning Permission and Parameter Plans**

9.11 The outline planning permission was supported by five parameter plans which establish the principles of the subsequent development for the site. These are set out below:

Land Use – this defines the developable area and and proposes 67% of the site for biomedical research and development and 33% for clinical uses. The proposed development is for a research and development use and would be within the 67% of Phase 2 outlined for this use.
Maximum Building Heights – this plan identifies three height zones. The majority of the site has a maximum height of 46.5 metres, the southern-most strip 42.5 metres and the eastern-most section 30.5 metres. The proposal comprises two laboratory and office buildings, a sucken cycle parc and include the indicative location for 4000 Discovery Drive. 2000 and 3000 Discovery Drive are located towards the north of the site and would measure a height of 46.5 with the flue

extending 7.750 metres above, this as allowed by the parameter plan.

Access – this plan shows an indicative route for the primary transport route as well as indicative pedestrian and cycles routes. The proposal scheme includes an additional section to Discovery Drive, which is the primary transport route. It is in accordance with the indicative route on the access parameter plan.

Open Space and Landscaping – this plan shows landscape character zones A to D which surround the developable area on the site. Zone A is characterised by landscaping, public realm, pedestrian and cycle routes; with the absence of motor vehicles except for site access. This is a narrow strip fronting Dame Mary Archer Way. The scheme meets this requirement. No part of Zone B falls within the application site. Zone C is characterised by tree planting with main circulation route for all transport modes, drainage features and public realm. This is a narrow strip to the south of the site. The proposal continues the drainage swale and the primary access route within this zone. No part of the application site lies within Zone D.

Development Principles – this plan outlines the developable areas on site. It outlines that no less than 50% of the length of the southern development line to be edged by landscape areas and the landscaping areas to be a minimum of 40 metres deep. It requires 2 clear views across the site, a minimum of 6 meters wide to be retained, and outlines the principles for the landscaped areas. This parameter plan was updated by an NMA (ref. 16/0165/NMA3) to allow for well-integrated cycle parking, amenity and recreation space and drainage to be included in the landscaped areas. The proposal complies with the requirements for the landscaped areas, the south west corner of the site contains a large, landscaped area which contains a well-integrated, sucken cycle parc with green roof that forms part of the amenity offering. The central rain garden provides a 20 metre wide gap through the site from north to south that provides a positive visual connection through the site.

9.12 The principle of the development is acceptable and in accordance with policies 17 of the Cambridge Local Plan 2018 and the parameter plans set out by the outline planning permission.

9.13 **Masterplan Consideration**

9.14 A strategic vision for the Campus was outlined within a masterplan prepared by Allies & Morrison for the CUH Addenbrooke's site was published in January 2010. This set out guiding principles for restructuring and site and externalising entrances and activating a

street-based approach to the campus. The strategic masterplan was not adopted by the Local Authority, however it establishes the guiding principles to support the development of the wider Cambridge Biomedical Campus and sets the direction to ensure integration of development on the CBC Phase 1 land and within the wider CBC Campus.

9.15 In order to update the masterplan across the site, including consideration of the allocated phases, there is ongoing work being undertaken by the applicant and other relevant parties, including officers' from the shared planning service, on the development of a new Supplementary Planning Document (SPD) for the site.

9.16 The applicant has submitted a statement to outline how the proposal would fit into the wider context of the Cambridge Biomedical Campus, including consideration of the upcoming SPD. The applicant acknowledges the ongoing work to put together a draft SPD for campus and explains how Prologis have been working with the Council on the preparation of this, and is part of the landowner's group that works together across the campus to develop a cohesive vision. The statement covers some of the key themes that are likely to come forward within the SPD including amenity provision, architecture and landscaping, sustainability and connectivity.

9.17 In terms of amenity, it is outlined how the provision of the retail and gym spaces have been informed by the wider needs across the campus and the existing provision. It outlines that Prologis engaged Coverpoint Foodservice Consulting to undertake a site-wide review of amenity and wellbeing offer and this informed their approach. Officers are very pleased with the inclusion of these uses in the site, this was discussed thoroughly at pre-application stage and welcomed by Officers.

9.18 It is outlined that the proposal places sustainability at its heart in terms of the proposed materiality, energy and water-efficiency as well as travel modes. The details of this are outlined throughout the report, the applicant has emphasised the reduction in car parking and the attention paid to high-quality cycle facilities.

9.19 The document explains that architecture and landscape have been designed to form part of the family of buildings within Phase 2, they have been designed to support wayfinding across the campus and from wider links outside the campus and support a cohesive and positive user experience. As well as that, pedestrian and cycle connectivity have been designed to be easily incorporated into the future development phases and to serve wider users, connections beyond the site are provided through the outline conditions and the northern promenade forms a key route for users along Dame Mary Archer Way.

9.20 The applicant's consideration of this matters helps Officers to understand how the proposal would fit into the wider vision for the campus and the approach is supported.

9.21 **Environmental Impact Assessment**

9.22 The outline application for the development of Phase 2 of the CBC fell within the remit of the Town and Country Planning Environmental Impact Regulations ('the EIA Regulations'). An Environmental Statement (ES) was submitted with that application, which identified the likely significant environmental effects of that development.

9.23 The RMA is accompanied by a statement of conformity of the proposals against the parameters assessed by the 2016 EIA. This demonstrates that the proposed development is substantially in accordance with the approved outline consent and concludes that the proposals are unlikely to give rise to any new significant environmental effects over and above those assessed in the 2016 EIA. Officers agree with this conclusion

9.24 **Design, Layout, Scale and Landscaping**

9.25 Policies 55, 56, 57, 58 and 59 seek to ensure that development responds appropriately to its context, is of a high quality, reflects or successfully contrasts with existing building forms and materials and includes appropriate landscaping and boundary treatment.

9.26 The proposal site is located within the Phase 2 expansion area which is located at the southern edge of the biomedical campus just beyond Dame Mary Archer Way. The wider Phase 2 site has been partially developed, with the ABCAM building and 1000 Discovery Drive to the west of this parcel. It currently contains the temporary car park for 1000 Discovery Drive that will be moved into the proposed MSCP which is being considered as part of another reserved matters application (ref. 24/01589/REM).

9.27 To the south of the site, is vacant arable land which is allocated to Phase 3 of the biomedical campus expansion. To the north is Papworth Road which leads down to Papworth Hospital, with staff car parking and the moved helipad either side. The site is reasonably prominent, being positioned on the southern edge of the site, and forming part of the key views when travelling into the campus over Addenbrookes Road bridge.

Overview and Layout

9.28 Whilst, forming part of the biomedical campus, Phase 2 has emerged with its own family of building with shared scale and characteristics. The existing buildings follow the illustrative compliance study plan which showed a piano key layout with buildings and open space being set across plot. The Design and Access statement explains how the layout of the site has been developed following these compliance study plans

to secure a high-quality scheme with cohesive landscaping and connectivity.

9.29 The application has been further developed through a serious of pre-applications with the Local Planning Authority, it has attended the Design Quality Panel and responded to feedback in order to inform the proposal that is presented today.

9.30 The proposal includes two office/ laboratory buildings within the northern part of the site, with a cycle parc located in the south west corner and a space available for 4000 Discovery Drive in the south east when this reserved matters application comes forward. The site includes a central rain garden which provides an integrated landscape and amenity feature and key view through the site from north to south. The site is interjected by a central servicing road which has been carefully design and detailed in order to retain the priority of pedestrians and cycles across the site and avoid conflict with servicing vehicles.

9.31 The layout of the site creates a cohesive transition between the existing sites and the proposal site due to retaining key aspects of the previous schemes such as the northern promenade, the angular circulation routes within the site and the amenity offering beyond the building. It provides a generous north south vista which integrates the site into the landscape beyond the southern edge of the campus.

9.32 The central rain garden serves an important aspect of the public realm within the parcel, it creates a high-quality landscaped space that guides circulation through the site the create of paths between the entrances of the buildings and the active retail uses within these buildings. The retail uses proposed help to activate the buildings and integrate the site into the Campus, offering an important addition to the existing retail offering across the campus. The central rain garden continues across the service road and into the south of the site where is connects to the main amenity space on the site.

9.33 As above, the site contains a central service yard which extends west to east across the site adjacent to the rear of the buildings. Alternative arrangements for servicing of the buildings were explored in detail throughout pre-application discussions, however given the specific requirements of the building uses this is considered to be necessary arrangement. In order to retain pedestrian priority across the site, the route has been transformed into a street which would be more inviting to users and allow seamless connectivity. The street has been narrowed, planting introduced and enhanced and active ground floors created in order to ensure that this forms part of the site and the proposed landscape rather than just a serving route.

9.34 Cycle parking provision is located predominantly in the cycle parc, the pedestrian routes between this structure and the buildings has been

carefully established to support wayfinding and ensure it would contribute to the landscaped environment.

Scale and Massing

9.35 The outline application included a full landscape and visual impact assessment, which informed the approved parameter plans and the maximum heights that were considered to be acceptable for the Phase 2 buildings. At the time, the land beyond the southern edge of the site was Green Belt land and so the proposal was intended to be sensitive to this constraint. This land has now been released from the Green Belt for further expansion of the Biomedical Campus.

9.36 The proposed buildings both comprise six storeys with a height of 46.5m. The flue extends beyond this by an additional 7.75m, as is allowed by the parameter plan. The flues have been located centrally within the building to minimise visibility from ground level and ensure these would not over dominate the appearance of the buildings. It is considered that the approach is successful and the flues would not adversely impact the perceived scale and massing of the buildings.

9.37 The scale and massing of the building has carefully evolved throughout the pre-application process to ensure that the proposal would create a form that would respond positively to the surrounding development. The scale, height and form of the buildings follow on form the existing buildings on Phase 2 as to continue the familial relationship. The proposed buildings would extend taller than the existing buildings, however it is considered the changes in building height are considered to create visual interest and create a positive visual relationship with the taller buildings further into the site.

9.38 The buildings have been sized and arranged to allow the visual break in built form which is populated by the central rain garden, allowing views through to the south and create a good rhythm and space between the buildings within Phase 2.

9.39 The cycle parc has been designed as to ensure it would not compromise the landscaping requirements on the site and is considered to find a balance between the necessary size and space for cycle parking provision and creating a feature of interest and function within the landscape.

Appearance, Details and Materials

9.40 The buildings are arranged as a simple overall volume, although the massing has been broken up with stepped entrances and varied elevational treatment. The entrances follow those of the existing Phase 2 buildings, they are stepped back from the building edge and carefully articulated with glazing and sculptural elements to activate the buildings at ground floor level. The elevation treatment follows a grid type pattern

enabling the addition of visual interest through the arrangement of a high-quality materials material pallet and horizontal and vertical intersections. The shape of the building has been carefully broken down in order to reduce the overall massing, through both the entrance arrangement and the alteration in appearance at the upper floor level through the alteration of material arrangement.

9.41 The elevations are designed with a masonry skeleton surrounding the glazed section of the building, including contrasting louvres and fins. Whilst the buildings share an elevational approach, the material pallet are varied in tone and colour and therefore each building would have its own identity. 2000 Discovery Drive would comprise a warm pallet that compliments the local architectural character, comprising of horizontal stack bond brickwork in a buff (or similar) tone, bronze aluminium window framing and louvres and tonally linked shading fins. 3000 Discovery Drive would have a cooler pallet which connect to the existing materials across the Phase 2 buildings. This would consist of vertical stacked brick work in cool, grey shades, dark grey aluminium louvres and bronze contrast fins. Whilst the final detail of the materials will be conditioned **(Condition 3 Design and Materials),** the approach is considered successful in creating a high-quality contemporary appearance that would connect well with the local vernacular and wider site.

9.42 The buildings are supported by integrated serving facilities within the building. As part of the serving requirement of the building liquid nitrogen gas tanks are required for each building due to the proposed laboratory. The applicant was intent to ensure these were appropriately integrated into the landscape, following the requirement for a gas tank to be added at 1000 Discovery Drive after it had been approved. Gas tanks are a feature across the campus, however they can have an unfortunate appearance. The proposed gas tanks are located to the rear of the buildings, adjacent to the servicing street. They are located here so that they can be easily accessed by gas lorries and to reduce their imposition on the public realm. The submitted Design and Access Statement outlines the specific safety requirements for these gas tanks, including being well ventilated and located outside. The gas tanks have been designed to have a simple mesh fencing around that will link to the appearance of the adjacent buildings, and Officers do consider that their siting and the surrounding landscaping mitigates the visual impact of these elements. The final details of the enclosure will be agreed by condition to ensure it is cohesive to the materials across the wider site **(Condition 8 Gas Bottle Enclosures).**

9.43 The proposal is considered to respond positively to its surroundings and complies with Cambridge Local Plan (2018) policies 55, 56, 57 and 59.

9.44 **Design Quality Response**

9.45 The application was subject to review by Cambridgeshire Quality Panel at pre-application stage in 5th October 2023. The table below sets out how, in the view of the developer and officers, the proposal has addressed the feedback of the Panel as part of the final proposals.

Issues and Recommendations of Quality Panel (summary of key issues)	Developer Response
The design of the buildings needs additional work, the place vision should be clearly presented.	The design and architecture of the buildings has been developed to create an identity for Phase 2 that creates a family of buildings.
The Panel is disappointed that a masterplan for the Biomedical Campus has not yet been established, understanding the context of Phase 3 and 4 would help assess the scheme.	Considerable work has been undertaken including pre-application liaison with CUH, A+M (masterplanners) and KMC (transport consultation) regarding the emerging masterplan for Phases 3 and 4. Prologis is fully cognoscente of future development in the wider area, and ensuring the RMAs are appropriately future proofed.
The connectivity of the site to the wider campus requires consideration, a cycling and walking strategy should be presented and access to the cycle parc considered.	The application is submitted with fully detailed cycling and pedestrian routes for 2030 and beyond.
The central service road should be re-considered, would this be a pleasant space for users, can visualisations be produced. Can additional trees be planted to ensure it would not get too hot here	The central road has evolved through the pre-application process, careful consideration has been given to the safety and experience of users, serving patterns have been analysed for deliveries and 3D have been submitted to support the proposal.

The panel welcome the proposed gathering spaces, could there be further spaces incorporated.	Amenity and special spaces have been incorporated across the sites, additional areas have been located at the MSCP and cycle parc entrances.
The arrival space at the MSCP needs to be clearly defined, buildings and landscaping can support this.	The building entrances have been refined to help with placemaking and wayfinding.
Could the MSCP be used in a more active way?	The future deconstruction / repurposing of the MSCP has been carefully considered. This will be set out in the DAS. The potential for active uses of the MSCP will also be considered in the DAS.
The design of the MSCP needs consideration, the roof may be visible and therefore require consideration. The cladding could be softened	The MSCP roof will not be visible from ground level, including from the Addenbrookes Road bridge - refer to 3D visualisations.
Has the cycle parc offering been improved based on lessons learnt from other cycle parts with matters such as surveillance	The Cycle Parc design has been carefully considered from a security and safety perspective. It provides covered, secure, fob-access cycle parking for employees only.
Improvements to roundabout	Roundabout improvements were incorporated into
The panel raised a number of questions about the climate considerations including potential for additional PV panels, embodied carbon calculations, material choices, green roofs and walls and ev charging	The rational for the MSCP design and façade treatment will be fully set out in the DAS. There has been considerable research into materiality choices and the associated embodied carbon. Sustainability Statements will be submitted for the RMAs, in conformity with Revised Turley Bespoke Strategy.

Irrigation of cycle parc will need to be carefully considered	Details of the Cycle Parc and associated green roof technology have been carefully considered by the project engineers and the landscape architects. This will be addressed in the Landscape Strategy.
The site should provide a landscape to integrate campus into wider landscape, the buildings could be further softened through living walls, green roofs, larger trees	Additional planting around the MSCP has been included, so this contributes to greening the elevations.
Seating spaces should be included around nature and water.	A variety of seating and table/desk furniture is included within the raingardens, providing spaces for work, collaboration and socialising. This will be set out in the Landscape Strategy.
To ensure biodiversity is secured and maintained, the soil will be very important	This will be addressed in the Landscape Strategy and detailed design.

9.46 **Safey and Security**

9.47 The Crime Prevention Design Officer has commented on the application, with some areas of safety that would need to be considered as part of the scheme. The Officer outlines that whilst there is a low vulnerability to crime in this area, lighting, certified entrance doors and windows, managed ventilation and openings, CCTV, alarms, access controls among other measures can all improve the safety of the building and will need to be considered. The Officer makes recommendations regarding the cycle parking proposed and landscaping measures that can aid security and surveillance. The applicant has provided a comprehensive response as part of the submission of additional information, this responds to the matters raised and outlines how they would be addressed going forward.

9.48 Officers welcome the including of crime prevention design principes and suggest that the comments have been adequately addressed. The lighting will be considered and agreed as part of outline planning condition 16.

9.49 The proposal would be considered to provide a safe and secure environment, in compliance with Cambridge Local Plam (2018) policy 56.

9.50 **Landscape**

9.51 The outline permission was supported by parameter plans, including Parameter Plan 4 (Open Space and Landscaping). This plan set out zoned landscape framework areas with written rules for each one including the arrangement of a developable area as well as circulation and planting areas. This plan was amended by an NMA (ref. 16/0165/NMA3). The landscape requirements were established in response to the Green Belt constraint which has since been altered, the intention was to create ensure the site would deliver and proportional relationship between built form and landscape. Condition 49 (Landscape) was included on the outline permission or details of soft and hard landscape, the applicant has applied to agree the details of this condition for this parcel as part of this application.

9.52 The landscaping presented with this reserved matters application has been developed to ensure cohesion across the wider site and ensure a high-quality landscaping and amenity offering. The landscaping is informed by a landscape court to follow the existing parcels, a north-south rain garden and a range of circulation routes. The landscape court is located within the south-west corner of the site and is populated by the cycle parc, landscaped areas and an activity area. The north-south rain garden forms part of the SuDS chain, it has thoughtfully been designed to support amenity provision and wayfinding and provide an important view through the site.

9.53 The Landscape Officer has provided comments on the application and finds the proposal acceptable subject to the provision of a cycle link with NCN 11. They outline that the approach to submitted landscape information is well-detailed and comprehensive, and welcome the provision of sufficient space for large growing trees and cohesion between planting, paving and site furniture with this site and the existing parcels in order to consolidate this part of the campus and provide a clear identity.

9.54 An additional link connection to the NCN 11 has not been provided by the applicant, instead the information submitted with the application has highlighted the east and west connections required by the outline consent condition 32 to improve cycle permeability. The west connection is already in place. Given the concerns raised, the applicant has offered to bring the eastern connection forward within the development of this parcel to ensure cycle connectivity to the NCN from both east and west of the site. Officers welcome this approach, at current the outline condition requires this come forward when the clinical land is developed, however at current no proposal has come forward

and therefore it is unknown when this link would otherwise be implemented. A condition will be added to this effect **(Condition 30 Eastern Cycle Link).** Officers find this a reasonable solution that would allow an appropriate level of cycle permeability and suggest that the applicant has demonstrated that the site would have suitable access by cyclists and pedestrians.

Condition 49 (Landscape)

9.55 The Landscape Officer has provided comments on the submission of documents for Condition 49. The Landscape Officers comments divide the condition into parts to be clear if they have been addressed with the submission.

9.56 From this parts (b), (c), (f), (h) of the condition are satisfied, however parts (a), (d), (e), (g), (i), (j), (k), (l), (m) and (n) remain outstanding.

9.57 The outstanding matters be covered by an additional condition to the reserved matters application to ensure that the detail is agreed and submitted **(Condition 11 Hard and Soft Landscaping).**

9.58 The proposal would result in a high-quality landscape scheme and successful public realm in compliance with Cambridge Local Plan (2018) policy 59.

Amenity

9.59 The site has been designed in consideration of the existing amenity provision across the campus. It has been designed as a permeable space to allow a variety of users to enter and mix within the parcel; it contains a variety of public spaces which serve different purposes. In the central rain garden there is provision of small gathering/ working areas and in the landscape court to the south west the provision expands so there is variety of informal lawn spaces, picnic tables and a events space to facilitate events such as food trunk events and external talks. This is supported by the amphitheatre seating imbedded within the side of the cycle parc mound.

9.60 The site also provides retail spaces and a gym space within each building which would encourage wider use from across the campus and support the existing facilities within the campus.

9.61 The Landscape Officer supports the approach to amenity provision, suggesting that the inclusion of an events space would bring in users from across the campus.

Inclusive Access

9.62 As part of the pre-application engagement with the Local Authority, the application was taken to the Disability Panel on 31st October 2023. The

presentation highlighted campus wide access routes, parking and inclusive features such as clear wayfinding, levels across the site and accessibility within the buildings. The Panel were generally supportive the application, although a few comments/ queries were raised at the time which have been addressed by the applicant.

9.63 The application proposed seeks create an inclusive parcel and support wider connections for a variety of users across the campus. The application has been designed with clear circulation routes through the site to guide users to the entrances of the buildings which are clearly identified through architectural detailing. The levels and gradients across the site have been considered in order to comply with requirements for level access within building control approved document M.

9.64 The disabled car parking spaces have been located along the central service road so they are close to entrances and within the MSCP for the buildings closer to the west of the site. In addition, cycle parking routes have been designed to be accessible, the cycle parc has a slope down the entrance as well as accessible cycle parking spaces.

9.65 Inside the buildings consideration has been given to users needs, including level thresholds, slip resistant materials and accessible toilets. This approach is supported.

9.66 The proposal is considered to provide an inclusive environment in compliance with Cambridge Local Plan (2018) policies 56 and 59.

Public Art

9.67 As part of the outline application, a public art strategy was submitted and the delivery of this was secured as part of the S106. The delivery plan has been submitted and accepted. There are no further requirements for public art as part of this application.

9.68 Overall, the proposed development is a high-quality design that would contribute positively to its surroundings and be appropriately landscaped.

9.69 The proposal is compliant with Cambridge Local Plan (2018) policies 55, 56, 57, 58 and 59 and the NPPF.

9.70 **Carbon Reduction and Sustainable Design**

9.71 As part of the outline permission, a Bespoke Sustainability Strategy was submitted. This covered a variety of topics, including how the development would encourage sustainable transport, sustainable design, tackle climate change and manage resources in Cambridge. Condition 44 was added to the outline condition to ensure compliance with this condition to ensure the Strategy would be updated every three

years to ensure it would stay up to date. As part of the development of 1000 Discovery Drive a letter was provided to outline that no revision was required at this time (ref. 20/03950/REM). Following this and a further three years, in 2023 a discharge of condition application was submitted to update the strategy (ref. 16/0176/COND44).

9.72 This application is supported by a Sustainability Strategy and BREEAM pre-assessment report. The additional submitted includes a water usage note which aimed to address the comments made by the Sustainability Officer. The Sustainability Strategy highlights the approach taken on sustainability across physical, social, economic, human and natural capital in order to reduce the impacts on the environment and create a sustainable development.

9.73 The BREEAM pre-assessment report outlines that both buildings are targeting a BREEAM 'excellent' rating with a baseline score of 84.05% which provides a significant buffer above the minimum require for BREEAM 'excellent' rating (>70%).

9.74 The application has been subject to formal consultation with the Council's Sustainability Officer who raises no objection to the proposal subject to conditions relating to BREEAM, greywater, rainwater, water calculations and commercial water monitoring.

9.75 The Council's Sustainability Officer welcomes the approach to the development including the integration of sustainable design and construction and compliance with the targets set out in the approved Bespoke Sustainability Strategy. The Officer is particularly pleased with the approach to minimise excess solar gains through the integration of vertical fins and horizontal shading and the solar studies in the Design and Access Statement which demonstrate the impact of this approach. The Officer list several other positive features of the buildings including:

- 8 credits across energy and carbon reduction are achievable, as well as 5 credits across for the energy performance ration element, representing a reduction over Part L of building regulations of 19.9% on 3000 Discovery Drive and 20.2% on 2000 Discovery Drive
- All 5 Wat 01 credits for domestic type water use and the Wat 04 credit for process water use are targeted
- Inclusion of biosolar roofs and an 87,000 kWh/year photovoltaic array with air source heat pump for space heating and cooling.
- Achievement of BREEAM 'excellent' with a score of 84.05% for both buildings, very close to outstanding (85%).
- Green roof cycle parc is to be irrigated using rainwater harvesting and is to be erected following embodied carbon assessment

9.76 Officers welcome the approach to sustainability, subject to the conditions recommended **(Conditions 15 BREEAM Design Stage; 16**

BREEAM Post Construction; 17 Grey Water; 18 Rain Water; 19 Water Calculator; 20 Commercial Water Monitoring). The buildings have been well considered in line with sustainable design and construction guidance. The buildings have been carefully designed and details to minimise glazing ratios based on the orientations of the building and a bespoke approach to louvres and shading has been selected to provide vertical shading fins on the east, west and south elevation as well as a horizontal shading fins on the south elevation to increase shading in the summer. This minimises solar gains and helps to reduce cooling demand.

9.77 The Sustainability Strategy recognising the water is a scarce resource in Cambridgeshire area and as such sets out to achieve high levels of water efficiency and reduce water consumption, including through the use of rainwater and grey water harvesting systems. The proposal targets the full 9 credits available for Water within the BREEAM assessment, including the full credits on water consumption (Wat 01), water monitoring (Wat 02), leak detection (Wat 03) and water efficiency (Wat 04).

9.78 In addition, the Sustainability Statement outlines that the buildings will achieve a 19.9% and 20.2% reduction of the requirements of Part L building regulations on carbon reduction. As part of the BREEAM proposal, a lifecycle analysis for embodied carbon is to be undertaken at design stage and the proposal seeks to use renewable technologies to reduce operational demand.

9.79 It is noted that emergency generators are included within the application, however it is confirmed these are for emergency use only, and therefore this is considered an acceptable approach. A condition will be attached to limit the use of the generators for emergency events only **(Condition 25 Emergency Generator)**

Condition 43 (Sustainability Strategy)

9.80 The approach to Sustainability appears to be in line with the Sustainability Strategy, as such this is considered in compliance with condition 43.

9.81 Officers consider that the application demonstrates how the development will respond and adapt to climate change and carbon reduction, through embedding sustainable design principles.

9.82 For the reasons set out above, and subject to the recommended conditions, the proposal is considered to accord with Policies 17, 28, 29 and 31 of the Cambridge Local Plan 2018, the NPPF and guidance contained in the Greater Cambridge Sustainable Design and Construction SPD.

9.83 **Water Resources**

9.84 The EA have been consulted on the application and have no comment on the applicaiton. Trumpington Resident Association have raised concerns about the endangered water supply within their comments. They have highlighted concerns about the impacts to the chalk springs which are in the immediate context of Phase 2.

9.85 On 06 March 2024 central Government published two statements on the issue of water resources in the Greater Cambridge Area: - Joint written statement on addressing water scarcity in Greater Cambridge - GOV.UK (www.gov.uk) - Written ministerial statement on Addressing water scarcity in Greater Cambridge: update on government measures - GOV.UK (www.gov.uk) These two documents are material planning considerations which carry some weight; the level of that weight is a matter of planning judgment for Committee as the decision maker

9.86 The joint statement on water scarcity in Greater Cambridge details in paragraphs 4 to 6 that:

> "A sizeable number of sites remain in the planning process (in the current adopted local plans of both councils) because of concerns raised by the Environment Agency around sustainable water supply to the Cambridge area. Cambridge Water's previous draft Water Resources Management Plan (WRMP) was not able to satisfactorily demonstrate that there was enough water to supply all the new properties contained in the emerging joint Local Plan without risk of deterioration of the local water environment, including chalk streams.
>
> Long-term, and in line with statutory requirements, the water needs of the Greater Cambridge area will need to be met by the water company. We expect Cambridge Water to publish and deliver a WRMP to provide a sustainable, safe, sufficient supply of water to meet all the planned development in the future across the Cambridge area. The water company will need to work closely with other water companies to ensure delivery of major new water resource infrastructure. This includes working with Anglian Water and Affinity Water to develop new transfer of water to Cambridge from Grafham Water, and supporting work from Anglian Water, to develop a new reservoir in the Fens. We are committed to working together to support this longer-term work in our respective roles.

For those sites where environmental concerns have been raised through the planning process, we must continue to explore how to support sustainable development to come forward. To do this, DLUHC and Defra, working with the Environment Agency and local partners, have made a significant commitment, including major investments in water savings measures to offset water usage associated with new development"

9.87 Paragraphs 10 and 11 of the statement go on to state that:

"There is now an emerging understanding amongst all partners of the impact of these important schemes, the potential water savings to be generated through government's additional spending, and the proposals still to be refined and tested alongside the WRMP. The government is confident, based on the scheme set out below, alongside a published WRMP, *that the availability of sustainable water resources need not be an impediment to the consideration of planning permissions for developments envisaged within the adopted local plans.* (emphasis added)

The scheme is intended to provide greater certainty through:
a) The delivery of water savings measures in the Cambridge Water operating area, supported by the government's spending.
b) A robust water credit system being in place to assure those water savings and issue credit certificates to developers and housebuilders.
c) Application of enforceable planning mechanisms so that planning permissions are linked to water savings measures in a robust way".

9.88 The statement highlights that it does not seek to pre-judge planning decisions but that the Local Planning Authority's role remains to determine planning applications in the normal way, taking account of representations from the Environment Agency who have a duty under the Water Framework Directive Regulations to review schemes and their potential impact on waterbodies accordingly.

9.89 The issue of water resource has been considered as part of the Brookgate planning appeal at Land North of Cambridge North Station. This was a recovered appeal with the final decision being made by the Secretary of State (SofS) in April 2024. The Planning Inspector recommended permission be granted subject to conditions and obligations contained in the S106 agreement.

9.90 The SofS agreed with the Inspector's conclusions and recommendations. He did not consider that the Inspector's proposed optional planning condition in respect of delaying building occupation until the draft WRMP has been approved was necessary, finding that matters relating to water supply and quality to be neutral in the planning balance.

9.91 The Brookgate appeal decision is a material consideration which can be given significant material weight at the present time - since it provides an up-to-date assessment of how to approach the issues of water capacity and quality in greater Cambridge and is a decision of the SofS which deals with current government policy statements (including the March 2024 Joint Statement on addressing water scarcity in Greater Cambridge). The Greater Cambridge Shared Planning Services is now applying this approach. A series of conditions in relation to water monitoring and water efficiency measures details are being applied to relevant planning applications.

9.92 The application has submitted a Sustainability Statement and Water Use Note with the application. This details that the development that the building would minimise water consumption through the use of low-flow sanitaryware and greywater and rainwater harvesting technology. The proposal would achieve all 5 Wat01 BREEAM credits for water consumption and the full 2 credits for Wat 04 for through the use of minimal irrigation, serviced primarily through a combination of swales and rain gardens and a dedicated rainwater harvesting system. The proposal would also target all available credits for Wat 02 and Wat 03, which means all water credits are being targeted.

9.93 The water use note outlines that the water usage of the building cannot be fully predicted given that the tenants are unknown, however it is predicted to use no more than 14,000m3 per year and could be as low as 7,900m3 per year for both buildings. Due to the technologies incorporated, this represents a reduction from the design stage predictions and from the existing Abcam building. The Sustainability Officer has reviewed these levels of usage and finds this acceptable.

9.94 The water conservation strategy demonstrates that the proposed development would be highly water efficient. The Sustainability Officer is satisfied with the proposal. Conditions are recommended requiring the implementation of BREEAM, greywater, rainwater, water calculations and commercial water monitoring **(Conditions 15 BREEAM Design Stage; 16 BREEAM Post Construction; 17 Grey**

Water; 18 Rain Water; 19 Water Calculator; 20 Commercial Water Monitoring).

9.95 The applicants have suitably addressed the issues of water resource, and subject to conditions the proposal is in accordance with Local Plan policy CC/4, the Written ministerial statement on Addressing water scarcity in Greater Cambridge (March 2024) and NPPF (2023) advice.

9.96 **Biodiversity**

9.97 The Environment Act 2021 and the Councils' Biodiversity SPD (2022) requires development proposals to deliver a net gain in biodiversity following a mitigation hierarchy which is focused on avoiding ecological harm over minimising, rectifying, reducing and then off-setting. This approach is embedded within the strategic objectives of the Local Plan and policy 70. Policy 70 states that proposals that harm or disturb populations and habitats should secure achievable mitigation and / or compensatory measures resulting in either no net loss or a net gain of priority habitat and local populations of priority species.

9.98 The majority of land within Phase 2 consists of modified grassland and arable land, Dame Mary Archer Way is located to the north and arable land is located to the south. The site does not form part of a designated wildlife site, however there are sites such as the Nine Wells Local Nature Reserve near the site.

9.99 As part of the outline application, an Ecological Impact Assessment and Environmental Statement was submitted to assess the ecological impacts of the development. The approach to remove the low value amenity grass land and retain and enhance woodland habitat and provide other enhancement/ mitigation features was supported. The outline application was subject to relevant conditions as well as the landscape parameter plan to secure a Site Wide Ecological Conservation Management Plan (SWECMP) (Condition 36) and to ensure that any reserved matters application would accord with the aims and objectives of the approved SWECMP (Condition 36).

9.100 This reserved matters application has been submitted with an Ecological Conservation Management Plan Statement to meet the requirements of the condition above. This document sets out the management of features of ecological interest and outlines the enhancement and mitigation strategies to be implemented as part of the development. It sets out that the site has been subject to initial Extended Phase 1 surveys in 2014, which were updated in March 2020 and then again in October 2023. It outlines that the habitats on site are identified as a mixture of hardstanding, modified grassland, bare ground, rural/ ephemeral and hedgerow and explains the habitat potential of these areas.

9.101 A Biodiversity Net Gain Assessment Report has also been submitted in order to assess the level of net gain within the site above the March 2020 baseline as was undertaken as part of the 1000 Discovery Drive parcel. The assessment outlines the baseline (on-site) habitats within Table 3.1 and outlines that the baseline biodiversity value is 3.83 units. The assessment goes on to outline the post development change, following the implementation of the landscaping strategy including biodiverse green roof, grassland, shrub, tree and raingarden planting amongst other measures. These measures would result in a net gain of 1.36 habitat units and 0.20 hedgerow units. This would provide an uplift of 25.14% in habitat units and 60.92% in hedgerow units.

9.102 The application has been subject to formal consultation with the Council's Ecology Officer. The Ecology Officer has raised no objection and outlines that they are content with the BNG assessment. The Officer has asked for clarification on bird boxes, a condition has been attached to this effect **(Condition 27 Bird and Bat Boxes).**

9.103 A third party objection has been received on the application relating to the ecological value of the site, concerns are raised that the survey may not be sufficient in detail and may undervalue the site. The Ecology Officer has reviewed this third-party objection and has suggested that the applicant consider farmland bird habitat mitigation is considered. The applicant has submitted a response to this, acknowledging the recorded farmland birds in the adjacent site. They explain that this area would be protected and adjacent areas bolstered with new native planting. The Ecology Officer accepts this would be suffiicent as to not adversely impact farmland birds.

Condition 39 (Ecological Conservation Management Plan)

9.104 Condition 39 required each reserved matters application to demonstrate how it accords with the approved site wide ECMP. The Ecology Officer suggests that the information submitted is sufficient to discharge the condition and Officers agree with this response.

9.105 In consultation with the Council's Ecology Officer, officers are satisfied that the proposed development would not result in adverse harm to protected habitats, protected species or priority species and achieve a biodiversity net gain.

9.106 Taking the above into account, the proposal is compliant with 57, 69 and 70 of the Cambridge Local Plan (2018).

9.107 **Water Management and Flood Risk**

9.108 Policies 31 and 32 of the Local Plan require developments to have appropriate sustainable foul and surface water drainage systems and minimise flood risk. Paras. 159 – 169 of the NPPF are relevant.

9.109 Environment Agency Flood Maps show that the site is located within area of medium risk of flooding from rivers and sea with the flood risk concentrated towards the southern portion of the site, however the Flood Risk Assessment carried out for the whole of Phase 2 and approved as part of the outline permission recommends that the site can be treated as Flood Zone 1 (very low risk) due to additional flood risk modelling undertaken.

9.110 As part of the outline application, the Flood Risk Assessment considered the nature of flood risk at the site and outlined a surface water runoff strategy to ensure there would be no detrimental downstream floor risk arising from the development. Due to the high table water, the potential for infiltration is restricted. As such the proposal involved SuDS features to store run-off within a combination of geocelluar attenuation features and above ground flood storage areas located within individual plots. The SuDS features area designed to accommodate all surface water run-off from rainfall events up to 1 in 100 year events plus climate change. It was agreed that the run-off would then be discharged to the existing ditch course via a new primary swale and surface water pumping station arrangement.

9.111 The application has been submitted with a Surface Water Drainage Strategy. This outlines that the proposed strategy would accord with the approach agreed at outline stage and involve a services of above ground SuDS features, complimented by below ground cellular structures to attenuate surface water run-off. The surface water would be attenuated from the roofs of the buildings to the northern and southern catchment areas comprising of a rain gardens and central swale and permeable paving system respectively. The surface water run-off is also considered for 4000 Discover Drive, the proposal outlines that this would be attenuated into a smaller swale to discharge into the surface water network and then to the primary swale at the southern edge of the site.

9.112 The Local Lead Flood Authority were formally consulted on the application. Initially they objected to the application on the basis that more information was required on various aspects of the proposed drainage strategy, however following the submission of a Surface Water response the objection was removed, and no further concerns were raised. This detail is covered by Condition 41 as below.

9.113 The application has also been submitted with a Foul Water Drainage Strategy which has been considered by Anglian Water. This outlines that the Flood Risk Assessment agreed at outline stage set out that the flow from each plot would fall to the CBC foul water pumping station. This application proposed that the foul water from 2000 Discovery Drive and 3000 Discovery Drive would discharge into the existing foul water sub connection which was installed during the construction of 1000 Discovery Drive that ultimately flows to the pumping station as above. The Strategy outlines that the lab waste will require a separate drainage

network prior to this entering the main system to enable tenant specific licences to be agreed with Anglian Water.

9.114 The Environment Agency has no objection to the application.

9.115 Foul water will be discharged into an existing foul water network which serves the existing buildings on site and then flows into campus pumping station. The full details of this are required under condition 46, which has been submitted separately to this application (ref. 16/0176/COND46A).

9.116 Anglian Water has asked for the foul connection point to be submitted, now this has been done there are no objections to the application regarding foul water.

Condition 41 (Drainage Reserved Matters)

9.117 Initially the Lead Local Flood Authority sought more information on the application. The applicant has responded to these queries within the additional information pack submitted. Following this, the LLFA have removed their objection and recommend the discharge of Condition 41.

9.118 The applicants have suitably addressed the issues of water management and flood risk, and subject to conditions the proposal is in accordance with Local Plan policies 31 and 32 and NPPF advice.

9.119 **Highway Safety and Transport Impacts**

9.120 Policy 80 supports developments where access via walking, cycling and public transport are prioritised and is accessible for all. Policy 81 states that developments will only be permitted where they do not have an unacceptable transport impact.

9.121 Para. 115 of the NPPF advises that development should only be prevented or refused on highways grounds if there would be an unacceptable impact on highway safety, or the residual cumulative impacts on the road network would be severe.

9.122 Existing Arrangements and Outline Applicaiton

9.123 The application site is located to the south of Dame Mary Archer Way, at the southern edge of the Cambridge Biomedical Campus. The site is approximately 500m from the centre of the CBC. Dame Mary Archer Way provides a connection into the existing infrastructure network, through the connection with the roundabout at the Addenbrooke's Road to the west and the connection to Robinson's Way to the northeast. As part of the Phase 2 development the ABCAM building and 1000 Discovery Drive have been erected. They are supported by a vehicular connection and shared pedestrian/ cycle surfacing which extends between the buildings (Discovery Drive). The vehicular route wraps

around the rear of the building to extend to the temporary car parks provided for each building, there is a pedestrian pathway adjacent to this road.

9.124 This application follows an outline application which assessed the transport impacts of the development proposed at outline stage (ref. 16/0176/OUT). The outline application was supported by an Environmental Assessment, Transport Assessment and Travel Plan. These documents considered the transport impacts of the proposed outline development including the trip generation and distribution, mode shares, pedestrian and cycle facilities, the environmental impact of traffic movements and the potential impact of construction traffic.

9.125 Importantly, the trip generation and distribution for the proposed floor space proposed was fully assessed by the Transport Assessment County Council team at the time of the outline application, using the mode share from the Addenbrooke's Travel Survey and was found to be acceptable and within capacity subject to mitigation to upgrade the Addenbrooke's Road/Francis Crick Avenue/Dame Mary Archer Way roundabout and improvements to Shelford Road/ Addenbrooke's Road junction.

9.126 These upgrades were secured through the S106 and conditions to ensure the site would be well connected into the sustainable transport network.

9.127 Within the S106 agreement the sixth schedule secured highways upgrades, including the provision of a bus shelter, financial contributions towards upgrading junctions, financial contributions towards surrounding connectivity improvements (NCN 11, Bell School Cycle Improvements etc) and secured a parking monitoring requirement. In addition, a sustainable transport investment fund was secured to ensure the mode shares could be achieved and to provide comfort that any potential bus network upgrades would come forward. To ensure sustainable transport trip distribution could be achieved, the application secured a number of improvement/ mitigation requirements including cycle/ pedestrian links to the Bell School site, the National Cycle Network Route 11 and Red Cross Lane.

9.128 The seventh schedule secured a Phase II Travel Plan to promote cycle, walking and public transport use. The requirements include the submission and monitoring across the phase and for each building. In addition, within this schedule a sustainable transport investment fund was secured to ensure the mode shares could be achieved and to provide comfort that any potential bus network upgrades.

9.129 Condition 31 required each reserved matters application to provide cycle and pedestrian facilities at the northern site boundary along Dame Mary Archer Way. Condition 32 secured upgrades to the Addenbrooke's Road / Francis Crick Avenue roundabout to the west of Dame Mary

Archer Way to provide crossing facilities and to provide signalised crossing facilities at the Dame Mary Archer Way/ Papworth Access junction (parts (a) & (b). It also required east and west connections to the NCN 11 (parts (c) and (d). This condition has been partially discharged and some of the work has been completed on site.

9.130 The full S106 agreement can be viewed on the file for the outline planning permission (16/0176/OUT). The below text expands of some of the key considerations within the outline report.

9.131 Proposed Access Arrangements

9.132 The primary access arrangement was indicatively agreed as part of the parameter plans approved with the outline application (ref. 16/0176/OUT). The primary access route comprises Discovery Drive which extends from Dame Mary Archer Way between the ABCAM building and 1000 Discovery Drive (Discovery Drive (west)) and to the rear to connect to the temporary car parks either side (Discovery Drive (south)). This application seeks to continue this arrangement and would connect to the existing Discovery Drive (south) spur in order to create a new access junction to Dame Mary Archer Way known as Discovery Drive (east).

9.133 An internal servicing road is proposed to allow the specific servicing requirements of the buildings to be met. It extends beyond the southern elevations of 2000 & 3000 Discovery Drive and provides servicing lay-by spaces for servicing vehicles to access the integrated plant rooms and stores and the gas tanks. This has been improved through the pre-application process in order to make the environment more user friendly for pedestrian and cyclists who would need to cross the road and improve the landscaping along the road. The submitted Transport Statement includes vehicular tracking to show that the required vehicles can access the serving lay-bys, and these are considered to function in a safe manner that would support efficient serving of the buildings. The service road provides an area for taxi drop-off and importantly provides 26 disabled car parking spaces (including 6 with EV charging points) in close proximity to the building. There was extensive discussion with the application about this servicing solution at pre-application and as part of the Design Quality Panel, however it has been demonstrated that this is a successful resolution to the servicing needs of the building and would not hinder pedestrian and cyclist connectivity across the site.

9.134 The Statement provides estimated trip generation for commercial buildings on the commercial land within Phase 2, existing and proposed. The modal share is shown to be in line with the outline application and therefore no further assessment on this matter is required. The junctions are shown to have capacity as in the outline consent and therefore this is considered acceptable.

9.135 Pedestrian, Cycle and Public Transport Connectivity

9.136 The application is supported by a Transport Statement and Interim Travel Plan. The Transport Statement outlines the proposed transport arrangements for the reserved matters parcel and aim to respond to the transport related conditions attached to the outline application. The Interim Travel Plan outlines how the proposal will encourage sustainable travel options and reduce reliance on car journeys in compliance with BREEAM guidance.

9.137 The Transport Statement provides details on the accessibility of the site, including for pedestrian, cyclists and public transport. It outlines that the services are well served by high-quality public transport options including bus stops on Dame Mary Archer Way and Robinson Way and Cambridge Station. It also acknowledges Cambridge South Station which is due to become operational by 2025.

9.138 Across the site the internal movement and connectivity has been carefully considered within the site and beyond. Pedestrian access connects from the existing pedestrian network on the campus, supported by the upgrades made through the outline application. The site has been organised internally to create a high-quality landscaped public realm with pedestrian permeability and wayfinding integrated between the buildings, retail spaces, amenity spaces and cycle parc through designated pedestrian only routes.

9.139 The cycle connectivity is proposed to be achieved through connection to existing cycle routes which would then join the site to connect to a network of cycle routes which form a mixture of designated cycle routes, shared cycle/ pedestrian routes and on-carriage way provision within a slow-street environment. The proposal site would contain a shared pedestrian/ cycle route parallel to Dame Mary Archer Way known as the Northern Promenade, which is a shared pedestrian/ cycle path, this continues on from the existing northern promenade at Abcam and 1000 Discovery Drive. The remainder of the site is served by shared pedestrian/ cycle routes north to south and on carriage way provision along Discovery Drive South.

9.140 **Conditions 8 and 31**

9.141 As part of the outline application, several conditions were included requiring detail to come forward as part of each reserved matters application. The relevant conditions are considered below.

Condition 8 (Provision of Transport Spurs)

9.142 The submitted information outlines that the extension of Discovery Drive (south) and implementation of Discovery Drive (east) will provide the opportunity for connection to CBC Phase 3 to the south of the cycle parc land. The information submitted also shows an alternative junction arrangement to include a four-arm signalised junction from Discovery

Drive (west). The information outlines that for cycle and pedestrian connections can be integrated into these junctions2 and provided across Discovery Drive (south) or through the indicative Phase 3 spur to Babraham Road to the south east.

9.143 The applicant has provided two junction options that could be achieved if development within Phase 3 comes forward, this demonstrates to Officers that long term permeability can be achieved.

9.144 The Transport Assessment Team initially raised an objection to the application and requested that a southern connection to NCN 11 should be included as a temporary junction as part of condition 8 to improve cycle connectivity to the proposed cycle parc.

9.145 The applicant responded to the southern connection request and outlined that the delivery of spurs is dependent on the Phase 3 masterplan and requires the use of third party land which create current challenges for delivery of such a route prior to Phase 3.

9.146 As part of the outline planning application connectivity to the NCN 11 was considered and Condition 32 was added to ensure that appropriate links to the NCN were achieved to ensure cycling permeability into the site. The western connection has already been implemented on site. The condition requires that eastern connection to come forward when the closest plot is erected, however following the concerns raised, the applicant has suggested that this could be brought forward with this plot to ensure that there is suitable access to the cycle parc.

9.147 Officers find this a reasonable solution as cyclists would then be able to access the site from the west, east and north to avoid any potential conflicts with the multi-storey car park.

9.148 The Transport Assessment Team have removed their objection following the proposed solution. It would provides continuity with the cycle routes at Abcam and 1000 Discovery Drive and the outline approval, and it is considered sufficient in order to ensure that unnecessary conflict with the multi-storey car park entrance would be reduced due to an alternative access point. A condition will be attached to secure this link coming forward prior to occupation **(Condition 30 Eastern Cycle Link).**

9.149 In addition, the applicant has submitted an additional document to outline how this permeability would fit into the wider pedestrian/ cycle routes across the Campus, it explains how the eastern link would unlock this part of the development in advance of the further permeability that would be created through the development of future phases on the campus. The wider context of this approach is useful for Officers and supports this solution to the concerns raised.

Condition 31 (On-Plot Cycle and Pedestrian Facilities)

9.150 The submitted information outlines the proposed arrangement for on plot cycle facilities across the site using a mixture of cycle network options. fitIt is outlines that the northern route will be provided on the shared use northern promenade that would connect on to the same feature in front of ABCAM and 1000 Discovery Drive. Users could cross DMAW using the built out signalised crossing and connect to this area.

9.151 The Transport Assessment Team have requested additional information on the junction layout and design. The applicant has submitted a junction design which would follow on form the existing junction at Discovery Drive (West) and Dame Mary Archer Way with an improvement to set the crossing point back 5m from the highway edge to support users crossing. The would retain the inclusion of a crossing point and coloured surface for the northern promenade shared cycle/ pedestrian route, and therefore is cohesive with the wider context and considered safe for pedestrians and cyclists. It is highlighted in LTN 1/20 that priority crossings can be considered, however this is usually for segregated cycle routes.

9.152 The Transport Assessment Team has reviewed the amended junction design, and outlines that the design is acceptable and consistent with the existing junction. The Transport Assessment Team request a condition for final design detail and this is considered reasonable to explore final detail and priority options **(Condition 29 Highway Junction Design).**

9.153 Construction impacts

9.154 The application has been subject to formal consultation with Cambridgeshire County Council's Local Highways Authority and transport Assessment Team, who raise no objection to the proposal.

9.155 The construction impacts of the development were considered and condition 17, 18 and 19 were added to secure a Demolition and Construction Environmental Management Plan, Construction Method Statement and Construction Environmental Management Plan. These was added to cover the impact of construction including traffic impacts, working hours and phasing amongst other matters. It is not considered that any further conditions, or considerations are required in regard to construction impacts.

9.156 The proposal accords with the objectives of policy 80 and 81 of the Local Plan and is compliant with NPPF advice.

9.157 **Cycle and Car Parking Provision**

9.158 Cycle Parking

9.159 The proposal includes provision of cycle parking for buildings 2000, 3000 and 4000 Discovery Drive staff and visitors. A total of 571 spaces are provided for staff and 19 for visitors, these are distributed across the site within the Cycle Parc (454), public realm (36), internal buildings (45) and MSCP (36) (ref. 24/01589/REM). The cycle parking provides mix of cycle parking types, including for non-standard cycles (cargo bikes, adapted cycles), electric bikes and foldable cycles. These spaces are supported by relevant facilities within each building including showers and lockers with specialised lockers to accommodate foldable bikes.

Condition 37 (Cycle Parking Spaces)

9.160 To comply with condition 37, the total number of spaces have been calculated using the latest Addenbrooke's Annual Travel Survey. The Transport Statement sets out the findings of the CBC Travel and Transport – Traffic Survey Report (2023) including the modal share across the campus. This data is used with the estimated occupancy of the building, calculated in line with the RM for 1000 Discovery Drive, to provide the required number of staff and visitor cycle parking spaces. This demonstrates that 570 staff spaces and 18 visitor cycle spaces would be provided, which the proposal would just exceed.

9.161 Appendix L sets out the parking standards for development, including for office and industry floor space. The buildings are to be a combination of office and research and development space, with ancillary retail uses, the building has been designed to be flexible around tenant and use split as set out in the Design and Access Statement, however typically this would comprise a 60/40 split between the uses. Using this division to apply the cycle parking requirements in appendix L, the proposal exceed below these requirements which would seek for 582 spaces to be provided which the proposal would exceed.

9.162 Car parking

9.163 The outline application included the provision of multi-storey car parks to serve the buildings across the Phase 2 site, the MSCP to serve the commercial land is currently the subject of an additional reserved matters application (ref. 24/01589/REM), the MSCP for the clinical land is yet to come forward. Several conditions were imposed on the outline planning consent to control car parking provision and EV charging.

Condition 14 (EV Charge Points)

9.164 The condition required 3% of car parking spaces to have electric vehicle charging points, with a minimum of 15% of spaces to have the infrastructure to allow for future provision. Across the site and within the MSCP, the proposal includes 3% active EV charging (18 spaces within the MSCP, 6 within the service road) and 17% passive EV charging (109 spaces within the MSCP), exceeding these requirements.

Condition 33 (Car Parking: On Plot Research and Development)

9.165 To comply with condition 33 which set out the car parking requirements, the parking would need to be provided at a ratio of 1 space for every 80 sqm unless lesser was agreed with the LPA. As part of the proposal, the car parking is provided within the MSCP at a ratio of 1 space per 100sqm, reducing the car level of parking allocated for the floorspace. The application seeks for 651 on-plot car parking to be provided to meet the car parking needs of all buildings within the commercial part of Phase 2, provided across the MSCP and the service road. This approach is supported, the proposal site is a sustainable location which good quality connections for different modes of sustainable transport methods. Within the Transport Statement is a benchmarking process has been carried out to show that this is one of the lowest levels of car parking per floorspace with comparable sites around the district.

Condition 36 (Car Parking Disabled Spaces)

9.166 This condition required disabled parking spaces to constitute at least 5% of the total provision. The application seeks to install a total of 35 disabled car parking spaces with 9 within the MSCP and 26 along the internal serving road providing a total of 5.4% as to exceed the requirements of the condition 36. Six of the disabled spaces along the internal serving road would be EV charging spaces.

9.167 Subject to conditions, the proposal is considered to accord with policy 82 of the Local Plan and the Greater Cambridge Sustainable Design and Construction SPD.

9.168 **Environmental Impact**

Airport Safeguarding

9.169 The site is located within the Cambridge Airport Air Safeguarding Zone for any structure greater than 15 metres. Cambridge Airport have reviewed the information submitted and do not raise any safeguarding concerns subject to a condition for a glint and glare assessment to understand the impact of solar panels of aircrafts. Officers find that the condition is reasonable to ensure that glint and glare form the panels would not adversely impact flight paths.

9.170 Officers find that the proposal would not adversely impact airport safeguarding subject to planning condition **(Condition 26 PV Panel Design).**

9.171 Subject to the recommended conditions the proposal would accord with Policy 37 of the Cambridge Local Plan (2018).

Contaminated Land

9.172 As part of the outline planning consent contamination was considered through a Geotechnical and Geo- Environmental Desk Study Report. It outlined that historic records for the any development on the site had been reviewed and the contamination risks were set out as well as investigation recommendations. The application was subject to conditions to reflect the further investigation and mitigation required (conditions 20, 21, 22, 23, 24, 25).

9.173 The site wide conditions are considered sufficient to deal with contamination on the site, no further information or consideration is required with this application.

9.174 The proposal would accord with Policy 33 of the Cambridge Local Plan (2018).

Environmental Health (air quality, lighting, noise etc)

9.175 The application is supported by the following documents:

- Noise Impact Assessment
- EIA Statement of Conformity
- Air Quality Assessment
- External Lighting Strategy

9.176 As part of the outline application an Environmental Statement was submitted which considered air quality impacts through construction and operational phases of development. This was considered and conditions were added to control potential impacts (Conditions 9 –15). The submitted information acknowledges these conditions and complies with their requirements, those specifically applied for are considered below.

Condition 10 (Energy Demand)

9.177 Condition 10 aimed to restrict the use of locally polluting combustion sources (such as diesel and biomass) to 350 W/m2 for each reserved matters. The application submitted outlines that the buildings will be entirely electric, the only polluting source would be the emergency generator which would only be used during test periods and in the event of power failure and this would not exceed the energy demand stipulated.

Artificial Lighting

9.178 In addition to the above, an artificial lighting condition was added to the outline consent, this is intended to deal with any artificial lighting on site to ensure it is acceptable in terms of visual amenity and light pollution.

Noise Pollution

9.179 In regard to noise, the outline application was subject to conditions 17 (Plant Noise Insulation) and 28 (Emergency and Back Up Generator) in

order to control noise. The application is supported by a Noise Impact Assessment which sets out the noise contributors that will form part of the reserved matters parcel, the Environmental Health Officer finds the detail acceptable, however recommends additional conditions in order to review the detailed deign and specifications would meet the required limits **(Conditions 21 Operational Noise Mitigation; 22 Noise Mitigation Completion Report).**

Environmental Construction Impacts

9.180 The environmental construction impacts of the development were considered as part of the outline consent and condition 29 and 30 were added to control noise and potential piling. It is considered that these conditions are sufficient to control impact to surrounding occupiers.

9.181 **Other Matters**

Archaeology

9.182 As part of the outline planning permission an Archaeological Assessment was submitted. It was outlines that the site is located in an area of archaeological interest and therefore a condition was recommended by the County Archaeological Team to require a written scheme of investigation. It is considered that this would be sufficient to safeguard the archaeological interest of the site. It is considered that no further assessment or conditions are required. The proposal would accord with Policy 61 of the Cambridge Local Plan (2018).

Bins/ Refuge

9.183 Policy 57 requires refuse and recycling to be successfully integrated into proposals. Both buildings have refuge stores integrated into the building, at the rear within the plant/ services area of the ground floor. 2000 Discovery Drive would provide two refuge stores, one at 28.86 sqm and one at 28.10 sqm. 3000 Discovery Drive would also provide two stores at 26.12 sqm and 26.1 sqm respectively.

Condition 48 (Waste)

9.184 The Shared Waste Service have been consulted on the application, they have provided comments to seek clarification on a number of issues to ensure that the proposed waste facilities would be suitable for serving by their vehicles.

9.185 The waste provision has been calculated using the BREEAM waste provision requirements, and access has been arranged in compliance with the RECAP Waste Management Design Guide. It has been highlighted within the submission that the waste collection lorry can utilise the vehicle layby on the central service road which is considered to be an acceptable arrangement.

9.186 The applicant has provided clarity on the points raised by the Shared Waste Service, and following this clarification the arrangement is considered to be acceptable. The submitted information outlines that bins will be collected through a private service, notwithstanding this, it is outlined that drag distances would not exceed 10 metres, only 3 collections would be required each week and that bins can be manoeuvred to the collection lorry which would park in the service road lay by. The arrangements will be secured by outline condition 48**.**

9.187 The proposal is compliant with Cambridge Local Plan (2018) policy 57.

9.188 **ANPR**

9.189 Trumpington Residents Association and one other third party have raised a concern about increased traffic on the surrounding road network due to the ANPR system which is currently not functioning as it should, they raise particular concern due to the access required to the site by ambulances and those accessing the hospital.

9.190 The traffic and transport matters were assessed as part of the outline planning consent and addressed through various planning conditions and S106 obligations. The proposal falls within the parameters of the outline consent in this regard and would not result in adverse impacts to the surrounding traffic network.

9.191 It is acknowledged that there have difficulties with operation of the ANPR, however this is not a planning matter that can be considered as part of the application. Notwithstanding this, the applicant has a letter from the management company which provide the background to the system and details of its operation.

9.192 **Planning Balance**

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

9.194 Summary of Benefits

9.195 The application offers significant economic benefits due to provision of new, high-quality office and laboratory space for research and development, which would create employment opportunities, attract expertise and allow Cambridge to continue growth as an international scientific centre.

9.196 The application would facilitate the expansion of the biomedical campus as an international centre of excellence for patient care, biomedical research and healthcare education (Policy 17).

9.197 The application is compliant with the requirements set out within the parameter plans of the outline planning permission and improves on several matters including a reduction in car parking provision and improving passive EV charging provision.

9.198 The proposal would create a successful landscaping scheme as to integrate the new buildings into the campus and surroundings and provide an attractive environment for users. The amenity offering has considered the wider provision across the campus and would enhance the offering for users.

9.199 The application has overcome the concerns about cycle connectivity with the new eastern link proposal, therefore providing sustainable transport connections that support the site and wider campus.

9.200 The application proposal is compliant with Local Plan (2018) policies and would align with the national drive for delivering economic growth within as part of sustainable development set out in the NPPF (2023).

9.201 Having taken into account the provisions of the development plan, NPPF and NPPG guidance, the views of statutory consultees and wider stakeholders, as well as all other material planning considerations, the proposed development is recommended for approval.

10.0 Recommendation

(i) **Approve** this reserved matters application subject to conditions and informatives as detailed in this report, with delegated authority to officers to carry through minor amendments to those conditions and informatives (and include others considered appropriate and necessary) prior to the issuing of the planning permission.

(ii) **Part discharge outline planning conditions on the outline consent reference 16/0176/OUT in relation to this reserved matters only:**

- 8 (transport spurs)
- 31 (on plot cycle and pedestrian facilities)
- 33 (car parking spaces)
- 37 (cycle parking spaces)
- 39 (ecological conservation management plan)
- 41 (surface water drainage)
- 48 (waste)
- 49 (landscape), parts (b), (c), (f), (h)

Conditions

Condition no.	Detail
1	Drawings
2	Phasing

3	Design and Materials
4	Sample Panel
5	Signage
6	Cycle Parking
7	Signage and Wayfinding
8	Gas Bottle Enclosures
9	Tree Pits
10	Landscape Maintenance and Management Plan
11	Hard and Soft Landscaping
12	Landscape Replacement
13	Green Roof (2000 & 3000)
14	Green Roof (Cycle Parc)
15	BREEAM Design Stage Certification
16	BREEAM Post Construction Certification
17	Greywater
18	Rainwater
19	Water Calculator
20	Commercial Water Monitoring
21	Operational Noise Mitigation / Insulation Scheme – Compliance
22	Operational Noise Mitigation / Insulation Scheme - Post Construction / Installation Verification and Completion Report
23	3000 Fitness Studio
24	Electric Vehicle Charge Point (EVCP) Scheme
25	Standby Emergency / Back-up Generator Operation (Noise & Air Quality Mitigation)
26	PV Panel Design
27	Bird and Bat Box
28	Highway Junction Design
29	Eastern Cycle Link

Approved Plans

1. The development hereby permitted shall be carried out in accordance with the approved plans as listed on this decision notice.

   Reason: In the interests of good planning, for the avoidance of doubt and to facilitate any future application to the Local Planning Authority under Section 73 of the Town and Country Planning Act 1990.

Phasing Plan

2. Prior to commencement of development, a phasing plan for the development hereby permitted shall be submitted to and approved in writing by the Local Planning Authority. The phasing plan shall define the phases of development and include the sequencing of these phases. The development shall be carried out in accordance with the approved details.

   Reason: To clarify how the site is to be phased to assist with the determination of conditions to ensure the scheme will not adversely impact the character of the area in accordance with Cambridge Local Plan (2018), policies 56 and 85).

Design and Materials

3. No development of any individual building shall take place above ground level (except for demolition) until details of all the materials for the external surfaces to be used in the construction of that building have been submitted to and approved in writing by the local planning authority. The details shall include joints and interfaces of all materials; external features such as the glazing, entrance doors, cladding systems, metal work, windows, roof cladding, soffits, external metal work, rainwater goods, and coping details. The details shall consist of a materials schedule and a design details document, including detailed elevations and sections (scaled 1:5, 1:10, 1:20) and/or samples as appropriate to the scale and nature of the development in question and shall demonstrate consistency with the approved elevations. The development shall be carried out in accordance with the approved details.

   Reason: To ensure that the external appearance of the development does not detract from the character and appearance of the area (Cambridge Local Plan 2018 policies 55, 56 and 57).

   Sample Panel

4. No brickwork of any individual building shall be laid above ground level until a sample panel at least 1.5 metres wide and 1.5 metres high has been constructed on site for that building detailing the choice of cladding, brick, bond, coursing, special brick patterning, mortar mix, design and pointing technique and the details submitted to the local planning authority in an accompanying report, and until the sample panel and report have been approved in writing by the local planning authority. The development shall be carried out in accordance with the approved details. The approved sample panel shall be retained on site for the duration of the works for comparative purposes.

   Reason: To ensure that the external appearance of the development does not detract from the character and appearance of the area (Cambridge Local Plan 2018 policies 55, 56 and 57).

   Shopfront Signage

5. No signage shall be installed until details at a minimum scale of 1:20, including elevations of shopfront signage for the proposed retail units have been submitted to and approved in writing by the Local Planning Authority. The development shall thereafter be carried out in accordance with the approved details.

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

   Cycle Parc

6. Prior to installation, full details of the Cycle Parc shall be submitted and approved in writing by the Local Planning Authority. The details shall include means of enclosure, materials and layout. The Cycle Parc shall be installed in accordance with the approved details and retained as such. The Cycle Parc shall be installed and brought into operation prior to the occupation of the buildings hereby approved and known as 2000 Discovery Drive and 3000 Discovery Drive.

   The associated green roof shall be provided and planted in full during the first appropriate growing season after construction in accordance with the approved details and shall be retained as such.

   Reason: To ensure appropriate provision for the secure storage of bicycles (Cambridge Local Plan 2018 policy 82).

   Wayfinding

7. Prior to installation, full details of all external signage elements such as finger posts, totems and general wayfinding within the landscape shall be submitted and approved in writing by the Local Planning Authority, to include a location plan at 1:200 elevations and signage details at minimum scale of 1:20 .The wayfinding signage shall be installed prior to first use in accordance with the approved details and retained as such.

   Reason: To support the landscaping strategy and wayfinding across the site (Cambridge Local Plan 2018 policies 55. 56, 57 and 59).

   Gas Bottle Enclosures

8. Prior to installation, full details of the external gas bottle stores and liquid nitrogen store enclosures shall be submitted and approved in writing by the Local Planning Authority. The details shall include means of enclosure, materials and layout. The enclosures shall be installed in accordance with the approved details and retained as such.

   Reason: To ensure that the gas stores are coordinated in appearance with the materials and landscape details approved across the site and that the external appearance of the development does not detract from the

character and appearance of the area (Cambridge Local Plan 2018 policies 55, 57.

Tree Pits

9. Prior to installation of underground services full details of all tree and planting pits, including those in planters, hard paving and soft landscaped areas shall be submitted to and approved in writing by the local planning authority and these works. shall be carried out as approved. All proposed underground services will be coordinated with the proposed tree planting and the tree planting shall take location priority.

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

Landscape Management and Maintenance

10. Prior to the first occupation of any phase of development (as defined by condition 2 of this permission) a landscape maintenance and management plan for that phase, including long term design objectives, management responsibilities and maintenance schedules, shall be submitted to and approved in writing by the Local Planning Authority. The landscape management plan shall be carried out as approved.

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

Hard and Soft Landscaping

11. Prior to the commencement of development above ground level, details of the hard and soft landscaping for that phase of development (as defined by condition of this permission) shall be submitted to and approved in writing by the Local Planning Authority, including:

    a) Full details of planting plans, schedules and written specifications, including cultivation proposals for maintenance and management associated with plant and grass establishment, details of the mix, size, distribution, density of all trees/hedges/shrubs to be planted.
    b) 1:200 plans (or at a scale otherwise agreed) with cross-sections of mounding, ponds, ditches, swales, access roads and principal pathways and proposed boundary treatment of the edges and perimeters of the site, including details of all gates, fences, walls where appropriate.
    c) Full details of any proposed alterations to existing watercourses/drainage channels.
    d) The location and specification of all street furniture and ancillary structures.
    e) Details of all hard surfacing materials (size, type and colour).

g) Details and specification of proposed earth modelling, mounding, re-grading and/or embankment areas or changes of level across the site to be carried out including soil quantities, topsoil storage to BS 3882 : 2007, haul routes, proposed levels and contours to be formed, sections through construction to show make-up, and timing of works.

All hard landscaping shall be completed prior to the first use of the phase, unless otherwise agreed in writing by the local planning authority. All planting, seeding or turfing comprised in the approved details of soft landscaping, shall be carried out in the first planting and seeding seasons following the occupation of the buildings or completion of the development, whichever is the sooner, unless an alternative landscaping phasing plan is submitted to and approved in writing by the Local Planning Authority.

Reason: To ensure the provision, establishment and maintenance of a reasonable standard of landscaping in accordance with the approved design (Cambridge Local Plan 2018; Policies 55, 57 and 59).

Landscape Replacement

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

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

Green Roof (2000 & 3000)

13. No development above ground level relating to the buildings known as 2000 Discovery Drive and 3000 Discovery Drive shall commence until details of that building's biodiverse green roof(s) shall be submitted to and approved in writing by the Local Planning Authority to . Details shall include the following:
    a) Confirmation of substrate depth, which shall be between 80-150mm unless otherwise agreed;
    b) The proposed plant /seed mix with wildflower planting indigenous to the local area and no more than a maximum of 25% sedum;
    c) A management / maintenance plan including means of access;
    d) Where solar panels are proposed, an array layout will be required incorporating a minimum of 0.75m between rows of panels for access and to ensure establishment of vegetation.

The biodiverse roof(s) shall not be used as an amenity or sitting out space of any kind whatsoever and shall only be used in the case of essential maintenance, repair or escape in case of emergency. All works shall be carried out and maintained thereafter in accordance with the approved details.

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

Green Roof (Cycle Parc)

14. No development above ground level of the cycle parc shall commence until details of that building's biodiverse green roof(s) shall be submitted to and approved in writing by the Local Planning Authority to . Details shall include the following:
a) Confirmation of substrate depth;
b) The proposed plant /seed mix with wildflower planting indigenous to the local area and no more than a maximum of 25% sedum;
c) A management / maintenance plan including means of access;

All works shall be carried out and maintained thereafter in accordance with the approved details.

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

BREEAM Design Stage Certification

15. Within 12 months of commencement of development on the buildings known as 2000 Discovery Drive and 3000 Discovery Drive, hereby approved, a Design Stage BREEAM assessment for that building will be submitted to the BRE. The following BRE issued Design Stage Certificate shall be submitted to, and approved in writing by, the Local Planning Authority within 1 month of issue.

This assessment will demonstrate that BREEAM 'excellent' as a minimum will be met, with 5 credits for Wat 01 (water consumption). Where the Design Stage certificate shows a shortfall in credits for BREEAM 'excellent', a statement shall also be submitted identifying how the shortfall will be addressed. If such a rating is replaced by a comparable national measure of sustainability for building design, the equivalent level of measure shall be applicable to the proposed development.

Reason: In the interests of reducing carbon dioxide emissions and promoting principles of sustainable construction and efficient use of buildings (Cambridge Local Plan 2018 Policy 28 and the Greater Cambridge Sustainable Design and Construction SPD 2020).

BREEAM Post Construction Certification

16. Within 12 months following first occupation of the buildings known as 2000 Discovery Drive and 3000 Discovery Drive, hereby approved, a Construction Stage BREEAM assessment for that building shall be submitted to the BRE. The following BRE issued Construction Certificate shall be submitted to, and approved in writing by, the Local Planning Authority within 1 month of issue.

    The certificate shall demonstrate that the approved BREEAM rating has been met. If such a rating is replaced by a comparable national measure of sustainability for building design, the equivalent level of measure shall be applicable to the proposed development.

    Reason: In the interests of reducing carbon dioxide emissions and promoting principles of sustainable construction and efficient use of buildings (Cambridge Local Plan 2018 Policy 28 and the Greater Cambridge Sustainable Design and Construction SPD 2020).

Greywater Condition

17. No development above ground level, for any individual building and the Cycle Parc (other than demolition and enabling/ utility diversion works) shall take place until a detailed scheme for the approved grey water harvesting and recycling strategy has been submitted to and approved in writing by the Local Planning Authority. The scheme shall include relevant drawings showing the location of the necessary infrastructure required to facilitate the water reuse. The development shall be carried out and thereafter maintained strictly in accordance with the approved details. Reason: To respond to the serious water stress facing the area and ensure that development makes efficient use of water and promotes the principles of sustainable construction (Cambridge Local Plan 2018 Policy 28 and the Greater Cambridge Sustainable Design and Construction SPD 2020).

Rainwater Condition

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

    Reason: To respond to the serious water stress facing the area and ensure that development makes efficient use of water and promotes the principles of sustainable construction (Cambridge Local Plan 2018 Policy

28 and the Greater Cambridge Sustainable Design and Construction SPD 2020).

Water Calculator

19. Prior to the occupation of the any individual building, or as soon as reasonably practicable after occupation, evidence in the form of the BREEAM Wat01 water efficiency calculator shall be submitted to and approved in writing by the Local Planning Authority. Such evidence shall demonstrate the achievement of no less than 5 Wat01 credits. The development shall be carried out and thereafter maintained strictly in accordance with the agreed details set out within the BREEAM Wat01 water efficiency calculator.

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

Commercial Water Monitoring

20. Prior to first occupation of any individual building and the Cycle Parc a comprehensive water metering and monitoring system shall be installed and commissioned within the building to quantify at least daily: the total volume of mains water used, the total volume of greywater reclaimed and the total volume of rainwater used. The metering and monitoring system shall be retained in use for the lifetime of the development. Metering and monitoring data shall be provided in accordance with and no later than 21 days of any request from the Local Planning Authority.

    Reason: To enable the building user(s) to monitor water usage, in order to better understand the effectiveness of water saving initiatives and water usage arising from development (Cambridge Local Plan 2018 Policy 28 and the Greater Cambridge Sustainable Design and Construction SPD 2020).

Operational Noise Mitigation/ Insulation Scheme

21. The development and operational plant / equipment hereby approved including all mechanical and electrical services and emergency stand-by generators shall be constructed, installed (where appropriate), operated and maintained / retained thereafter in accordance with the building envelope / element sound reduction and insulation performances, operational plant cumulative noise emission limits and sound mitigation / insulation measure principles as detailed in the submitted Hoare Lea report titled ‘2000 Discovery Drive and 3000 Discovery Drive. Cambridge Biomedical Campus. Prologis. ACOUSTICS: NOISE IMPACT ASSESSMENT, REVISION 00 – 01 MARCH 2024 (Project number:

10/14636 Document reference: 1014636-HLE-RP-AC-Noise Impact Assessment-Rev01).

Reason: To protect the amenity / quality of life of neighbouring properties from noise in accordance with the requirements of the National Planning Policy Framework (NPPF, Dec 2023) paragraphs 135 f), 180 e) and 191 and policy 35 - Protection of human health and quality of life from noise and vibration of the Cambridge Local Plan 2018.

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

22. Within six months of first operation of any operational plant/equipment or occupation, an operational noise mitigation / insulation scheme post construction/installation verification and completion report for the development as approved, demonstrating compliance with the building envelope / element sound reduction and insulation performances, operational plant noise emission limits and sound mitigation / insulation measure principles as detailed in the submitted Hoare Lea report titled '2000 Discovery Drive and 3000 Discovery Drive. Cambridge Biomedical Campus. Prologis. ACOUSTICS: NOISE IMPACT ASSESSMENT, REVISION 00 – 01 MARCH 2024 (Project number: 10/14636 Document reference: 1014636-HLE-RP-AC-Noise Impact Assessment-Rev01), shall be submitted to and approved in writing by the Local Planning Authority.

    Compliance shall be demonstrated by a combination of noise performance specification and certification, noise monitoring / measurement, cumulative prediction and modelling at all heights around the application site red boundary.

    Reason: To protect the amenity / quality of life of neighbouring properties from noise in accordance with the requirements of the National Planning Policy Framework (NPPF, Dec 2023) paragraphs 135 f), 180 e) and 191 and policy 35 - Protection of human health and quality of life from noise and vibration of the Cambridge Local Plan 2018.

3000 Discovery Drive Building – Fitness Sudio

23. When the Fitness Sudio on the ground floor of the 3000 Discovery Drive Building is in use, all external openings (door and windows) shall be kept closed at all times.

    Reason for all of the above: To protect the amenity / quality of life of neighbouring properties from noise in accordance with the requirements of the National Planning Policy Framework (NPPF, Dec 2023) paragraphs 135 f), 180 e) and 191 and policy 35 - Protection of human health and quality of life from noise and vibration of the Cambridge Local Plan 2018.

Electric Vehicle Charge Point (EVCP) Scheme

24. Prior to the installation of any electrical services, an Electric Vehicle Charge Point (EVCP) scheme, demonstrating the provision of allocated car parking spaces with dedicated electric vehicle charging, shall be submitted to, and approved in writing by the Local Planning Authority. The scheme shall include:

    1. Six fast (minimum power rating output of 22kW) and/or rapid active electric vehicle charge points
    2. The electric vehicle charge points shall be designed and installed in accordance with BS EN 61851 - Electric vehicle conductive charging system or as superseded

    The EVCP scheme as approved shall be fully installed prior to the first occupation and maintained and retained thereafter.

    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 the National Planning Policy Framework (NPPF, December 2023) paragraphs 109, 110, 114 and 192 and, Policy 36 - Air Quality, Odour and Dust of the Cambridge Local Plan (2018) and Cambridge City Council's adopted Air Quality Action Plan (2018).

    Standby Emergency / Back-up Generator Operation (Noise & Air Quality Mitigation)

25. The emergency back-up / standby generator as approved 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 to supply life safety equipment 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 at no time on Sundays 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) 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 50 hours in any year, 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 local air quality impacts in accordance with policy 36: Air quality, odour and dust of the Cambridge Local Plan, 2018.

PV Panel Design

26. Prior to installation, the details of any rooftop photovoltaic (PV) panel array shall be submitted and approved in writing by the Local Planning Authority, and installed in accordance with the approved details. The submitted details shall include the manufacturer's specifications, spacing and layout, and will be supported by a Glint and Glare Assessment unless it can be demonstrated that this is not required.

    Reason: To ensure an appropriate arrangement for the solar panels and ensure that glint and glare would not adversely impact aircraft operations, in accordance with Policy 37 of the Cambridge Local Plan (2018).

Bird and Bat Box

27. No development above ground level shall take place until details of the bird and bat boxes to be installed have been submitted to and approved in writing by the local planning authority. The scheme shall include details of how the provision would accord with the Greater Cambridge Biodiversity SPD (2022), unless justified otherwise. The approved scheme shall be fully implemented prior to first occupation or in accordance with a timescale agreed in writing by the local planning authority.

    Reason: To conserve and enhance ecological interests in accordance with Cambridge Local Plan policies 57, 59 and 70 and the Greater Cambridge Planning Biodiversity Supplementary Planning Document (2022).

Highway Junction Design

28. Prior to installation, full details (to include layout details and specification drawings) of the junction between Dame Mary Archer Way and Discovery Drive East, shall be submitted to the Local Planning Authority in writing. The junction shall be installed in accordance with the approved details.

Reason: To ensure that the junction would not adversely impact highway safety for all users, in accordance with Cambridge Local Plan (2018) policy 80.

Eastern Cycle link

29. Prior to occupation of any buildings, hereby approved, full details of the proposed eastern cycle link shown in Proposed Interim Eastern Link Plan, dwg no. CBC02-SBR-SW-XX-DR-A-00228 REV 3, will be submitted and approved in writing with the Local Planning Authority. The eastern link shall be implemented prior to occupation of any buildings in accordance with the approved details.

    Reason: To ensure that cycle connectivity is established on the site prior to occupation and to support sustainable transport across the development, in accordance with Cambridge Local Plan (2018) 56 and 80.

Informative(s)

Crane Operation

1. Due to the site being within 6km of Cambridge Airport the crane operator is required to submit all crane details such as maximum height, operating radius, name and phone number of site manager along with installation and dismantling dates to the CAA Airspace Coordination and Obstacle Management Service (ACOMS) system.

Outline Approval Ref. 16/0176/OUT: Relevant Conditions

2. Reminder that the following approval ref. 16/0176/OUT outline planning conditions remain relevant and will need to be discharged in due course: 16, 17, 18, 20, 21, 24, 25, 26, 27, 28, 29 and 30.

Artificial Lighting - Outline Condition 16

3. With regard to outline planning condition 16. 'Lighting – Individual Development Plots' and specific reference to compliance with the 'Institute of Lighting Professionals (ILP)- Guidance Notes for the Reduction of Obtrusive Light - GN01:2011 for Environmental Zone E2', it should be noted that this guidance note has been superseded by ILP 'Guidance Notes for the Reduction of Obtrusive Light, 2021 - GN01/21.' Any future condition 16 discharge submissions should have regard to this updated guidance note.

Fume / Microbiological Cabinet Systems

4. Ventilation / extraction systems associated with any fume and microbiological cupboards / cabinets shall be installed (including consideration of flue / exhaust termination discharge heights that are

required for adequate dispersion), operated and maintained thereafter in accordance with relevant national and industry standards, codes of practice and best technical guidance, such as:
- Building Regulations
- BS EN 14175: 'Fume Cupboards' - Parts 1 to 7
- BS 7989:2001: Specification for recirculatory filtration fume cupboards
- BS 5726 - various: Microbiological safety cabinets.

Greater Cambridge Sustainable Design and Construction SPD

5. Any artificial lighting, contaminated land, noise / sound, air quality and odours / fumes related conditions including the consideration of mitigation / remediation shall have regard to the scope, methodologies, submission requirements and local planning policies of relevant sections of the Greater Cambridge Sustainable Design and Construction SPD, (Adopted January 2020) https://www.cambridge.gov.uk/greater-cambridge-sustainable-design-and-construction-spd and in particular 'section 3.6 - Pollution 'and the following associated appendices:
6: Requirements for Specific Lighting Schemes
7: The Development of Potentially Contaminated Sites in Cambridge and South Cambridgeshire: A Developers Guide
8: Further technical guidance related to noise pollution

Pollution Control

6. 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.

Construction Surface Water Maintenance

7. Prior to final handover of the development, the developer must ensure that appropriate remediation of all surface water drainage infrastructure has taken place, particularly where the permanent drainage infrastructure has been installed early in the construction phase. This may include but is not limited to jetting of all pipes, silt removal and reinstating bed levels. Developers should also ensure that watercourses have been appropriately maintained and remediated, with any obstructions to flows (such as debris, litter and fallen trees) removed, ensuring the condition of the watercourse is better than
initially found. This is irrespective of the proposed method of surface water disposal, particularly if an ordinary watercourse is riparian owned.

Assets Affected

8. Anglian Water has assets close to or crossing this site or there are assets subject to an adoption agreement. Therefore the site layout should take

this into account and accommodate those assets within either prospectively adoptable highways or public open space. If this is not practicable then landthe sewers will need to be diverted at the developers cost under Section 185 of the Water Industry Act 1991. or, in the case of apparatus under an adoption agreement, liaise with the owners of the apparatus. It should be noted that the diversion works should normally be completed before development can commence.

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Appendix 1: Design Quality Panel Response

Cambridgeshire Quality Panel

2000-3000 Discovery Drive and Multi-Storey Car Park, Cambridge Biomedical Campus Phase 2
Thursday 5th October 2023
Abcam, Biomedical Campus, Discovery Drive, Trumpington, Cambridge CB2 0AX

Panel: Robin Nicholson (chair), Oliver Smith, Amy Burbidge, Luke Engleback, and Kirk Archibald.

Local Authority: Julia Briggs (GCSP), Joanne Preston (GCSP), Helen Sayers (GCSP), Tam Parry (CCC)

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.

Development overview

The development of the next buildings on phase 2 of the Cambridge Biomedical Campus have come forward comprising of two new research and development (R&D) buildings, including laboratory and office spaces, and also construction of a multi-storey car park (MSCP) to service the commercial buildings along the south of Dame Mary Archer Way. The R&D buildings will be 6 stories high, plus plant, and are known as 2000 and 3000 Discovery Drive. The MSCP will provide approximately

700 car park spaces. The proposals come forward as two reserved matters planning applications, one for each of the R&D buildings, and the other for the MSCP.

Presenting team

The scheme is promoted by Prologis and supported by BuroFour, Scott Brownrigg, Growth Industry and Bidwells. The presenting team was: -
Andrew Blevins (Prologis), Derek Lloyd (Prologis), Emily Bliss (Prologis), Matthew Keegans-Wood (BuroFour), Amy Weatherhead (BuroFour), Jason Lebidineuse (Scott Brownrigg), Felicity Hayward (Scott Brownrigg), Garreth Miller (Scott Brownrigg), Jon Akers-Coyle (Growth Industry), Guy Kaddish (Bidwells), Jennie Hainsworth (Bidwells).

Local authority's request

The local planning authority asked the Panel to focus on the landscaping of the southern boundary, the central service road layout, the impact of cycle parking on the landscape, landscape quality, the number of car parking spaces, and how the site is connecting to the campus.

Cambridgeshire Quality Panel Summary

The Panel welcomed the proposals and noted the continuity from Discovery Drive 1000 and the Abcam Building and it appeared that some lessons had been learnt. The landscape design is generally well planned and sophisticated, but the design of the buildings needs to be worked up and the cycle store reviewed.
A further review would seem appropriate to discuss the 2000 & 3000 buildings in greater detail.
Although not within the applicant's remit, the Panel is very disappointed that after many years of requesting a masterplan for the whole Cambridge Biomedical Campus this has not yet been provided. This is fundamental to understanding the context and views of developments to the north, and Phases 3 and 4 to the south, with the new road coming up from the south-east of this site. These views are expanded upon below, and include comments made in closed session.

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

The proposals seem very inviting for staff and visitors alike. However, the entrances need to work together and links are needed across Dame Mary Archer Way to facilitate access to the wider site; this network should be mapped despite this being outside the red line boundary. The eastern North – South route appears to work well, but how will people connect from the wider Campus?

The Panel welcomed the provision of gathering places across the site and wondered if there could be other places around the entrance of the MSCP and the cycle parking, for example.

The arrival space at the MSCP needs to be more clearly defined. The Panel liked the idea of navigating the landscape from the car park, or the use of a more direct route if preferred, but more thinking needs to be applied to wayfinding generally. The landscape is trying hard to achieve this, but buildings should do more by making them more distinctive with clear arrival spaces.

As the site forms part of a health and wellbeing campus, the Panel wondered if there could be more active use of the MSCP. For example, how could it be used in the future for some other activity? Are there opportunities for opening the roof level up for events, or simply just for access and viewpoints?

The Panel was not clear if the MSCP roof could be seen from Addenbrookes' Road Bridge; if that is a possibility then the roof should be more attractive than it currently is.

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

During the site visit, the Panel saw some contradictory cycling restriction signs that block through routes; these may have unintended consequences and create conflict between cyclists, pedestrians, and vehicles. The scheme design needs to avoid these conflicts by thinking how people move within the site.

There needs to be an overarching walking and cycling strategy, including circuits and loops for lunchtime walks, as well as connections to the wider campus. Think about what happens when people walk and cycle and counterflow patterns and volumes.

The cycle parking entrance should be wider to avoid conflict at peak times and allow for access from the east. Make sure calculations include how the space would function at these times as well as how the volumes wilk change across the day.
The cycle parking would benefit from lessons learnt from other cycle parks, such as Cambridge Station Cycle Park, especially regarding surveillance. Consider more spaces for cargo bikes for people having dropped their children at school. The central service road should be thought about again. There is a concern that the central East-West service road layout is trying to do too much; it may be a technically correct solution but has too many conflicts and is very hard. How would this space be in reality, would it be a pleasant space in the centre of the site? It is important to consider how this place would look like by providing visualisations of the space.
Could the North-South route up the east side be made wider to allow for loading from the east? The belief that this road is not available for servicing should be challenged.
The Panel questioned if there is any scope within this planning application to enhance the roundabout opposite the MSCP, which doesn't work for walking and cycling.

Climate – "Places that anticipate climate change in ways that enhance the desirability of development and minimise environmental impact"
The installation of Photovoltaic Panels (PVs) on the MSCP vertical façade was suggested, which could bring character as well as generate power. However, consideration would need to be given to the additional weight the PVs would create.
The Panel liked the disguised modular design of the MSCP, and asked what the embodied carbon calculations are for this? By making the building adaptable alternative uses become possible if a car park storey becomes redundant in the future; perhaps it could house an energy storage space for this "mini campus" (and distribute it through a private wire).
E-Bike charging points are welcomed but the Panel suggested to go further with electric car park charging points and have one in every single car park space or at least future proof the design so they can be added in the future.
Think about all choices of materials and whether these are reusable, recoverable, and recyclable, and the value/re-use these could have in the future.

It was pleasing to see the thought given to glazing ratios and façade orientation but the elevations need developing. The embodied carbon of the cycle park should be considered and tested to see if this outweighs the benefit of the store for 500 bikes; might they not be better in the buildings where people work and can shower. If the cycle park is going to be used as intended, it must be well lit and ventilated.
The impressive ESG (Environmental, Social, and Governance) aspirations and metrics should be clearly explained and a hierarchy of importance identified.

Character – "Places with distinctive neighbourhoods and where people create 'pride of place'

There needs to be a clear strategy for how the development identifies and presents itself. Is this a campus within a campus? Further work on the central service road layout is needed to support the applicant's identity and vision for the place. What is the brief for this space beyond just a technical solution? How does it work with the new buildings?
As there is a premium for green buildings, think about planting on elevations that can provide shade when needed.
The cladding of the MSCP seems rather crude compared to the other buildings, so explore how it could be calmer and softer working with textures.
The landscape is key to integrating the campus with a lot of thinking having gone into what is a complicated place. The site is between Addenbrooke's and the Gog Magog and the landscape needs to provide a transition between the two.
The MSCP would benefit from the provision of a living roof underneath the PVs to enhance biodiversity. Greening the roof also helps PVs to perform better during hot weather.
Greening the base of the MSCP would help. An example of a living wall can be found at Migros Shopping Centre in Basel, Switzerland, which could work well here with PVs. The green shed over the cycle parking could be parched in the summer. Refer to the irrigation system used for Reisenfelt primary school in Freiburg, Germany, which may offer a better solution for irrigation.
Creating seating spaces and areas for people to be closer to nature and water is important. the book Blue Mind was commended, regarding the benefit of water for health and wellbeing. There is an opportunity for a water feature in the swale, by using raised pools near seating areas. For example, the delightful use of pods in

swales that can be observed at Newcastle University Science Campus. There could be some trees planted in the swale.
The strip on the southern edge of Discovery Drive would benefit from more thought on how to activate biodiversity. Consider the use of some larger trees and species with a bigger spread to provide shade on hot summer days. Design the edges of the mounded borders to stop them being washed out onto the pathway.
As one of the biggest issues is how to secure and maintain biodiversity in the soil to sustain plants and trees and allow them to thrive. The Panel recommended the use of a soil mix that includes biochar and/or crushed rock such as dolerite that will mineralise CO2 from the atmosphere. The micropores in the biochar will hold water for longer and they encourage microbial and fungal growth within the soil.
It was recommended making spaces in the “shrubby woodland” so people can enjoy being in this landscape.
Are there any opportunities for an edible landscape to include fruit trees and herbs?
From the landscape perspective, there was a concern that the hard space along the central service road is too wide and will get hot, so it was suggested that more and larger trees be provided to make for a more pleasant space whilst the trees will also help to shade the buildings.
If showers are to be provided within the cycle parking facilities, will the grey water be used to irrigate the shrubbery?

Specific recommendations

• Support people’s natural way of moving with clearly defined entrances.
• Make buildings more distinctive with clear entrances to help with wayfinding.
• Explore ways to get a more active use of the green space.
• Potential of the MSCP roof to be used for other uses such as a green roof, holding functions, or a viewpoint.
• Consider a living roof underneath the PVs. Green the base.
• The central space between 3000 & 4000 needs to be a place, usable and pleasant for everyone to delight in.
• Avoid sign restrictions for bikes to prevent conflicts between cyclists, vehicles, and pedestrians through good design.
• There needs to be a walking and cycling overall strategy with a movement hierarchy.

• The entrance of the cycle park should be wider and consideration should be given to how people access from the east.
• The North – South route to the east could be wider to allow for flexibility of servicing. • Consider the use of PVs on the MSCP façade.
• Design for deconstruction and reuse to help with embodied carbon.
• Consider the MSCP as a future potential centre for energy storage.
• Go further with electric car charging points in the MSCP and provide each space at least with the ability to install one in the future.
• Create a narrative about the elevations.
• Is this a campus? If so, the quality of the landscape is crucial. Where is the centre of the campus?
• Think about greening the elevations.
• Evaluate the embodied carbon consequences of building the cycle park. Is that where people would go and would like to park their bikes? Be aware of surveillance if it is built.
• Opportunity for pods in swales, University of Newcastle. • Are the trees the best species?
• Consider the use biochar and dolerite to neutralise unavoidable CO2 emissions. • Make space at the “shrubby woodland” for people to enjoy being in it.
• Thinks about the provision of an edible landscape.

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24/01589/REM – Cambridge Biomedical Campus, Dame Mary Archer Way, Cambridge, Cambridgeshire, CB2 0AJ

Application Details

Report to: Joint Development Control Committee

Lead Officer: Joint Director of Planning and Economic Development

Ward/parish: Queen Edith's

Proposal: Reserved matters application pursuant to 16/0176/OUT for all matters (access, appearance, landscaping, layout and scale) relating to the development of a multi-storey car park and a temporary surface car park as part of the phased development and the discharge of conditions 8 (transport spurs), 10 (energy demand), 14 (EV Charging), 31 (on plot cycle and pedestrian facilities), 33 (car parking spaces), 36 (disabled car parking spaces), 37 (cycle parking spaces), 39 (ecological conservation management plan), 41 (drainage), 43 (sustainability), 48 (waste), 49 (landscape) of planning permission 16/0176/OUT.

Applicant: Cambridge Medipark Limited

Presenting Officer: Charlotte Peet

Reason presented to committee: This application is within the JDCC administrative area and comprises non-residential development on a site having an area of 1 hectare or more.

Member site visit date: N/A

Key issues: 1. Principle of Development
2.Character/ Visual Amenity
3. Landscape
4. Transport, Highway Safety and Parking
5. Sustainability
6. Biodiversity
7. Water and Flood Risk

8. Other Matters

Recommendation:

(i) **Approve** this reserved matters application subject to conditions and informatives as detailed in this report, with delegated authority to officers to carry through minor amendments to those conditions and informatives (and include others considered appropriate and necessary) prior to the issuing of the planning permission.

(ii) **Part discharge outline planning conditions on the outline consent reference 16/0176/OUT in relation to this reserved matters only:**

- 8 (transport spurs)
- 31 (on plot cycle and pedestrian facilities)
- 33 (car parking spaces)
- 37 (cycle parking spaces)
- 39 (ecological conservation management plan)
- 41 (surface water drainage)
- 48 (waste)
- 49 (landscape), parts (b), (c), (f), (h)

Report Contents:

Section	**Heading**
1	Executive Summary
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1.0 Executive Summary

1.1 The application seeks approval of the reserved matters for the multi storey car park and temporary car park to serve the commercial buildings within the Phase 2 expansion of the biomedical campus, including access, appearance, landscaping, layout and scale and the discharge of conditions 8 (transport spurs), 10 (energy demand), 14 (EV Charging), 31 (on plot cycle and pedestrian facilities), 33 (car parking spaces), 36 (disabled car parking spaces), 37 (cycle parking spaces), 39 (ecological conservation management plan), 41 (drainage), 43 (sustainability), 48 (waste), 49 (landscape) of planning permission 16/0176/OUT.

1.2 The application has been submitted alongside a separate reserved matters application for two mixed use laboratory and office buildings and cycle parc (ref. 24/01529/REM), the report for which can be found elsewhere on this Agenda.

1.3 The scheme is consistent with the outline permission 16/0176/OUT and is in accordance with the 5 Parameter Plans approved under the outline planning permission.

1.4 The proposal comprises a multi-storey car park (MSCP) to serve the commercial land forming part of the phase 2 expansion of the biomedical campus. It has been carefully designed to follow the quality of the existing car parks across the campus and ensure that the parking requirements of the outline planning permission have been met. The proposal offers an improved area of landscaping which adds an additional 650sqm of landscaped area above the requirements of the landscape and open space parameter plan. The proposal includes a temporary car parking area within the clinical land to the east of the site in order to support the build out and phasing of the development; it would be removed from the site within six months of the completion of the MSCP.

1.5 Officers recommend that the Joint Development Control Committee approves the application subject to the conditions and informatives as detailed in this report, with delegated authority to officers to carry through minor amendments to those conditions and informatives as appropriate.

2.0 Site Description and Context

2.1 The application site is within Phase 2 of the Cambridge Biomedical Campus (CBC) on land south of Dame Mary Archer Way. The site comprises two parcels of land, one to the southwest of the Phase 2 land for the multi storey car park, and one to the northeast of the parcel to allow for the temporary car parking provision. The former currently consists of the temporary car park which serves the Abcam building, the latter comprises a vacant field and the construction compound for adjacent site 1000 Discovery Drive, and part of the former hospital helipad site (which has been relocated north of Dame Mary Archer Way). A national high pressure gas pipeline runs diagonally through the site. This pipeline has approval for relocation by Cadent gas and works to relocate the pipeline east of the site are due to commence in June 2024 and be completed by November 2024.

2.2 The MSCP site is located to the west of the Abcam building and 1000 Discovery Drive, it would connect to Discovery Drive to the south. Beyond this is a drainage ditch and the National Cycleway NCN11. The Cambridge City and South Cambridgeshire District administrative boundary is immediately to the south of the NCN11, and the land to the south is currently arable field which is allocated in the South Cambridgeshire Local Plan 2018 for development as Phase 3 CBC.

2.3 The site is within the Waste Consultation Area, and a Mineral and Waste Area of Search. It is within the Cambridge Airport Safeguarding Zone for consultation on any structure greater than 15 metres above ground level. The site includes areas within Flood Zones 1 and 3, there are no areas at risk of surface water flooding. It does not fall within a Conservation Area and there are no listed buildings on sited on or adjacent to the site. There are no Tree Preservation Orders on the site.

2.4 Outline planning permission was granted for the development of Phase 2 in September 2017, for research & development and clinical purposes (reference 16/0176/OUT). The site is divided into plots. An application for full planning permission was submitted at the same time as the outline application. This related to the first Plot on Phase 2 and was for the Abcam building, which has now been built. The first reserved matters plot was approved in January 2021 for building 1000 Discovery Drive, to the east of Abcam. This application site is proposed for the next two buildings, known as 2000 and 3000 Discovery Drive.

2.5 The outline planning permission is subject to a S106 Agreement which secures delivery of the following infrastructure items/payments:

- a Public Art Delivery Plan;
- an agreed Air Quality Delivery Plan;
- provision of a bus shelter and contributions towards a bus information system;
- various highway improvements;
- work towards walking and cycling provisions and park and ride;
- a parking monitoring/management scheme;
- provision of a Phase II Travel Plan.

3.0 The Proposal

3.1 The planning applications seeks planning approval for the reserved matters application pursuant to 16/0176/OUT for all matters (access, appearance, landscaping, layout and scale) relating to the development of a multi-storey car park and a temporary surface car park as part of the phased development.

3.2 The application seeks to erect a multi storey car park to serve the buildings within the commercial land which forms part of Phase 2 of the Cambridge Biomedical Campus. The building comprises seven storeys for the provision of 625 car parking spaces (including 18 active EV and 109 passive electric vehicle parking spaces), 36 electric cycle spaces and 9 disabled car parking spaces (further provision is provided elsewhere on site). The multi-storey car park appears to follow the initial vision of the outline application and is considered to provide a high-quality, landscape led proposal.

3.3 To support the development of the MSCP, a temporary car park within the clinical land of Phase 2 is proposed to replace the existing temporary car parks for Abcam and 1000 Discovery Drive. The MSCP would be erected on the land on which the existing temporary car park for Abcam is located, as such the temporary car park is required to ensure access to Abcam and 1000 Discovery Drive is not disrupted. The temporary car park would remain in place until the MSCP is completed and would provide 290 spaces (including 10 EV spaces, 9 motorcycle spaces and 9 disabled spaces).

3.4 **Discharge of Planning Conditions**

3.5 The application also includes details for approval required by conditions on the outline consent 16/0176/OUT, seeking to part discharge the following conditions in relation to this reserved matters parcel: 8 (transport spurs), 10 (energy demand), 14 (EV Charging), 31 (on plot cycle and pedestrian facilities), 33 (car parking spaces), 36 (disabled car parking spaces), 37 (cycle parking spaces), 39 (ecological conservation

management plan), 41 (drainage), 43 (sustainability), 48 (waste), 49 (landscape) of planning permission 16/0176/OUT.

3.6 Assessment of the details submitted for approval in relation to these conditions is provided in the relevant sections of this report

3.7 **Application Documents**

3.8 The application is accompanied by the following supporting reports and key plans which have been amended as indicated:

- Plans
- Design and Access Statement
- Planning Statement
- Transport Statement
- Nosie Impact Assessment
- EIA Statement of Conformity
- BNG Assessment
- Statutory Biodiversity Metric
- Air Quality Assessment
- Landscape Report
- Planting Strategy
- Tree Strategy
- Sustainability Strategy
- Energy Strategy
- Phasing and Logistics Report
- Interim Travel Plan
- GeoEnvironmental Interoperative Report
- External Lighting Strategy
- BREEAM Pre-Assessment Report
- Energy Strategy
- Drainage Strategy Surface Eater
- Drainage Strategy Foul Water
- Wild Microclimate Assessment
- Ecological Conservation Management Plan Statement

3.9 Further information has been submitted to address representations and consultation responses and further consultations have been carried out on these matters. The additional information responds to the comments raised by the Transport Assessment Team, Trumpington Resident Association, Great Shelford Parish Council, Police Architectural Liaison Officer, Landscape Officer, Urban Design Officer, Ecology, LLFA, Anglian Water, Cambridge City Airport, Cam Cycle, Environmental

Health and third parties. Each response will be fully expanded on within the relevant section of the report.

3.10 During the course of the application, a pack of further information was submitted as outlined above. This contained the following:

3.10.1 Details of vehicular and pedestrian access
3.10.2 Details of roundabout improvements
3.10.3 Additional information of surfacing of temporary car park
3.10.4 Transport response
3.10.5 Surface water drainage response
3.10.6 Phasing and logistics report
3.10.7 Ecology response
3.10.8 Crime prevention response
3.10.9 Biodiversity metric and calculations
3.10.10 Letter response on consultations
3.10.11 Waste Response
3.10.12 Updated MEP

4.0 Relevant Site History

16/0176/OUT - Development of up to 75,000 sqm floorspace (excluding plant areas) of Research and Development (B1b) and Clinical (C2 and/or D1), sui generis and higher education uses, including related support activities within use class B1; ancillary uses in addition (A1, A3, A4, A5, D1 and/or D2); up to two multi storey car parks; open space and landscaping and all other associated supporting infrastructure. Permission granted 5th September 2017.

16/0176/NMA1 - Non material amendment on application 16/0176/OUT to amend detailed text on Parameter Plan 5 (PP5) relating to landscape. Permission granted 5th April 2024

16/0165/FUL – Erection of a building for Biotech and Biomedical research and development and production together with associated supporting Headquarters and Logistics function along with associated infrastructure to include; access, services, drainage, electric and gas infrastructure, external ancillary structures, car and cycle parking and hard and soft landscaping. Permission granted 22nd November 2016.

16/0165/NMA3 - Non material amendment on application 16/0165/FUL for Atrium low level glass louvres changed five to four louvre blades for both the north and south elevations to meet thermal performance and free area requirements. Door heights reduced to achieve security requirements and Fenestration modules revised to Block C west elevations (stair cores) to accommodate dry riser inlet boxes. Permission Grated14th May 2018.

20/03950/REM - Reserved Matters application for the erection of a five-storey mixed use laboratory and office building and associated plant, internal roads, car parking, cycle parking, landscaping and public open space. The Reserved Matters include access, appearance, landscaping, layout and scale. Permission granted 27th January 2021.

5.0 Policy

5.1 National

Draft National Planning Policy Framework (Consultation Document) July 2024

On 30 July 2024 The government launched a consultation on revisions to the NPPF which seek to achieve sustainable growth in the planning system. The proposed changes underline the Government's commitment to a plan-led system that supports sustainable and high-quality development, boosts housing supply, increases affordability, makes effective use of land and supports a modern economy.

At the same time, the government is also seeking views on a series of wider planning reforms and policy proposals in relation to increasing planning fees, local plan intervention criteria and appropriate thresholds for certain Nationally Significant Infrastructure Projects (NSIPs).

In an accompanying statement, the Government sets out how the proposed changes to the NPPF aim to help investment and construction of key modernised industries to support economic growth. Views are also sought on whether these priorities should be reflected in the NSIP regime.

Chapter 6 (Building a strong, competitive economy) sets out these intentions through the support of economic investment, identifying 5 key sectors of particular importance (laboratory's, gigafactories, data centres, digital infrastructure and freight/logistics). It also sets out that further economic growth will be supported through the expansion and modernisation of other industries to support growth.

The governments ambitions with regard to economic growth demonstrate a material change in the national planning policy context, to make it easier to build and support economic growth through the planning system.

However, as a consultation document, it carries only limited weight at the present time. It is, however, insightful in understanding the Government's policy intentions and the direction of travel of the NPPF.

The NPPF consultation closes on 24 September 2024. Officers from the shared planning service are in the process of reviewing the documentation and drafting a response.

National Planning Policy Framework 2023
National Planning Practice Guidance
National Design Guide 2021
Environment Act 2021
Town and Country Planning (Environmental Impact Assessment) Regulations 2017.
Conservation of Habitats and Species Regulations 2017
Equalities Act 2010
Planning and Compulsory Purchase Act 2004
Local Transport Note 1/20 (LTN 1/20) Cycle Infrastructure Design
Technical Housing Standards – Nationally Described Space Standard (2015)
ODPM Circular 06/2005 – Protected Species
Circular 11/95 (Conditions, Annex A)

5.2 **Cambridge Local Plan 2018**

Policy 1: The presumption in favour of sustainable development
Policy 2: Spatial strategy for the location of employment development
Policy 4: The Cambridge Green Belt
Policy 5: Sustainable transport and infrastructure
Policy 17: Cambridge Biomedical Campus
Policy 28: Sustainable design and construction, and water use
Policy 29: Renewable and low carbon energy generation
Policy 31: Integrated water management and the water cycle
Policy 32: Flood risk
Policy 33: Contaminated land
Policy 34: Light pollution control
Policy 35: Human health and quality of life
Policy 36: Air quality, odour and dust
Policy 37: Cambridge Airport Public Safety Zone and Air Safeguarding
Policy 40: Development and expansion of business space
Policy 41: Protection of business space
Policy 55: Responding to context
Policy 56: Creating successful places
Policy 57: Designing new buildings
Policy 58: Altering and extending existing buildings
Policy 59: Designing landscape and the public realm
Policy 69: Protection of sites of biodiversity and geodiversity importance
Policy 70: Protection of priority species and habitats
Policy 71: Trees

Policy 80: Supporting sustainable access to development
Policy 81: Mitigating the transport impact of development
Policy 82: Parking management

5.3 **Supplementary Planning Documents**

Biodiversity SPD – Adopted February 2022
Sustainable Design and Construction SPD – Adopted January 2020
Cambridgeshire Flood and Water SPD – Adopted November 2016
Landscape in New Developments SPD – Adopted March 2010
Public Art SPD – Adopted January 2009

6.0 Consultations

6.1 **Great Shelford Parish Council – No Objection**

6.2 Comments. a cycle park should be included in the temporary car park and solar panels should be included on the temporary car park, the multi-storey car park and the completed buildings

6.3 **County Highways Development Management – No Objection**

6.4 Comments. No significant adverse effect upon the Public Highway should result from this proposal, should it gain benefit of Planning Permission.

6.5 **County Transport Team – No Objection**

6.6 Comments. The applicant was asked to provide more details of the design of the path to the east of the MSCP in case this route becomes a cycle route in the future passing the west side of Abcam. This has been provided and the details showing the path accessing the MSCP are agreed.

6.7 **Lead Local Flood Authority – No Objection**

6.8 Comments. Recommends discharge of Condition 41 of planning permission 16/0176/OUT. The applicant has demonstrated that surface water for the MSCP can be managed with the use of the existing SuDS features which include two attenuation basins as well as a new dry swale restricting surface water discharge into the southern swale at a rate of 0.6l/s as per the existing condition. The temporary carpark will be constructed of gravel and has been included with the maintenance plans to avoid compaction. Recommends informatives relating to pollution control and surface water maintenance.

6.9 **Environment Agency – No Objection**

6.10 **Anglian Water – No Objection**

6.11 Comments. The impacts on the public foul sewerage network are acceptable to Anglian Water at this stage.

6.12 **Urban Design – No Objection**

6.13 Comments. the landscape masterplan (drawing no.22-107-152 rev.H) and proposed site layout plan (drawing no. CBC02-SBR- ZZ-XXDR-A-80103 rev.3) clarify a step-free route between Abcam and blue badge spaces located in the temporary car park, with an access path of 2m at a minimum and a continuous footway across the new junction. This is considered acceptable from an urban design perspective

6.14 **Access Officer – No Objection**

6.15 Comments. Satisfied with the provision of blue badge parking spaces.

6.16 **County Archaeology – No Objection**

6.17 **Senior Sustainability Officer – No Objection**

6.18 Comments. Whilst the outline application does not apply BREEAM requirements to the multi-storey car park, aspects of sustainable design and construction have been incorporated into the design of the proposals. Welcomes the enhanced landscaping area, the use of modular components to reduce waste and LED lighting. The toiles are on the ground floor of the car park, these will commensurate with a consumption rate required to meet 5 Wat01 credits.

6.19 **Landscape Officer –No objection.**

6.20 Condition 49 can be partially discharged.

6.21 **Ecology Officer – No Objection**

6.22 Comments. Content that the temporary car park can be omitted from the BNG assessment, that offsite ground nesting bird mitigation is not required within the original application and that bat and bird box provision has been incorporated into 1000 DD, proposed within 2000 and 3000 DD and future 4000 DD applications. Requests that the Biodiversity SPD commercial floor space formula for establishing number of box provision be applied to the car park and the resulting numbers be agreed for including within future phases.

6.23 **Environmental Health – No Objection**

6.24 Comments. The development proposed is acceptable subject to the imposition of the condition(s)/informative(s) outlined below:

6.24.1 EV Charging Point Scheme
6.24.2 ABCAM Electric Vehicle Charge Provision
6.24.3 Emergency Generator
6.24.4 Outline Conditions
6.24.5 Artificial Lighting

6.25 Condition 10 can be partially discharged. Condition 14 can be partially discharged.

6.26 **Police Architectural Liaison Officer – No Objection**

6.27 Comments. The vulnerability to crime is very low at Dame Mary Archer Way, however it is important to consider crime prevention in the design of the proposal. The lighting strategy's acceptable, additional lighting sources may be required on footpaths to allow identification of any potential offender. EV car charging is acceptable, EV bike charging should have adequate lighting and CCTV. I have the following questions: will there be help points; will the security office be manned 24/7? The temporary car park will have barrier control and lighting columns which is noted.

6.28 The developer should inform the fire and rescue service and building control of the cycle storage facility for e-bike charging.

6.29 **Cambridge City Airport – No Objection**

6.30 Comments. The proposed development has been examined from an aerodrome safeguarding perspective in accordance with the UK Regulation (EU) No 139/2014 and could conflict with safeguarding criteria unless any planning permission granted is subject to the Condition detailed below:

6.30.1 Glint and glare assessment
6.30.2 Crane advice

6.31 **Health and Safey England – No Objection**

6.32 Comments. The proposal is within consultation distance of a major hazard pipeline, therefore the operator should be contacted.

6.33 **Waste Officer – No Objection**

6.34 **Disability Panel Meeting of 31st October 2023**

6.35 The disability panels comments can be summarised as follows:

6.35.1 Queries over proposed matting in front of doors and opening pattern of doors to disabled toilets

6.35.2 There were questions over how disabled bays would be demarcated on the site

6.35.3 A query was raised about disabled shower facilities

6.35.4 There was a question about access to the training station

6.35.5 The chair sought got the parking to be closer to the lifts and to avoid conflict with traffic

6.36 **Design Review Panel Meeting of of 5th October 2023**

6.37 The panel reviewed the application, the approach was generally supported, however several considerations were raised and have been addressed by the application. A summary of these comments and how they are addressed is included in the report at paragraph 9.26.

6.38 A copy of the review letter is attached in full at appendix 1.

6.39 **JDCC Pre-Application Briefing 20th March 2024**

6.40 A pre-application briefing was given to JDCC 20th March 2024. Members raised several questions regarding the scheme, these revolved around matters such as the landscaping management of the cycle parc roof and amphitheatre seating, safety of the cycle parc, the colour and heat of the materials proposed, use of the car park, e-scooter parking, amenity faculties and the life expectancy of the buildings.

7.0 Third Party Representations

7.1 The representations raise the following issues:

- Noise and vibration
- Impact to biodiversity, noting concerns over ecological assessment and baseline data

7.2 **Local Groups**

7.3 Cambridge Cycling Campaign (Cam Cycle) have made a representation on the application, they suggest that additional crossing points should be considered along Dame Mary Archer Way and seek inclusion of a variety of cycle parking types.

8.0 Response to Pre-Application Panels and Briefing

8.1 Design and Elevational Quality

8.2 Throughout the pre-application process and as part of the Design Quality Panel, questions were raised about the design and elevational quality of the MSCP. The elevational treatment has been refined throughout this process to ensure it has a design quality that signifies its function as a MSCP and to reduce the buildings scale and massing. The proposed metal cladding has been designed to improve transparency and air movement through the upper levels to soften the building and ensure that the highest levels of the buildings are responsive to the surroundings.

8.3 Wayfinding and Arrival

8.4 The Design Quality Panel suggested that the entrance and wayfinding strategy could be improved to the MSCP. An improved entrance point was designed on the eastern side of the building to increase visibility and pace making. The entrance is supported by enhanced landscaping and a wider wayfinding strategy across the parcel.

8.5 Active Use

8.6 The Design Review Panel asked if the MSCP could be incorporated as an active space for the wider Campus. In order to ensure a good-quality, active landscape, the application has enhanced the landscape and amenity offering within the landscaped areas within 2000 and 3000 Discovery Drive. It was considered that this would be a better approach than to bring users out to the car park area which is intended to bookend the site. The MSCP has been designed in a way that would enable future disassembly or inclusion of active uses if parking demand reduced in the future.

8.7 Climate Considerations

8.8 The Design Quality Panel raised a number of questions about potential climate improvements to the MSCP, including the inclusion of additional PV panels, embodied carbon, ev charging provision and façade treatments. The MSCP has been designed to have low levels of embodied carbon, the structural cladding materials would be made of recycled content and the modular components could be easily reused or recycled following the lifespan of the MSCP. The proposal includes PV panels on the roof, the elevations have been specifically design to ensure a reduction of heat island impact and appropriate light and wind perforation. The reserved matters exceeds the outline requirements for ev parking provision.

8.9 Disability Considerations

8.10 Following comments from the disability panels, the details have been improved to ensure there are clear routes between the disabled spaces and the building entrance.

9.0 Assessment

9.1 Planning Background

9.2 The application comprises a reserved matters application multi-storey car park land and associated temporary car park within Phase 2 of the Cambridge Biomedical Campus expansion. This southern extension to the campus was allocated within the Cambridge Local Plan (2006) to allow continued growth of the campus. The allocation was for clinical, biomedical and biotechnology research and development, related higher education and sui-generis medical research institute and related ancillary uses.

9.3 Cambridge Local Plan (2018) brought forward the allocation with Policy 17, site M15. It described the southern expansion site as an 'Expansion Area' and outlines that approximately a third of the land would be developed for NHS and private clinical development and two-thirds for biomedical and biotechnology research and development activities.

9.4 As is detailed in the site history section of the report, the site received outline consent in 2016 following the allocation for the development of the southern expansion for 75,000 sqm of floorspace for research and development and clinical land and associated uses (ref. 16/0176/OUT). At the same time a full application was submitted for the development of the first parcel of land within the commercial land for the Abcam building (ref. 16/0165/FUL). The Abcam building was designed for biotech research and development, the build is complete and the building is occupied. The building contains open space to the rear and is supported by a temporary car park to the west.

9.5 As part of the outline application, a car parking strategy across the campus was considered which aimed to identify how car parking needs across the campus could be met taking account of the Addenbrookes Travel Survey. Following this, two multi-storey car parks were proposed as part of the outline permission based on the modal share for the site and the potential occupancy of the buildings. The buildings were intended to 'bookend' the central buildings and keep cars away from the centre.

9.6 Development of the second parcel of land on Phase 2 was granted permission 2021 for the development of 1000 Discovery Drive which

followed ABCAM (ref. 20/03950/REM). It comprised a five-storey building for research and development purposes with a front courtyard area, the building is supported by a temporary car park to the east. The build is complete, the building is to be occupied shortly.

9.7 The submitted reserved matters application follows this development and seeks to provide the car park in association with the commercial buildings within Phase 2.

9.8 **Principle of Development**

9.9 Policy 17 of the Cambridge Local Plan (2018) supports development at Cambridge Biomedical Campus to meet the need for health care and biomedical and biotechnology research and development activities within class B1(b), related higher education and sui generis medical research institutes. It also supports supporting activates such as shops, cafes to meet the needs of those using the campus and add to the vibrancy of the area.

9.10 The proposal site sits within the expansion area which is an allocated area (M15) for development for commercial biomedical and biotechnology research and development activities and clinical activities.

9.11 The principle of development for the site for research and development and clinical uses was established through the grant of outline planning permission ref. 16/0176/OUT. This is in accordance with Cambridge Loal Plan (2018) policy 17 and the allocation of Policy Site M15.

9.12 **Outline Planning Permission and Parameter Plans**

9.13 The outline planning permission was supported by five parameter plans which establish the principles of the subsequent development for the site. These are set out below:

9.13.1 Land Use – this defines the developable area and proposes 67% of the site for biomedical research and development and 33% for clinical uses. The proposed development is a multi-storey car park to support the biomedical research and falls within the land developable for this use.

9.13.2 Maximum Building Heights – this plan identifies three height zones. The majority of the site has a maximum height of 46.5 metres, the southern-most strip 42.5 metres and the eastern-most section 30.5 metres. The multi-storey car park would fall within the southern height zone, and would comprise a height of 36.75m, with the lift overrun extending up to 37.8m. This is 4.7 metres below the maximum height allowed for and therefore is in compliance with the parameter plan. The temporary car park is in the maximum height zone,

however comprises only of a surface with ancillary gates and fencing as to comply with the outline parameters.

9.13.3 Access – this plan shows an indicative route for the primary transport route as well as indicative pedestrian and cycles routes. The proposal scheme is served by the primary transport route proposed (Discovery Drive) and does not compromise this route.

9.13.4 Open Space and Landscaping – this plan shows landscape character zones A to D which surround the developable area on the site. Zone D wraps around the site, this is characterised by tree planting with pedestrian and cycle routes, access for maintenance etc. The building is contained within the developable zone, however comprises a lesser footprint than is allowed for enabling the scheme to give 650sqm back to car parking. The temporary car park is contained within the developable zone.

9.13.5 Development Principles – this plan outlines that the developable areas on site. It outlines that no less than 50% of the length of the southern development line to be edged by landscape areas and the landscaping areas to be a minimum of 40 metres deep. It requires 2 clear views across the site, a minimum of 6 meters wide to be retained, and outlines the principles for the landscaped areas. The proposal would not conflict with the development principals set out and therefore in considered acceptable.

9.14 On the basis of the above evaluation, officers are satisfied that the proposed development is in general accordance with the parameters as set by the outline planning permission. In conclusion, there are no objections to the principle of the development and the parameters established through the outline planning permission would be met.

9.15 **Masterplan Consideration**

9.16 A strategic vision for the Campus was outlined within a masterplan prepared by Allies & Morrison for the CUH Addenbrooke's site was published in January 2010. This set out guiding principles for restructuring the site and externalising entrances and activating a street-based approach to the campus. The strategic masterplan was not adopted by the Local Authority, however it establishes the guiding principles to support the development of the wider Cambridge Biomedical Campus and sets the direction to ensure integration of development on the CBC Phase 1 land and within the wider CBC Campus.

9.17 In order to update the masterplan across the site, including consideration of the allocated phases, there is ongoing work being undertaken by the

applicant and other relevant parties including officers' from the shared planning service, towards developing a new Supplementary Planning Document and masterplan for the site.

9.18 The applicant has submitted a statement to outline how the scheme would respond to the CBC context and the work being undertaken in respect of the developing SPD. The statement covers some of the key themes of the SPD and explains how the proposals have been carefully put together in light of the wider context.

9.19 The information submitted sets out that the proposals are high-quality in terms of design, sustainability and landscaping. The MSCP has been designed to support the sustainability strategy for the phase and includes additional e-bike charging to support this. The design has been carefully established in relation to the existing development on the site and the landscape has been designed to support this phase as an inviting space for those across the campus.

9.20 The MSCP has been designed to support future connectivity into Phase 3 and beyond to ensure that pedestrian and cycle connectivity only improved going forward. Officers are satisfied that the proposal would comply with the ongoing masterplan and SPD work on the campus.

9.21 **Environmental Impact Assessment**

9.22 The outline application for the development of Phase 2 of the CBC fell within the remit of the Town and Country Planning Environmental Impact Regulations ('the EIA Regulations'). An Environmental Statement (ES) was submitted with that application, which identified the likely significant environmental effects of that development.

9.23 The RMA is accompanied by a statement of conformity of the proposals against the parameters assessed by the 2016 EIA. This demonstrates that the proposed development is substantially in accordance with the approved outline consent and concludes that the proposals are unlikely to give rise to any new significant environmental effects over and above those assessed in the 2016 EIA. Officers agree with this conclusion.

9.24 **Design, Layout, Scale and Landscaping**

9.25 Policies 55, 56, 57, 58 and 59 seek to ensure that development responds appropriately to its context, is of a high quality, reflects or successfully contrasts with existing building forms and materials and includes appropriate landscaping and boundary treatment.

9.26 The multi-storey car park site is located to the southwest end of Phase 2 of the Biomedical Campus expansion, the site is located adjacent to the existing Abcam building and accessed from Discover Drive. The site is currently used as temporary car parking in association with the Abcam building, parking provision would be transferred to the multi-storey car park once completed. The pumping station is located to the north of the site.

Overview and Layout

9.27 As part of the outline consent, a vision for the multi-storey car park was set out, this outlined that the multi-storey car park should follow the high quality design of the existing car parks on the site. The western car park was intended to create a memorable and attractive site edge at the junction of Dame Mary Archer Way and Addenbrooke's Road with high quality landscaping to support its integration into the site.

9.28 The Design and Access Statement explains that the proposed car park aims to follow this vision and has been carefully designed to create a landscape led scheme, with high quality design that would support the sustainability strategy for Phase 2.

9.29 The car park would form a seven storey, regular shaped building. The shape follows the configuration of the site, however provides a landscaped area at the western end to support the drainage strategy across the site and ensure the scheme is successful in its landscape led approach. The building would be accessed by vehicles from Discovery Drive, and there is a separate pedestrian and cycle entrance which sits adjacent to the Abcam access road and continues the existing north/ south route on the western side of Abcam.

9.30 The layout and approach to the building is supported, the building is well within the parameters of the outline consent in terms of height and overall size, as it comprises a height of 36.75m and returns 650sqm back to the landscape beyond the agreed developable area. The approach to segregate access points and support convenient and safe access for pedestrian and cyclists is welcomed and supports the sustainability strategy in terms of encouraging sustainable transport.

9.31 The temporary car park is located in the clinical land so that it does not impede development of the reserved matters parcel, this appears to be a logical approach that would allow users to keep clear of construction. The application details, the pedestrian routes from the car park to the northern pedestrian route that would allow access pedestrian access to the existing buildings. The Urban Design Officer sought clarification on this route for disabled users, it was highlighted that the route is step free and therefore accessible.

9.32 The Phasing and Logistics Report clarify that the temporary car park would be removed from the site within six months of the multi-storey car park becoming operational, a condition will be attached to ensure this takes place within the agreed timeframe **(Condition 1 Temporary Time Frame).**

Scale and Massing

9.33 The building has been designed with a compact, simple form to follow the existing car parks on the Biomedical Campus and ensure that the building would sit well within the landscape. This approach helps to identify the typology of the building and signify the building as part of the family of Phase 2 buildings whilst holding a different function to the research buildings. The height and scale of the building has been reduced through the pre-application process to ensure that the building would not be overly dominating from the Addenbrookes Road bridge.

Appearance, Details and Materials

9.34 The elevational treatment and appearance of the building has been carefully established as part of the pre-application process. The elevational treatment follows the Addenbrooke's Hospital Car Park 2 which was designed around the connection to the natural environment and particularly to the surrounding rape fields. This building has been designed to connect to the geology of Nine Wells and Hobson's Conduit nature reserve area. The Design and Access Statement explains that the perforating cladding would be coloured to emulate the undulating geology in this area and this is considered to read successfully in the elevations and visualisations submitted.

9.35 The perforation, especially at the higher levels, help to break down the massing and solidness of the building, and aid to the waved appearance. It also helps to reduce the urban heat island effect as it lacks reflectivity and allows air to pass through.

9.36 The Urban Design Officer has supported the elevational approach, highlighting that the warmer pallet proposed would help to soften the appearance of the building. The Officer requests conditions be added to the application to agree materials and signage. Officers find these conditions reasonable to ensure a high-quality finish to the building **(Condition 4 Design and Materials).**

9.37 **Design Quality Response**

9.38 The application was subject to review by Cambridgeshire Quality Panel at pre-application stage in 5th October 2023. The table below sets out

how, in the view of the developer and officers, the proposal has addressed the feedback of the Panel as part of the final proposals.

Issues and Recommendations of Quality Panel (summary of key issues)	Response
The design of the buildings needs additional work, the place vision should be clearly presented.	The design and architecture of the buildings has been developed to create an identity for Phase 2 that creates a family of buildings.
The Panel is disappointed that a masterplan for the Biomedical Campus has not yet been established, understanding the context of Phase 3 and 4 would help assess the scheme.	Considerable work has been undertaken including pre-application liaison with CUH, A+M (masterplanners) and KMC (transport consultation) regarding the emerging masterplan for Phases 3 and 4. Prologis is fully cognoscente of future development in the wider area, and ensuring the RMAs are appropriately future proofed.
The connectivity of the site to the wider campus requires consideration, a cycling and walking strategy should be presented and access to the cycle parc considered.	The application is submitted with fully detailed cycling and pedestrian routes for 2030 and beyond.
The central service road should be re-considered, would this be a pleasant space for users, can visualisations be produced. Can additional trees be planted ot	The central road has evolved through the pre-application process, careful consideration has been given to the safey and experience of users, serving

ensure it would not get too hot here	patterns have been analysed for deliveries and 3D have been submitted to support the proposal.
The panel welcome the proposed gathering spaces, could there be further spaces incorporated.	Amenity and special spaces have been incorporated across the sites, additional areas have been located at the MSCP and cycle parc entrances.
The arrival space at the MSCP needs to be clearly defined, buildings and landscaping can support this.	The building entrances have been refined to help with placemaking and wayfinding.
Could the MSCP be used in a more active way?	The future deconstruction / repurposing of the MSCP has been carefully considered. This will be set out in the DAS. The potential for active uses of the MSCP will also be considered in the DAS.
The design of the MSCP needs consideration, the roof may be visible and therefore require consideration. The cladding could be softened	The MSCP roof will not be visible from ground level, including from the Addenbrookes Road bridge - refer to 3D visualisations.
Has the cycle parc offering been improved based on lessons learnt from other cycle parts with matters such as surveillance	The Cycle Parc design has been carefully considered from a security and safety perspective. It provides covered, secure, fob-access cycle parking for employees only.

Improvements to roundabout	Roundabout improvements were incorporated into outline application
The panel raised a number of questions about the climate considerations including potential for additional PV panels, embodied carbon calculations, material choices, green roofs and walls and ev charging	The rational for the MSCP design and façade treatment will be fully set out in the DAS. There has been considerable research into materiality choices and the associated embodied carbon. Sustainability Statements will be submitted for the RMAs, in conformity with Revised Turley Bespoke Strategy.
Irrigation of cycle parc will need to be carefully considered	Details of the Cycle Parc and associated green roof technology have been carefully considered by the project engineers and the landscape architects. This will be addressed in the Landscape Strategy.
The site should provide a landscape to integrate campus into wider landscape, the buildings could be further softened through living walls, green roofs, larger trees	Additional planting around the MSCP has been included, so this contributes to greening the elevations.
Seating spaces should be included around nature and water.	A variety of seating and table/desk furniture is included within the raingardens, providing spaces for work, collaboration and socialising.

	This will be set out in the Landscape Strategy.
To ensure biodiversity is secured and maintained, the soil will be very important	This will be addressed in the Landscape Strategy and detailed design.

9.39 **Safey and Security**

9.40 The Crime Prevention Design Officer has commented on the application. The Officer advises that whilst there is a low vulnerability to crime in this area, lighting, CCTV, landscaping, wayfinding can all improve the safety of the building. The applicant has provided a comprehensive response as part of the submission of additional information, this outlines the lighting approach that would be used, the security arrangements, CCTV surveillance and landscaping approach to consider site lines through the site.

9.41 Officers welcome the regard which has been had to designing out crime and are satisfied that this issue has been appropriately addressed. The final detail for external lighting will be agreed through condition 16.

9.42 **Landscape**

9.43 The application is submitted with a Landscape Design Report which sets out the landscaping approach to the development. This sets out that the multi-storey car park aims to maintain the northern SUDs landscape and connect the western swale into this, maintain a southern landscape buffer, increase green space around the building and create an eastern arrival space for pedestrian and cycles that connects to the wider campus.

9.44 The temporary car park would be located within the existing grassed field, it would provide a hard surface for parking with ancillary junction, fencing and a species rich lawn and wildflower area of soft landscaping around the edge. The proposed landscaping is considered appropriate and proportionate to the temporary nature of the car park and would not be considered to adversely impact wider views in the period of its use.

9.45 The Landscape Officer supports the application, following clarification on phasing and surface finishes for the temporary car park. The Officer welcomes the layout of the site including the circulation routes and coordination with the existing building and public spaces. Officers agree that the landscaping approach to the building would successfully integrate the building into the site. The proposal provides is a generous,

additional SUDs area to the west of the building which helps to soften its impact on views from the Addenbrookes Road bridge and provides a mixture of medium and large trees to soften the building from the east and west. The approach is considered to integrate the car park well into the site and its surroundings.

9.46 The Landscape Officer suggests a conditions regarding management and maintenance of landscape, wayfinding and tree pits. Officers suggest these are reasonable for inclusion to ensure the landscape is successfully built out and maintained (Conditions 7 Landscape Management and **Monitoring; 5 Wayfinding and 6 Tree Pits).**

Outline Landscaping Condition

9.47 The Landscape Officer has provided comments on the submission of documents for Outline Planning Condition 49 which relates to hard and soft landscaping. The Landscape Officers comments divide the condition into parts to be clear if they have been addressed with the submission.

9.48 From this parts (b), (c), (f), (h) of the condition are satisfied, however parts (a), (d), (e), (g), (i), (j), (k), (l), (m) and (n) remain outstanding.

9.49 A hard and soft landscaping condition will be added to ensure the outstanding matters are appropriately considered **(Condition 8 Hard and Soft Landscaping).** Additional conditions are recommended by Officers to ensure success of the landscape long term **(Condition 9 Landscape Replacement.**

Landscaping – Conclusion

9.50 Overall, the proposed development is a high-quality design that would contribute positively to its surroundings and be appropriately landscaped. The proposal is compliant with Cambridge Local Plan (2018) policies 55, 56, 57, 58 and 59 and the NPPF.

9.51 **Inclusive Access**

9.52 The multi-storey car park contains disabled car parking spaces in compliance with the outline planning permission (ref. 16/0176/OUT). The spaces for 2000 and 3000 are located along the service road, closer to building entrances (ref. 24/01529/REM). The routes to the car park are step free and provide accessible connections between the buildings and the multi-storey car park. The building would be served by two 17 person lifts in the eastern core and one 17 person lift in the western core. Officers considered that the proposal has appropriately addressed

inclusivity in terms of the design and layout of the proposal and is therefore in accordance with Policy 56 of the Local Plan (2018).

9.53 **Carbon Reduction and Sustainable Design**

9.54 The Council's Sustainable Design and Construction SPD (2020) sets out a framework for proposals to demonstrate they have been designed to minimise their carbon footprint, energy and water consumption and to ensure they are capable of responding to climate change.

9.55 As part of the outline permission, a Bespoke Sustainability Strategy was submitted. This covered a variety of topics, including how the development would encourage sustainable transport, delivery sustainable design, tackle climate change and manage resources in Cambridge. Condition 44 was added to the outline condition to ensure compliance with this condition to ensure the Strategy would be updated every three years to ensure it would stay up to date. As part of the development of 1000 Discovery Drive a letter was provided to outline that no revision was required at this time (ref. 20/03950/REM). Following this and a further three years, in 2023 a discharge of condition application was submitted to update the strategy (ref. 16/0176/COND44).

9.56 The application is supported by a Sustainability Statement which outlines the sustainability approach for the multi-storey car park. The multi-storey car park is not subject to BREEAM requirements due to the unoccupied nature of the building, however the submitted information details that the proposal would follow aspects of sustainable design and construction including:

9.56.1 Maximising energy efficiency and reduce carbon through lighting and ev charging approach

9.56.2 Increasing provision of passive Ev charging points beyond outline requirements

9.56.3 Targeting 5 WAT01 credits for the toilet and wash basin

9.56.4 Use of modern construction methods with potential for alternative uses

9.56.5 Ecological enhancement and biodiversity net gain

9.57 The application has been subject to formal consultation with the Council's Sustainability Officer who raises no objection to the proposal. The Sustainability Officer welcomes the approach to landscaping, and the modular components of the building that would reduce waste and allow for disassembling at the end of the building's life. The Officer highlights the use of LED lighting and the water consumption rate that would be in line with 5 Wat01 credits for the toilet on the ground floor.

9.58 Great Shelford Parish Council request that solar panels be included on the temporary car park and multi-storey car park. In the view of officers it is not considered reasonable to require solar panels to be installed on the temporary car park given its short-term nature. The multi-storey car park contains arrays of solar panels on its roof, these are included in the plans submitted.

Outline Sustainability Strategy Condition 43

9.59 The approach to Sustainability appears to be in line with the Sustainability Strategy, as such this is considered in compliance with condition 43.

9.60 The applicants have suitably addressed the issue of sustainability and renewable energy and the proposal is in accordance is compliant with Local Plan policies 28 and 29 and the Greater Cambridge Sustainable Design and Construction SPD 2020.

9.61 **Water Resources**

9.62 On 06 March 2024 central Government published two statements on the issue of water resources in the Greater Cambridge Area: - Joint written statement on addressing water scarcity in Greater Cambridge - GOV.UK (www.gov.uk) - Written ministerial statement on Addressing water scarcity in Greater Cambridge: update on government measures - GOV.UK (www.gov.uk) These two documents are material planning considerations which carry some weight; the level of that weight is a matter of planning judgment for Committee as the decision maker

9.63 The joint statement on water scarcity in Greater Cambridge details in paragraphs 4 to 6 that:

> "A sizeable number of sites remain in the planning process (in the current adopted local plans of both councils) because of concerns raised by the Environment Agency around sustainable water supply to the Cambridge area. Cambridge Water's previous draft Water Resources Management Plan (WRMP) was not able to satisfactorily demonstrate that there was enough water to supply all the new properties contained in the emerging joint Local Plan without risk of deterioration of the local water environment, including chalk streams.
>
> Long-term, and in line with statutory requirements, the water needs of the Greater Cambridge area will need to be met by the water

company. We expect Cambridge Water to publish and deliver a WRMP to provide a sustainable, safe, sufficient supply of water to meet all the planned development in the future across the Cambridge area. The water company will need to work closely with other water companies to ensure delivery of major new water resource infrastructure. This includes working with Anglian Water and Affinity Water to develop new transfer of water to Cambridge from Grafham Water, and supporting work from Anglian Water, to develop a new reservoir in the Fens. We are committed to working together to support this longer-term work in our respective roles.

For those sites where environmental concerns have been raised through the planning process, we must continue to explore how to support sustainable development to come forward. To do this, DLUHC and Defra, working with the Environment Agency and local partners, have made a significant commitment, including major investments in water savings measures to offset water usage associated with new development"

9.64 Paragraphs 10 and 11 of the statement go on to state that:

"There is now an emerging understanding amongst all partners of the impact of these important schemes, the potential water savings to be generated through government's additional spending, and the proposals still to be refined and tested alongside the WRMP. The government is confident, based on the scheme set out below, alongside a published WRMP, *that the availability of sustainable water resources need not be an impediment to the consideration of planning permissions for developments envisaged within the adopted local plans.* (emphasis added)

The scheme is intended to provide greater certainty through:
a) The delivery of water savings measures in the Cambridge Water operating area, supported by the government's spending.
b) A robust water credit system being in place to assure those water savings and issue credit certificates to developers and housebuilders.
c) Application of enforceable planning mechanisms so that planning permissions are linked to water savings measures in a robust way".

9.65 The statement highlights that it does not seek to pre-judge planning decisions but that the Local Planning Authority's role remains to determine planning applications in the normal way, taking account of representations from the Environment Agency who have a duty under the Water Framework Directive Regulations to review schemes and their potential impact on waterbodies accordingly.

9.66 The issue of water resource has been considered as part of the Brookgate planning appeal at Land North of Cambridge North Station. This was a recovered appeal with the final decision being made by the Secretary of State (SofS) in April 2024. The Planning Inspector recommended permission be granted subject to conditions and obligations contained in the S106 agreement.

9.67 The SofS agreed with the Inspector's conclusions and recommendations. He did not consider that the Inspector's proposed optional planning condition in respect of delaying building occupation until the draft WRMP has been approved was necessary, finding that matters relating to water supply and quality to be neutral in the planning balance.

9.68 The Brookgate appeal decision is a material consideration which can be given significant material weight at the present time - since it provides an up-to-date assessment of how to approach the issues of water capacity and quality in greater Cambridge and is a decision of the SofS which deals with current government policy statements (including the March 2024 Joint Statement on addressing water scarcity in Greater Cambridge). The Greater Cambridge Shared Planning Services is now applying this approach. A series of conditions in relation to water monitoring and water efficiency measures details are being applied to relevant planning applications.

9.69 The application has submitted a Sustainability Statement. Whilst the development is not required to meet BREEAM certification and has limited water consumption, the development would minimise water consumption through including a consumption rate for the singular toilet with that required to achieve 5 Wat01 credits. The Sustainability Officer has reviewed this approach and welcomes the additional measures taken on this aspect.

9.70 On this basis, the applicants are considered to have appropriately addressed the issue of water resources, and subject to conditions the proposal is in accordance with Local Plan policy CC/4, and NPPF (2023) advice.

9.71 **Biodiversity**

9.72 The Environment Act 2021 and the Councils' Biodiversity SPD (2022) requires development proposals to deliver a net gain in biodiversity following a mitigation hierarchy which is focused on avoiding ecological harm over minimising, rectifying, reducing and then off-setting. This approach is embedded within the strategic objectives of the Local Plan and policy 70. Policy 70 states that proposals that harm or disturb populations and habitats should secure achievable mitigation and / or compensatory measures resulting in either no net loss or a net gain of priority habitat and local populations of priority species.

9.73 The majority of land within Phase 2 consists of modified grassland and arable land, Dame Mary Archer Way is located to the north and arable land is located to the south. The site does not form part of a designated wildlife site, however there are sites such as the Nine Wells Local Nature Reserve near the site.

9.74 As part of the outline application, an Ecological Impact Assessment and Environmental Statement was submitted to assess the ecological impacts of the development. The approach to remove the low value amenity grass land and retain and enhance woodland habitat and provide other enhancement/ mitigation features was supported. The outline application was subject to relevant conditions as well as the landscape parameter plan to secure a Site Wide Ecological Conservation Management Plan (SWECMP) (Condition 36) and to ensure that any reserved matters application would accord with the aims and objectives of the approved SWECMP (Condition 37).

9.75 This reserved matters application has been submitted with an Ecological Conservation Management Plan Statement to meet the requirements of the condition above. This document sets out the management of features of ecological interest and outlines the enhancement and mitigation strategies to be implemented as part of the development. It sets out that the site has been subject to initial Extended Phase 1 surveys in 2014, which were updated in March 2020 and then again in October 2023. It outlines that the habitats on site are identified as a mixture of hardstanding, modified grassland, bare ground, rural/ ephemeral and hedgerow and explains the habitat potential of these areas.

9.76 A Biodiversity Net Gain Assessment Report has also been submitted in order to assess the level of net gain within the site above the March 2020 baseline as was undertaken as part of the 1000 Discovery Drive parcel. The assessment outlines the baseline (on-site) habitats within Table 3.1 and outlines that the baseline biodiversity value is 0.86 habitat units and 0.26 hedgerow units. The assessment goes on to outline the post development change, following the implementation of the landscaping strategy including new mixed scrub planting, bioswale creation and other neutral grassland. These measures would result in a net gain of 0.26 habitat units and 0.32 hedgerow units. This would provide an uplift of 30.50% in habitat units and 22.72% in hedgerow units.

9.77 The temporary car park is excluded from the assessment due to its temporary nature. It has been explained that the baseline habitat levels would be restored within two years of impact and therefore this approach is considered acceptable.

9.78 The application has been subject to formal consultation with the Council's Ecology Officer. The Officer initially sought further information about the temporary car park exemption and bird and bat boxes. The applicant response to this with additional information, outlining that the temporary car park would be exempt and that bird and bat boxes are provided across the adjacent buildings. Following these clarifications, the Officer raises no objection to the proposal and recommends a condition regarding box provision.

9.79 In consultation with the Council's Ecology Officer, subject to an appropriate condition, officers are satisfied that the proposed development would not result in adverse harm to protected habitats, protected species or priority species and achieve a biodiversity net gain. Taking the above into account, the proposal is compliant with 57, 69 and 70 of the Cambridge Local Plan (2018).

9.80 **Water Management and Flood Risk**

9.81 Environment Agency Flood Maps show that the site is located within area of medium risk of flooding from rivers and sea with the flood risk concentrated towards the southern portion of the site, however the Flood Risk Assessment carried out for the whole of Phase 2 and approved as part of the outline permission recommends that the site can be treated as Flood Zone 1 (very low risk) due to additional flood risk modelling undertaken.

9.82 As part of the outline application, the Flood Risk Assessment considered the nature of flood risk at the site and outlined a surface water runoff strategy to ensure there would be no detrimental downstream floor risk

arising from the development. Due to the high table water, the potential for infiltration is restricted. As such the proposal involved SuDS features to store run-off within a combination of geocelluar attenuation features and above ground flood storage areas located within individual plots. The SuDS features area designed to accommodate all surface water run-off from rainfall events up to 1 in 100 year events plus climate change. It was agreed that the run-off would then be discharged to the existing ditch course via a new primary swale and surface water pumping station arrangement. Condition 41 was added to the outline consent in order to agree the detailed surface water strategy.

9.83 The application has been submitted with a Surface Water Drainage Strategy in order to discharge condition 41. This outlines that the proposed strategy would accord with the approach agreed at outline stage and would comprises new and existing above ground SuDS features to attenuate surface water run-off conveyed via the proposed drainage network. The existing Abcam feature provide surface water attenuation and the new swale within the multi-storey car park site would provide an additional attenuation space with an uplift in climate change adaptation as requested by the LLFA. The swales would discharge into two attenuation basins and then to the primary swale at the south of the site.

9.84 The temporary car park would not involve additional drainage measures given that it comprises a temporary surface only. The information provided sets out that there is no flooding or surface water issues in the proposed location and therefore no mitigations are required for the temporary run-off.

Condition 41 (Drainage)

9.85 The Local Lead Flood Authority initially sought clarification on a number of matters including maintenance, exceedance flow, existing SuDS and impermeable areas. Additional information was submitted to address these matters and following this the LLFA support the discharge of the condition on the application.

9.86 Foul water will be discharged into an existing foul water network which serves the existing buildings on site and then flows into campus pumping station. The full details of this are required under condition 46, which has been submitted separately to this application (ref. 16/0176/COND46B).

9.87 Officers are satisfied that the application suitably addresses the issues of water management and flood risk, and subject to conditions the proposal is in accordance with Local Plan policies 31 and 32 and NPPF advice.

9.88 **Highway Safety and Transport Impacts**

9.89 Existing Arrangements and Outline Application

9.90 The application site is located to the south of Dame Mary Archer Way, at the southern edge of the Cambridge Biomedical Campus. The site is approximately 500m from the centre of the CBC. Dame Mary Archer Way provides a connection into the existing infrastructure network, through the connection with the roundabout at the Addenbrooke's Road to the west and the connection to Robinson's Way to the northeast. As part of the Phase 2 development the ABCAM building and 1000 Discovery Drive have been erected. They are supported by a vehicular connection and shared pedestrian/ cycle surfacing which extends between the buildings (Discovery Drive). The vehicular route wraps around the rear of the building to extend to the temporary car parks provided for each building, there is a pedestrian pathway adjacent to this road.

9.91 This application follows an outline application which assessed the transport impacts of the development proposed at outline stage (ref. 16/0176/OUT). The outline application was supported by an Environmental Assessment, Transport Assessment and Travel Plan. These documents considered the transport impacts of the proposed outline development including the trip generation and distribution, mode shares, pedestrian and cycle facilities, the environmental impact of traffic movements and the potential impact of construction traffic.

9.92 Importantly, the trip generation and distribution for the proposed floor space proposed was fully assessed by the Transport Assessment County Council team at the time of the outline application, using the mode share from the Addenbrooke's Travel Survey and was found to be acceptable and within capacity subject to mitigation to upgrade the Addenbrooke's Road/Francis Crick Avenue/Dame Mary Archer Way roundabout and improvements to Shelford Road/ Addenbrooke's Road junction.

9.93 These upgrades were secured through the S106 and conditions to ensure the site would be well connected into the sustainable transport network.

9.94 Within the S106 agreement the sixth schedule secured highways upgrades, including the provision of a bus shelter, financial contributions towards upgrading junctions, financial contributions towards surrounding connectivity improvements (NCN 11, Bell School Cycle Improvements etc) and secured a parking monitoring requirement. In addition, a sustainable transport investment fund was secured to ensure the mode shares could be achieved and to provide comfort that any potential bus network upgrades would come forward. To ensure sustainable transport

trip distribution could be achieved, the application secured a number of improvement/ mitigation requirements including cycle/ pedestrian links to the Bell School site, the National Cycle Network Route 11 and Red Cross Lane.

9.95 The seventh schedule secured a Phase II Travel Plan to promote cycle, walking and public transport use. The requirements include the submission and monitoring across the phase and for each building. In addition, within this schedule a sustainable transport investment fund was secured to ensure the mode shares could be achieved and to provide comfort that any potential bus network upgrades.

9.96 Condition 31 required each reserved matters application to provide cycle and pedestrian facilities at the northern site boundary along Dame Mary Archer Way. Condition 32 secured upgrades to the Addenbrooke's Road / Francis Crick Avenue roundabout to the west of Dame Mary Archer Way to provide crossing facilities and to provide signalised crossing facilities at the Dame Mary Archer Way/ Papworth Access junction (parts (a) & (b). It also required east and west connections to the NCN 11 (parts (c) and (d). This condition has been partially discharged and some of the work has been completed on site.

9.97 The full S106 agreement can be viewed on the file for the outline planning permission (16/0176/OUT).

Proposed Access Arrangements

9.98 The proposed multi-storey car park would connect into the existing primary access route, Discovery Drive, which was erected with the development of Abcam and 1000 Discovery Drive. The site would be accessed from Dame Mary Archer Drive, along Discovery Drive East and Discovery Drive South. The multi-storey car park contains a vehicular access on the southern side of the building with two entrance points and one exit points.

9.99 Pedestrians and cycles would be directed to the east of the building where there are separate entrance points for E-bike charging and pedestrian access. The access to the building has been improved as part of pre-application discussion to support wayfinding to this point. Separate accesses support the safety of pedestrians and ensure that conflict between transport modes is minimised.

9.100 The Statement provides estimated trip generation for commercial buildings on the commercial land within Phase 2, existing and proposed. The modal share is shown to be in line with the outline application and therefore no further assessment on this matter is required. The junctions

are shown to have capacity as in the outline consent and therefore this is considered acceptable.

Pedestrian and Cycle Connectivity

9.101 The building connects into the existing designated routes so that pedestrians and have a clear route from the existing and proposed commercial buildings, along the pedestrian route parallel to Discovery Drive South and between buildings using the shared pedestrian/ cycle surface. The Transport Assessment Team asked for clarification that the building could be accessed from the north-south connection between Abcam and 1000 Discovery Drive, as part of the additional information submitted, the route was shown to be 2.5 metres wide therefore suitable to provide permeability north to south. The Transport Assessment Team were satisfied with the response.

Condition 8 (Transport Spurs)

9.102 The submitted information outlines that the extension of Discovery Drive (south) and implementation of Discovery Drive (east) will provide the opportunity for connection to CBC Phase 3 to the south of the cycle parc land. The information submitted also shows an alternative arrangement to include a four-arm signalised junction from Discovery Drive (west). The information outlines that for cycle and pedestrian connections can be provided segregated and provided across Discovery Drive (south) or through the indicative Phase 3 spur to Babraham Road to the south east.

9.103 The Transport Assessment Team have not raised an objection to the approach as part of this application. Officers find that the proposed junction options would be suitable to provide permeability to Phase 3 should this come forward. The proposals provide continuity with the approach submitted with 1000 Discovery Drive and therefore satisfy the terms of the condition.

Condition 31 (On-Plot Cycle and Pedestrian Facilities)

9.104 The submitted information outlines the proposed arrangement for on plot cycle facilities across the site using a mixture of cycle network options. It is outlines that the northern route will be provided on the shared use northern promenade that would connect on to the same feature in front of ABCAM and 1000 Discovery Drive. Users could cross DMAW using the built out signalised crossing and connect to this area.

9.105 The Transport Assessment Team raise no objection to this approach as part of this application, and therefore it is considered that condition is satisfied.

9.106 **Construction Impacts**

9.107 The construction impacts of the development were considered and condition 17, 18 and 19 were added to secure a Demolition and Construction Environmental Management Plan, Construction Method Statement and Construction Environmental Management Plan. These was added to cover the impact of construction including traffic impacts, working hours and phasing amongst other matters. It is not considered that any further conditions, or considerations are required in regard to construction impacts.

9.108 Subject to conditions and S106 mitigation as applicable, the proposal accords with the objectives of policy 80 and 81 of the Local Plan and is compliant with NPPF advice.

9.109 **Cycle and Car Parking Provision**

Condition 37 (Cycle Parking Spaces)

9.110 The multi-storey car park supports cycle parking strategy for the commercial buildings within this part of Phase 2 (Abcam, 1000 Discovery drive and 2000 and 3000 Discovery Drive and 4000 Discovery Drive). It provides 36 electric bike parking spaces, with the other provision located across the other plots within the phase through the provision within the cycle parc, public realm and internally. The overall cycle parking strategy is supported and in accordance with Condition 37 and appendix L of the Local Plan (2018), this is outlined in the assessment for 2000 & 3000 (ref. 24/01529/REM).

9.111 Great Shelford Parish Council have requested that cycle parking is added to the temporary car park. This is not considered necessary to request. Cycle parking is already in place for existing buildings on site and the cycle parc will come forward with 2000 Discovery Drive to ensure any new demand is met. A condition to control the provision of the cycle parc is attached to the relevant reserved matters application (ref. 24/01529/REM).

Condition 33 (Car Parking Provision)

9.112 The outline application included the provision of two multi-storey car parks to serve the buildings across the Phase 2 site, one for the clinical land and one for the commercial land.

9.113 To comply with condition 33 which set out the car parking requirements, the parking would need to be provided at a ratio of 1 space for every 80 sqm unless lesser was agreed with the LPA. As part of the proposal, the

car parking is provided at a ratio of 1 space per 100sqm, reducing the car level of parking allocated for the floorspace. This approach is supported, the proposal site is a sustainable location which good quality connections for different modes of sustainable transport methods. Within the Transport Statement a benchmarking process has been carried out to show that this is one of the lowest levels of car parking per floorspace with comparable sites around the district.

Condition 14 (EV Charging) and 36 (Disabled Spaces)

9.114 The car parking would be provided within the MSCP with the disabled car parking spaces located within the ground floor of the MSCP and on the servicing road of 2000 and 3000 Discovery Drive. The parking provision across the sites include disabled car parking spaces (5.4%), active EV (3%) and passive EV spaces (17%), which would comply with conditions 14 and 36 of the outline consent.

9.115 Subject to conditions, the proposal is considered to accord with policy 82 of the Local Plan and the Greater Cambridge Sustainable Design and Construction SPD.

9.116 **Environmental Impacts**

9.117 **Airport Safeguarding**

9.118 The site is located within the Cambridge Airport Air Safeguarding Zone for any structure greater than 15 metres. Cambridge Airport have reviewed the information submitted and do not raise any safeguarding concerns subject to a condition for a glint and glare assessment to understand the impact of solar panels of aircrafts. Officers find that the condition is reasonable to ensure that glint and glare form the panels would not adversely impact flight paths.

9.119 Officers find that the proposal would not adversely impact airport safeguarding subject to planning condition **(Condition 12 Pv Panel Design).**

9.120 Subject to the recommended conditions the proposal would accord with Policy 37 of the Cambridge Local Plan (2018).

9.121 **Contaminated Land**

9.122 As part of the outline planning consent contamination was considered through a Geotechnical and Geo- Environmental Desk Study Report. It outlined that historic records for the any development on the site had been reviewed and the contamination risks were set out as well as

investigation recommendations. The application was subject to conditions to reflect the further investigation and mitigation required (conditions 20, 21, 22, 23, 24, 25).

9.123 The site wide conditions are considered sufficient to deal with contamination on the site, no further information or consideration is required with this application.

9.124 The proposal would accord with Policy 33 of the Cambridge Local Plan (2018).

9.125 **Environmental Health (air quality, lighting, noise etc)**

9.126 The application is supported by the following documents:

9.126.1 Noise Impact Assessment
9.126.2 EIA Statement of Conformity
9.126.3 MEP Engineering Report (Ev charging, plant startegy, noise and air quality)
9.126.4 Lighting Design Strategy

9.127 As part of the outline application an Environmental Statement was submitted which considered air quality impacts through construction and operational phases of development. This was considered and conditions were added to control potential impacts (Conditions 9 –15). The submitted information acknowledges these conditions and complies with their requirements, those specifically applied for are considered below.

9.128 **Condition 10 (Energy Demand)**

9.129 Condition 10 aimed to restrict the use of locally polluting combustion sources (such as diesel and biomass) to 350 W/m2 for each reserved matters. The application submitted outlines that the buildings will be entirely electric, the only polluting source would be the emergency generator which would only be used during test periods and in the event of power failure and this would not exceed the energy demand stipulated. A condition will be added to control the use of the emergency generator **(Condition 11 Emergency Generator).**

9.130 **Artificial Lighting**

9.131 In addition to the above, an artificial lighting condition was added to the outline consent, this is intended to deal with any artificial lighting on site to ensure it is acceptable in terms of visual amenity and light pollution. The application has been submitted with a lighting design strategy, which the Environmental Health Officer has reviewed. The Officer outlines that the approach is acceptable in principle, however that it includes the incorrect environmental zone has been referred to, E3

instead of E2. As the condition can deal with this matter, it is not considered that it would require further information at this stage.

9.132 **Noise Pollution**

9.133 In regard to noise, the outline application was subject to conditions 17 (Plant Noise Insulation) and 28 (Emergency and Back Up Generator) in order to control noise. The application is supported by a Noise Impact Assessment which sets out the noise contributors that will form part of the reserved matters parcel including the standby generator.

9.134 The Environmental Health Officer finds the detail to be in compliance with the outline planning requirements and outline that they do not anticipate any unacceptable noise impacts due to the outline conditions.

9.135 **Environmental Construction Impacts**

9.136 One third part representations raised concerns about potential noise and vibration impacts to the surrounding buildings during the construction period. The environmental construction impacts of the development were considered as part of the outline consent and condition 29 and 30 were added to control noise and potential piling. It is considered that these conditions are sufficient to control impact to surrounding occupiers

9.137 **Other Matters**

9.138 **Archaeology**

9.139 As part of the outline planning permission an Archaeological Assessment was submitted. It outlines that the site is located in an area of archaeological interest and therefore a condition was recommended by the County Archaeological Team to require a written scheme of investigation. It is considered that this would be sufficient to safeguard the archaeological interest of the site. It is considered that no further assessment or conditions are required. The proposal would accord with Policy 61 of the Cambridge Local Plan (2018).

9.140 **Bins/ Refuse**

9.141 Policy 57 requires refuse and recycling to be successfully integrated into proposals. The multi-storey car park has minimal waste requirements, however does contain refuse provision within the southeast corner of the building.

9.142 **Condition 48 (Waste)**

9.143 The waste provision has been calculated using the BREEAM waste provision requirements, and access has been arranged in compliance with the RECAP Waste Management Design Guide. It has been highlighted within the submission that the waste collection lorry can utilise the vehicle layby on the central service road which is considered to be an acceptable arrangement.

9.144 The Shared Waste Service have been consulted on the application, they have provided comments to seek clarification on a number of issues to ensure that the proposed waste facilities would be suitable for serving by their vehicles.

9.145 The applicant has provided clarity on these points, they outline that their own private service would provide the refuse collections, and the information submitted in the updated information shows appropriate drag distances and drag routes within the site.

9.146 The proposal is compliant with Cambridge Local Plan (2018) policy 57.

9.147 **Planning Balance**

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

9.149 Summary of benefits

9.150 The application would facilitate the expansion of the biomedical campus as an international centre of excellence for patient care, biomedical research and healthcare education (Policy 17).

9.151 The application is compliant with the requirements set out within the parameter plans of the outline planning permission and improves on the parking ratio to reduce the overall car parking spaces and reduce the height and size of the building.

9.152 The building has been carefully designed to separate vehicle and cycle and pedestrian access to support safe access to the building, and wayfinding has been improved through pre-application to support this strategy.

9.153 The proposal includes a landscaped area to the west of the building which supports the drainage strategy, and tree planting around the south and east of the building to ensure it is well integrated into the surrounding landscape and soften its overall appearance.

9.154 he application proposal is compliant with Local Plan (2018) policies and would align with the national drive for delivering economic growth within as part of sustainable development set out in the NPPF (2023).

9.155 Having taken into account the provisions of the development plan, NPPF and NPPG guidance, the views of statutory consultees and wider stakeholders, as well as all other material planning considerations, the proposed development is recommended for approval.

10.0 Recommendation

(i) **Approve** this reserved matters application subject to conditions and informatives as detailed in this report, with delegated authority to officers to carry through minor amendments to those conditions and informatives (and include others considered appropriate and necessary) prior to the issuing of the planning permission.

(ii) **Part discharge outline planning conditions on the outline consent reference 16/0176/OUT in relation to this reserved matters only:**

- 8 (transport spurs)
- 31 (on plot cycle and pedestrian facilities)
- 33 (car parking spaces)
- 37 (cycle parking spaces)
- 39 (ecological conservation management plan)
- 41 (surface water drainage)
- 48 (waste)
- 49 (landscape), parts (b), (c), (f), (h)

11.0 Planning Conditions

Condition no.	Detail
1	Approved Plans
2	Temporary Time Frame
3	Phasing
4	Design and Materials
5	Wayfinding
6	Tree Pits
7	Landscape Management and Maintenance
8	Hard and Soft Landscaping
9	Landscape Replacement
10	Electric Vehicle Charge Scheme
11	Emergency Generator
12	PV Panels
13	Bird and Bat Boxes

14	Car Park Use

Approved Plans

1. The development hereby permitted shall be carried out in accordance with the approved plans as listed on this decision notice.

   Reason: In the interests of good planning, for the avoidance of doubt and to facilitate any future application to the Local Planning Authority under Section 73 of the Town and Country Planning Act 1990.

Temporary Time Frame

2. The temporary car park, hereby permitted, shall be removed and the land reinstated in accordance with the Landscape Reinstatement Plan, dwg no. 22-107-154 Rev B within 6 months of the multi-storey car parking becoming operational or within two years following the commencement of development on the temporary cark, whichever is sooner, unless, by alternative agreement with the Local Planning Authority, the land is immediately required for development under Phase 2 of the Cambridge Biomedical Campus.

   Reason: To protect the visual amenity and landscape character of the area in accordance with Cambridge Local Plan (2018) policy 55, 56, 57 and 59.

Phasing Plan

3. Prior to commencement of development, a phasing plan for the development hereby permitted shall be submitted to and approved in writing by the Local Planning Authority. The phasing plan shall define the phases of development and include the sequencing of these phases. The development shall be carried out in accordance with the approved details.

   Reason: To clarify how the site is to be phased to assist with the determination of conditions to ensure the scheme will not adversely impact the character of the area in accordance with Cambridge Local Plan (2018), policies 56 and 85).

Design and Materials

4. No development of the multi-storey car park shall take place above ground level (except for demolition) until details of all the materials for the external surfaces to be used in the construction of that building have been submitted to and approved in writing by the local planning authority. The

details shall include joints and interfaces of all materials; external features such as the glazing, entrance doors, cladding systems, metal work, windows, roof cladding, soffits, external metal work, rainwater goods, and coping details. The details shall consist of a materials schedule and a design details document, including detailed elevations and sections (scaled 1:5, 1:10, 1:20) and/or samples as appropriate to the scale and nature of the development in question and shall demonstrate consistency with the approved elevations. The development shall be carried out in accordance with the approved details.

Reason: To ensure that the external appearance of the development does not detract from the character and appearance of the area (Cambridge Local Plan 2018 policies 55, 56 and 57).

Wayfinding

5. Prior to installation, full details of all external signage elements such as finger posts, totems and general wayfinding within the landscape shall be submitted and approved in writing by the Local Planning Authority, to include a location plan at 1:200 elevations and signage details at minimum scale of 1:20 .The wayfinding signage shall be installed prior to first use in accordance with the approved details and retained as such.

   Reason: To support the landscaping strategy and wayfinding across the site (Cambridge Local Plan 2018 policies 55. 56, 57 and 59).

Tree Pits

6. Prior to installation of underground services full details of all tree and planting pits, including those in planters, hard paving and soft landscaped areas shall be submitted to and approved in writing by the local planning authority and these works. shall be carried out as approved. All proposed underground services will be coordinated with the proposed tree planting and the tree planting shall take location priority.

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

Landscape Management and Maintenance

7. Prior to the first use of the of any phase of development (as defined by condition 2 of this permission) a landscape maintenance and management plan for that phase, including long term design objectives, management responsibilities and maintenance schedules, shall be submitted to and approved in writing by the Local Planning Authority. The landscape management plan shall be carried out as approved.

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

Hard and Soft Landscaping

8. Prior to the commencement of development above ground level, details of the hard and soft landscaping for each phase of development (as defined by condition of this permission) shall be submitted to and approved in writing by the Local Planning Authority, including:

   a) Full details of planting plans, schedules and written specifications, including cultivation proposals for maintenance and management associated with plant and grass establishment, details of the mix, size, distribution, density of all trees/hedges/shrubs to be planted.

   b) 1:200 plans (or at a scale otherwise agreed) with cross-sections of mounding, ponds, ditches, swales, access roads and principal pathways and proposed boundary treatment of the edges and perimeters of the site, including details of all gates, fences, walls where appropriate.

   c) Full details of any proposed alterations to existing watercourses/drainage channels.

   d) The location and specification of all street furniture and ancillary structures.

   e) Details of all hard surfacing materials (size, type and colour).

   g) Details and specification of proposed earth modelling, mounding, re-grading and/or embankment areas or changes of level across the site to be carried out including soil quantities, topsoil storage to BS 3882 : 2007, haul routes, proposed levels and contours to be formed, sections through construction to show make-up, and timing of works.

   All hard landscaping shall be completed prior to the first use of the phase, unless otherwise agreed in writing by the local planning authority. All planting, seeding or turfing comprised in the approved details of soft landscaping, shall be carried out in the first planting and seeding seasons following the occupation of the buildings or completion of the development, whichever is the sooner, unless an alternative landscaping phasing plan is submitted to and approved in writing by the Local Planning Authority.

Landscape Replacement

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

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

   Electric Vehicle Charge Point

10. Prior to the installation of any electrical services, an Electric Vehicle Charge Point (EVCP) scheme, demonstrating the provision of allocated car parking spaces with dedicated electric vehicle charging, shall be submitted to, and approved in writing by the Local Planning Authority. The scheme shall include:

    Eighteen fast (minimum power rating output of 22kW) and/or rapid active electric vehicle charge points

    Additional passive electric vehicle charge provision of the necessary infrastructure including capacity in the connection to the local electricity distribution network and electricity distribution board, as well as the provision of cabling to parking spaces for 109 car parking spaces to facilitate and enable the future installation and activation of additional active electric vehicle charge points as required.

    The electric vehicle charge points shall be designed and installed in accordance with BS EN 61851 - Electric vehicle conductive charging system (various parts as applicable) or as superseded.

    The EVCP scheme as approved shall be fully installed prior to the first occupation and maintained and retained thereafter.

    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 the National Planning Policy Framework (NPPF, December 2023) paragraphs 109, 110, 114 and 192 and, Policy 36 - Air Quality, Odour and Dust of the Cambridge Local Plan (2018) and Cambridge City Council's adopted Air Quality Action Plan (2018).

    Standby Emergency / Back-up Generator Operation (Noise & Air Quality Mitigation)

11. The emergency back-up / standby generator as approved 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 to supply life safety equipment 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 at no time on Sundays 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) 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 50 hours in any year, 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 local air quality impacts in accordance with policy 36: Air quality, odour and dust of the Cambridge Local Plan, 2018.

    PV Panel Design

12. Prior to installation, the details of any rooftop photovoltaic (PV) panel array shall be submitted and approved in writing by the Local Planning Authority,

and installed in accordance with the approved details. The submitted details shall include the manufacturer's specifications, spacing and layout, and will be supported by a Glint and Glare Assessment unless it can be demonstrated that this is not required.

Reason: To ensure an appropriate arrangement for the solar panels and ensure that glint and glare would not adversely impact aircraft operations, in accordance with Policy 37 of the Cambridge Local Plan (2018).

Bird and Bat Box

13. No development above ground level of the multi-storey car park shall take place until details of the bird and bat boxes to be installed have been submitted to and approved in writing by the local planning authority. The scheme shall include details of how the provision would accord with the Greater Cambridge Biodiversity SPD (2022), unless justified otherwise. The approved scheme shall be fully implemented prior to first occupation or in accordance with a timescale agreed in writing by the local planning authority.

    Reason: To conserve and enhance ecological interests in accordance with Cambridge Local Plan policies 57, 59 and 70 and the Greater Cambridge Planning Biodiversity Supplementary Planning Document (2022).

Car Park Use

14. The multi-storey car park shall be used for parking by staff and visitors only in association with buildings within Phase 2 Commercial Land (Abcam, 1000 DD, 2000 DD, 3000 DD and 4000 DD), it shall be not be used for parking by any other users unless otherwise agreed in writing with the Local Planning Authority.

    Reason: To ensure that the proposal would comply with the aims of the travel plan and encourage sustainable transport options in accordance with Cambridge Local Plan (2018) policy 80.

Informative(s)

Crane Operation

1. Due to the site being within 6km of Cambridge Airport the crane operator is required to submit all crane details such as maximum height, operating radius, name and phone number of site manager along with installation and dismantling dates to the CAA Airspace Coordination and Obstacle Management Service (ACOMS) system.

Outline Approval Ref. 16/0176/OUT: Relevant Conditions

2. Reminder that the following approval ref. 16/0176/OUT outline planning conditions remain relevant and will need to be discharged in due course: 16, 17, 18, 20, 21, 24, 25, 26, 27, 28, 29 and 30.

Artificial Lighting - Outline Condition 16

3. With regard to outline planning condition 16. 'Lighting – Individual Development Plots' and specific reference to compliance with the 'Institute of Lighting Professionals (ILP)- Guidance Notes for the Reduction of Obtrusive Light - GN01:2011 for Environmental Zone E2', it should be noted that this guidance note has been superseded by ILP 'Guidance Notes for the Reduction of Obtrusive Light, 2021 - GN01/21.' Any future condition 16 discharge submissions should have regard to this updated guidance note.

Fume / Microbiological Cabinet Systems

4. Ventilation / extraction systems associated with any fume and microbiological cupboards / cabinets shall be installed (including consideration of flue / exhaust termination discharge heights that are required for adequate dispersion), operated and maintained thereafter in accordance with relevant national and industry standards, codes of practice and best technical guidance, such as:
   - Building Regulations
   - BS EN 14175: 'Fume Cupboards' - Parts 1 to 7
   - BS 7989:2001: Specification for recirculatory filtration fume cupboards
   - BS 5726 - various: Microbiological safety cabinets.

Greater Cambridge Sustainable Design and Construction SPD

5. Any artificial lighting, contaminated land, noise / sound, air quality and odours / fumes related conditions including the consideration of mitigation / remediation shall have regard to the scope, methodologies, submission requirements and local planning policies of relevant sections of the Greater Cambridge Sustainable Design and Construction SPD, (Adopted January 2020) https://www.cambridge.gov.uk/greater-cambridge-sustainable-design-and-construction-spd and in particular 'section 3.6 - Pollution 'and the following associated appendices:
   6: Requirements for Specific Lighting Schemes
   7: The Development of Potentially Contaminated Sites in Cambridge and South Cambridgeshire: A Developers Guide
   8: Further technical guidance related to noise pollution

Pollution Control

6. 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.

Construction Surface Water Maintenance

7. Prior to final handover of the development, the developer must ensure that appropriate remediation of all surface water drainage infrastructure has taken place, particularly where the permanent drainage infrastructure has been installed early in the construction phase. This may include but is not limited to jetting of all pipes, silt removal and reinstating bed levels. Developers should also ensure that watercourses have been appropriately maintained and remediated, with any obstructions to flows (such as debris, litter and fallen trees) removed, ensuring the condition of the watercourse is better than
initially found. This is irrespective of the proposed method of surface water disposal, particularly if an ordinary watercourse is riparian owned.

Assets Affected

8. Anglian Water has assets close to or crossing this site or there are assets subject to an adoption agreement. Therefore the site layout should take this into account and accommodate those assets within either prospectively adoptable highways or public open space. If this is not practicable then landthe sewers will need to be diverted at the developers cost under Section 185 of the Water Industry Act 1991. or, in the case of apparatus under an adoption agreement, liaise with the owners of the apparatus. It should be noted that the diversion works should normally be completed before development can commence.

Background Papers:

Cambridge Local Plan (2018)

16/0176/OUT - Outline Application S106 Agreement

Appendix 1: Design Quality Panel Response

Cambridgeshire Quality Panel

2000-3000 Discovery Drive and Multi-Storey Car Park, Cambridge Biomedical Campus Phase 2
Thursday 5th October 2023
Abcam, Biomedical Campus, Discovery Drive, Trumpington, Cambridge CB2 0AX

Panel: Robin Nicholson (chair), Oliver Smith, Amy Burbidge, Luke Engleback, and Kirk Archibald.

Local Authority: Julia Briggs (GCSP), Joanne Preston (GCSP), Helen Sayers (GCSP), Tam Parry (CCC)

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.

Development overview

The development of the next buildings on phase 2 of the Cambridge Biomedical Campus have come forward comprising of two new research and development (R&D) buildings, including laboratory and office spaces, and also construction of a multi-storey car park (MSCP) to service the commercial buildings along the south of Dame Mary Archer Way. The R&D buildings will be 6 stories high, plus plant, and are known as 2000 and 3000 Discovery Drive. The MSCP will provide approximately

700 car park spaces. The proposals come forward as two reserved matters planning applications, one for each of the R&D buildings, and the other for the MSCP.

Presenting team

The scheme is promoted by Prologis and supported by BuroFour, Scott Brownrigg, Growth Industry and Bidwells. The presenting team was: -
Andrew Blevins (Prologis), Derek Lloyd (Prologis), Emily Bliss (Prologis), Matthew Keegans-Wood (BuroFour), Amy Weatherhead (BuroFour), Jason Lebidineuse (Scott Brownrigg), Felicity Hayward (Scott Brownrigg), Garreth Miller (Scott Brownrigg), Jon Akers-Coyle (Growth Industry), Guy Kaddish (Bidwells), Jennie Hainsworth (Bidwells).

Local authority's request

The local planning authority asked the Panel to focus on the landscaping of the southern boundary, the central service road layout, the impact of cycle parking on the landscape, landscape quality, the number of car parking spaces, and how the site is connecting to the campus.

Cambridgeshire Quality Panel Summary

The Panel welcomed the proposals and noted the continuity from Discovery Drive 1000 and the Abcam Building and it appeared that some lessons had been learnt. The landscape design is generally well planned and sophisticated, but the design of the buildings needs to be worked up and the cycle store reviewed.
A further review would seem appropriate to discuss the 2000 & 3000 buildings in greater detail.
Although not within the applicant's remit, the Panel is very disappointed that after many years of requesting a masterplan for the whole Cambridge Biomedical Campus this has not yet been provided. This is fundamental to understanding the context and views of developments to the north, and Phases 3 and 4 to the south, with the new road coming up from the south-east of this site. These views are expanded upon below, and include comments made in closed session.

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

The proposals seem very inviting for staff and visitors alike. However, the entrances need to work together and links are needed across Dame Mary Archer Way to facilitate access to the wider site; this network should be mapped despite this being outside the red line boundary. The eastern North – South route appears to work well, but how will people connect from the wider Campus?

The Panel welcomed the provision of gathering places across the site and wondered if there could be other places around the entrance of the MSCP and the cycle parking, for example.

The arrival space at the MSCP needs to be more clearly defined. The Panel liked the idea of navigating the landscape from the car park, or the use of a more direct route if preferred, but more thinking needs to be applied to wayfinding generally. The landscape is trying hard to achieve this, but buildings should do more by making them more distinctive with clear arrival spaces.

As the site forms part of a health and wellbeing campus, the Panel wondered if there could be more active use of the MSCP. For example, how could it be used in the future for some other activity? Are there opportunities for opening the roof level up for events, or simply just for access and viewpoints?

The Panel was not clear if the MSCP roof could be seen from Addenbrookes' Road Bridge; if that is a possibility then the roof should be more attractive than it currently is.

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

During the site visit, the Panel saw some contradictory cycling restriction signs that block through routes; these may have unintended consequences and create conflict between cyclists, pedestrians, and vehicles. The scheme design needs to avoid these conflicts by thinking how people move within the site.

There needs to be an overarching walking and cycling strategy, including circuits and loops for lunchtime walks, as well as connections to the wider campus. Think about what happens when people walk and cycle and counterflow patterns and volumes.

The cycle parking entrance should be wider to avoid conflict at peak times and allow for access from the east. Make sure calculations include how the space would function at these times as well as how the volumes wilk change across the day.
The cycle parking would benefit from lessons learnt from other cycle parks, such as Cambridge Station Cycle Park, especially regarding surveillance. Consider more spaces for cargo bikes for people having dropped their children at school. The central service road should be thought about again. There is a concern that the central East-West service road layout is trying to do too much; it may be a technically correct solution but has too many conflicts and is very hard. How would this space be in reality, would it be a pleasant space in the centre of the site? It is important to consider how this place would look like by providing visualisations of the space.
Could the North-South route up the east side be made wider to allow for loading from the east? The belief that this road is not available for servicing should be challenged.
The Panel questioned if there is any scope within this planning application to enhance the roundabout opposite the MSCP, which doesn't work for walking and cycling.

Climate – "Places that anticipate climate change in ways that enhance the desirability of development and minimise environmental impact"
The installation of Photovoltaic Panels (PVs) on the MSCP vertical façade was suggested, which could bring character as well as generate power. However, consideration would need to be given to the additional weight the PVs would create.
The Panel liked the disguised modular design of the MSCP, and asked what the embodied carbon calculations are for this? By making the building adaptable alternative uses become possible if a car park storey becomes redundant in the future; perhaps it could house an energy storage space for this "mini campus" (and distribute it through a private wire).
E-Bike charging points are welcomed but the Panel suggested to go further with electric car park charging points and have one in every single car park space or at least future proof the design so they can be added in the future.
Think about all choices of materials and whether these are reusable, recoverable, and recyclable, and the value/re-use these could have in the future.

It was pleasing to see the thought given to glazing ratios and façade orientation but the elevations need developing. The embodied carbon of the cycle park should be considered and tested to see if this outweighs the benefit of the store for 500 bikes; might they not be better in the buildings where people work and can shower. If the cycle park is going to be used as intended, it must be well lit and ventilated.
The impressive ESG (Environmental, Social, and Governance) aspirations and metrics should be clearly explained and a hierarchy of importance identified.

Character – "Places with distinctive neighbourhoods and where people create 'pride of place'

There needs to be a clear strategy for how the development identifies and presents itself. Is this a campus within a campus? Further work on the central service road layout is needed to support the applicant's identity and vision for the place. What is the brief for this space beyond just a technical solution? How does it work with the new buildings?
As there is a premium for green buildings, think about planting on elevations that can provide shade when needed.
The cladding of the MSCP seems rather crude compared to the other buildings, so explore how it could be calmer and softer working with textures.
The landscape is key to integrating the campus with a lot of thinking having gone into what is a complicated place. The site is between Addenbrooke's and the Gog Magog and the landscape needs to provide a transition between the two.
The MSCP would benefit from the provision of a living roof underneath the PVs to enhance biodiversity. Greening the roof also helps PVs to perform better during hot weather.
Greening the base of the MSCP would help. An example of a living wall can be found at Migros Shopping Centre in Basel, Switzerland, which could work well here with PVs. The green shed over the cycle parking could be parched in the summer. Refer to the irrigation system used for Reisenfelt primary school in Freiburg, Germany, which may offer a better solution for irrigation.
Creating seating spaces and areas for people to be closer to nature and water is important. the book Blue Mind was commended, regarding the benefit of water for health and wellbeing. There is an opportunity for a water feature in the swale, by using raised pools near seating areas. For example, the delightful use of pods in

swales that can be observed at Newcastle University Science Campus. There could be some trees planted in the swale.
The strip on the southern edge of Discovery Drive would benefit from more thought on how to activate biodiversity. Consider the use of some larger trees and species with a bigger spread to provide shade on hot summer days. Design the edges of the mounded borders to stop them being washed out onto the pathway.
As one of the biggest issues is how to secure and maintain biodiversity in the soil to sustain plants and trees and allow them to thrive. The Panel recommended the use of a soil mix that includes biochar and/or crushed rock such as dolerite that will mineralise CO2 from the atmosphere. The micropores in the biochar will hold water for longer and they encourage microbial and fungal growth within the soil.
It was recommended making spaces in the “shrubby woodland” so people can enjoy being in this landscape.
Are there any opportunities for an edible landscape to include fruit trees and herbs?
From the landscape perspective, there was a concern that the hard space along the central service road is too wide and will get hot, so it was suggested that more and larger trees be provided to make for a more pleasant space whilst the trees will also help to shade the buildings.
If showers are to be provided within the cycle parking facilities, will the grey water be used to irrigate the shrubbery?

Specific recommendations

• Support people’s natural way of moving with clearly defined entrances.
• Make buildings more distinctive with clear entrances to help with wayfinding.
• Explore ways to get a more active use of the green space.
• Potential of the MSCP roof to be used for other uses such as a green roof, holding functions, or a viewpoint.
• Consider a living roof underneath the PVs. Green the base.
• The central space between 3000 & 4000 needs to be a place, usable and pleasant for everyone to delight in.
• Avoid sign restrictions for bikes to prevent conflicts between cyclists, vehicles, and pedestrians through good design.
• There needs to be a walking and cycling overall strategy with a movement hierarchy.

• The entrance of the cycle park should be wider and consideration should be given to how people access from the east.
• The North – South route to the east could be wider to allow for flexibility of servicing. • Consider the use of PVs on the MSCP façade.
• Design for deconstruction and reuse to help with embodied carbon.
• Consider the MSCP as a future potential centre for energy storage.
• Go further with electric car charging points in the MSCP and provide each space at least with the ability to install one in the future.
• Create a narrative about the elevations.
• Is this a campus? If so, the quality of the landscape is crucial. Where is the centre of the campus?
• Think about greening the elevations.
• Evaluate the embodied carbon consequences of building the cycle park. Is that where people would go and would like to park their bikes? Be aware of surveillance if it is built.
• Opportunity for pods in swales, University of Newcastle. • Are the trees the best species?
• Consider the use biochar and dolerite to neutralise unavoidable CO2 emissions. • Make space at the “shrubby woodland” for people to enjoy being in it.
• Thinks about the provision of an edible landscape.

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