



20<sup>th</sup> January 2021

**Report to:**

Joint Development Control  
Committee

Joint Director of Planning and Economic Development

**Lead Officer:**

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**20/03950/REM – Queen Edith’s (1000 Discovery Drive, Cambridge Biomedical Campus, Dame Mary Archer Way, Cambridge)**

Proposal: 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.

Applicant: Cambridge Medipark Limited

Key material considerations: Principle of the development; compliance with Parameter Plans; highways and transportation; appearance and design; landscaping; drainage; ecology and environmental health.

Date of Member site visit: -

Is it a Departure Application?: No

Decision due by: 25<sup>th</sup> January 2021 (agreed extension of time)

Application brought to Committee because: Major Development

Presenting officer: Kate Poyser, Principal Planning Officer, Strategic Sites Team

## **Executive Summary**

1. The proposal is for a 5-storey building for research and development purposes on land within Phase 2 of the Cambridge Biomedical Campus.
2. It follows the grant of outline planning permission for Phase 2 and is the first reserved matters application.
3. The scheme is in accordance with the 5 Parameter Plans approved under the outline planning permission.
4. The design and layout of the development is well-considered and the recommendation is that planning permission be granted, subject to conditions.

## **Relevant planning history**

5. 16/0176/COND6 – Initial Site Wide Phasing Plan and Update Position Statement. Current application.
6. 16/0176/COND21 – Contaminated land – gas risk. Withdrawn.
7. 16/0176/COND22 – Submission of preliminary contamination assessment. Part discharged.
8. 16/0176/COND38 – Site Wide Ecology Conservation Management Plan. Current application.
9. 16/0176/COND45 – Scheme for the provision of fire hydrants. Part discharged.
10. 16/0176/COND46 – Foul water strategy. Current application.
11. 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 22<sup>nd</sup> November 2016 and Non-material Amendment agreed 14<sup>th</sup> May 2018 (16/0165/NMA3).
12. 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 5<sup>th</sup> September 2017.

## **Planning policies**

### **13. Cambridge Local Plan 2018**

Policy 5: Strategic transport infrastructure;

Policy 8: Setting of the city;  
Policy 14: Areas of Major Change and Opportunity Areas – general principles;  
Policy 17: Cambridge Biomedical Campus (including Addenbrooke’s Hospital Area of Major Change);  
Policy 28: Carbon reduction, community energy networks, sustainable design and construction, water use;  
Policy 29: Renewable and low carbon energy generation;  
Policy 31: Integrated water management and the water cycle;  
Policy 32: Flood Risk;  
Policy 34: Light pollution control;  
Policy 35: Protection of human health and quality of life from noise and vibration;  
Policy 36: Air quality, odour and dust;  
Policy 55: Responding to context;  
Policy 56: Creating successful places;  
Policy 57: Designing new buildings;  
Policy 59: Designing landscape and the public realm;  
Policy 70: Protection of priority species and habitats;  
Policy 80: Supporting sustainable access to development;  
Policy 81: Mitigating the transport impact of development; and  
Policy 82: Parking management.

The application site lies within site M15 of the Cambridge Local Plan 2018 Policies Map (Cambridge Biomedical Campus (including Addenbrooke’s Hospital)).

#### **14. National Planning Policy Framework revised February 2019**

Section 2 – Achieving sustainable development  
Section 6 – Building a strong and competitive economy  
Section 9 – Promoting sustainable transport  
Section 12 – Achieving well designed places  
Section 15 – Conserving and enhancing the natural environment

#### **15. Supplementary Planning Documents and other Guidance**

Cambridgeshire Flood and Water SPD  
Greater Cambridge Shared Planning Sustainable Design and Construction SPD 2020.

### **Consultation**

16. The response of consultees and third parties have largely been summarised. The full responses are available on the Council’s public access website.

**17. Cambridge County Council Archaeological Officer – no objections.**

#### **18. Environment Agency**

**No objections** are raised in principle to the proposed development. Conditions and informatives are recommended for the purpose of avoiding the contamination of the water environment. These are included in the recommendation below.

## 19. Cambridge County Council Lead Local Flood Authority (LLFA)

Initial comments received 21<sup>st</sup> October 2020 -

Objections were raised due to the lack of a pump failure modelling, surcharging in high frequency storms and the need for clarification relating to the Phase 2 swale.

Comments received 30<sup>th</sup> November 2020, following the receipt of further information -

“We have reviewed the following documents:

- Drainage Strategy Report, Ramboll UK Limited, Ref: 1620008084-RAM-XX-XX-C-RP-000100 Rev P03, Dated: 11 September 2020
- LLFA Surface Water Drainage Comment Response, Ramboll UK Limited, Ref: 1620008084-RAM-XX-XX-C-RP-000103, Dated: 10 November 2020

Based on these, as Lead Local Flood Authority (LLFA) we can **remove our objection** to the proposed development.”

## 20. Cambridge County Council Environmental Health

Comments received 27<sup>th</sup> October 2020 -

Advised that the development proposed was acceptable subject to the imposition of conditions and informatives.

**Noise** – a request was originally made for a condition limiting the hours for deliveries and collections in the interests of the amenities of residents on the approach roads. However, following negotiations with the applicant’s agent, further comments were received from Environmental Health Officer on 2<sup>nd</sup> December, summarised below.

“However, it is agreed that deliveries / collections during night-time hours (2300 to 0700 hrs) are likely to be infrequent. Therefore, we have no objections if the Planning Case Officer chooses to not impose this condition.”

**Air Quality** – “recommends that additional active Electric Vehicle Charge Point (EVCP) provision / capacity is provided over and above the outline condition requirements. National and local planning policy on the provision of sustainable modes of transport / electric vehicles has significantly changed since the grant of outline planning permission.”

“Further to this we also recommended a ‘Car Park - Temporary Provision - Time Limit or Trigger’ Air Quality related condition (wording to be decided) which will ensure additional active EVCP provision is provided should the car park remain in situ for longer than the scheduled duration – with appropriate timescales / triggers, possibly linked to commencement or delivery of development on site / plot 3 as below.”

## 21. Cambridge County Council Highway Authority

**Highways Development Management Team** - “Dame Mary Archer Way is not adopted public highway, therefore in relationship to any physical works required to create the access to the site, **no significant adverse effect** upon the Public Highway should result from this proposal, should it gain benefit of Planning Permission.”

**Major Developments Team** – verbally advised that the effects of the development of Phase 2 of the Cambridge Biomedical Campus, on the surrounding highway network, were considered under the outline planning application. No further comments are, therefore, necessary.

**Transportation Team** – upon receipt of additional information relating to the number of car parking and cycle parking spaces, **no objections** are raised, subject to the condition requiring a Travel Plan (outline planning permission).

**22. Cambridge County Council Sustainable Drainage Engineer**

The development is **acceptable** subject to the imposition of a condition requiring the surface water drainage scheme to be completed as proposed and thereafter managed and maintained. See condition in the recommendation below.

**23. Anglian Water**

Consider the impacts on the public foul sewerage network are **acceptable** at this stage.

**24. Greater Cambridge Shared Planning Service Landscape Architect**

Comments received 29<sup>th</sup> October.

“Generally, the landscape proposals are well thought out and have progressed throughout the pre-application process in tandem with the overall design and layout. Only a limited number of landscape comments are necessary with more detail requested through conditions where thought essential.”

Comments received 4<sup>th</sup> January in response to some revisions.

“We welcome the revisions to landscape proposals following the previous landscape comments all of which are acceptable. However, with the introduction of the earth mounding in the north court we would like to add a request for a typical, dimensioned section through the mounding to illustrate the structure of the soils. This has been added to the condition below.”

Please see conditions in the recommendation below.

**25. Greater Cambridge Shared Planning Service Urban Design**

“The application is compliant with the parameter plans and of the Outline Application (16/0176/OUT), which provide a strong framework for the development of the application site, including the plot layout, movement and access, scale and massing and landscape and open space. The application delivers a robust response to the brief for a speculative building that can accommodate a single or shared occupancy that meets the urban design aspirations of the Outline planning application. A materials and sample panel condition should be attached to this application.” See condition in recommendation below.

**26. Greater Cambridge Shared Planning Service Sustainability Officer**

The proposed scheme is supported in sustainable construction terms.

**27. Cambridgeshire Quality Panel**

The Panel was very impressed by the thoroughness of the presentation and the submission generally. Various suggestions were made, as listed below.

- The large open space to the front of the building should be more active and joyful and therefore questioned the need for the diagonal road cutting across it.
- Should increase opportunities for employees to mingle within the building.
- Suggest the removal of some cycle stands to the front east boundary to improve connectivity with the future Plot 3.
- The Panel would like to see Dame Mary Archer Way function more as a street and less as part of the Addenbrookes' road network. If it were possible to utilise the 2 peripheral roads to provide vehicular and service access, omitting the diagonal road, it would open up the front as a more enjoyable car-free space.
- Would like to see more intimate pockets within the landscape to encourage people to enjoy the space.
- The heavily glazed north elevation of the building is bland.
- Would like to see more storage of water within the landscape rather than in underground tanks.
- Support the all-electric strategy.
- Suggest materials for the temporary carpark could be reusable.

28. **Cambridge Water** – no comments received.

29. **Cambridge Fire and Rescue Service** – no objections, subject to the requirements of The Building Regulations being met and that dry rise fire mains are being incorporated in the design of the building.

30. **Bedfordshire, Cambridge and Northants Wildlife Trust** – no comments received.

31. **Cambridge City Council Ecology Officer** – no objection

32. **Greater Cambridge Shared Waste Shared Service** – no comments received.

33. **Network Rail** – no comments received.

34. **Health & Safety Executive** – no comments received.

35. **Cambridge City Council Public Art Officer** – No formal comments received

36. **National Grid** – no comments received.

37. **Great Shelford Parish Council** – no comments received

## **Representations from members of the public**

38. 82 letters were sent to local residents and residents groups giving notification of the receipt of the application. The local residents' groups include Trumpington Residents Association and Queen Edith's Neighbourhood Forum. Two notices were displayed on site.

One representation has been received from the occupier of 58 Warbarton House, objecting to the development on the following grounds:

- **Height of building**

The site is on the southern edge of the City and will be part of its southern aspect. It will be viewed as such from the railway, the Ninewells Nature Reserve and White Hill. The virtue of not having tall buildings facing open space is well represented nearby with the western side of Hobson's Park. Any proposed building on this site should therefore be no more than four storeys high, the same as the Abcam Building and Warburton House. The south facing façade of the building should also not be significantly nearer to the southern edge of the site, again to be congruent with the Abcam Building and Warburton House.

- **Overshadowing**

The building also needs to be of a height and in a position that does not obliterate winter sunlight. The current proposed position would cast a long shadow over the Ninewells Estate in winter, being directly in line with where the winter sun sets as viewed from the Ninewells Estate. Placing the building further away from the southern edge, and making it only four storeys high, would also mitigate this issue.

- **Open Space**

The proposed open space is very badly designed. A valuable open space would have a southern aspect to receive sunlight and to provide a view out into the countryside. The proposed open space will get no winter sunlight making it bleak and inhospitable. Such an open space also needs facilities, for example a shop and a café. In the current circumstances it is imperative to create an open space that facilitates outdoor use at all times of the year and this proposal does not do that.

## **The site and its surroundings**

39. 1000 Discovery Drive lies within Phase 2 of Cambridge Biomedical Campus. It lies next to the recently built Abcam building and is currently a vacant field. Addenbrookes Hospital and Phase 1 of the Campus lie to the north and the Green Belt boundary to the south.

40. Outline planning permission was granted for the development of Phase 2 in September 2017, for research & development and clinical purposes. The full description of the development allowed is given in paragraph 12 above. The whole site will be divided into plots and is intended to be served by 2 multi-storey car parks, one each at the east and west ends of the site.

41. 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 west multi-storey car park lies within in the Abcam site, the details of which have yet to be approved. A

temporary surface car park exists here. The foul water pumping station, which will serve Phase 2, has recently been provided to the west of the Abcam building.

42. 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.
43. 1000 Discovery Drive is the first reserved matters application, but Plot 2 on Phase 2 of the campus. Condition 6 of the outline permission requires a Phasing Plan to be submitted either before or concurrent with the first reserved matters application, and this has been submitted under a separate application. Work cannot commence on site until this has been agreed. There will be annual updates to the Phasing Plan.
44. The Phasing Plan will be agreed under a discharge of condition application. The contents of the Phasing Plan provide a strategic overview of the Phase 2 site and is relevant to the scheme being considered at 1000 Discovery Drive. The main elements are briefly listed below.
- Provision of reserved matters parcels – it is anticipated that Plots 3, 4 and 5 (research & development) will be delivered over the next 7 years. Plots 6 and 7 (clinical) will depend on the redevelopment of key buildings on the hospital campus and will provide relocated facilities.
  - Provision of distributor road and spur to southern edge site – the remaining stretch of the major distributor road, Discovery Drive, will either be delivered on a site by site basis or the entire length will come forward as a separate application. Two options are indicated for the spur to Phase 3 land. The spur is likely to be 18 – 24 months from approval of the first reserved matters application. The 1000 Discovery Drive reserved matters application includes part of the road to Plot 3 to enable a temporary car park to be provided.
  - Strategic foul water and sustainable urban drainage systems (SUDS) – the provision of the foul water storage tanks have been installed on the Abcam site. The strategic SUDS are to be provided on a site by site basis or as part of the works to extend Discovery Drive.
  - Car parking – the multi-storey car park to the west of Phase 2, within the Abcam site, will come forward with the delivery of Plot 3. This is likely to be provided in phases, as each plot is anticipated to generate a need for 150 car parking spaces. The delivery of Plot 3 will result in 450 spaces needing to be provided. This is anticipated to be the end 2024/ early 2025.



- High pressure gas main – this runs through Plot 3 and will be located in order to enable the delivery of that plot. This will be summer 2022 at the earliest.
- Cycle and pedestrian links – most of the cycle and pedestrian links to the campus and surrounding area have already been provided, the remainder will be delivered on a phased, plot by plot basis.
- Strategic electricity and telecommunications networks – a standalone electricity supply for 1000 Discovery Drive has been secured. The remaining plots will require off-site reinforcement works, involving a new supply from the Fulbourn substation (including an upgrade and new cabling). The existing BT Openreach telecommunications network at the campus has already been extended to Phase 2.
- Environmental mitigation measures and landscaping – environmental mitigation to be provided on a plot by plot basis. Part of the southern landscape buffer and northern promenade landscaping areas have been carried out as part of the Abcam works. The remainder will be delivered in phases.

## **The proposal**

45. The submission of the reserved matters application follows a request for pre-application advice. This included 3 meetings and amendments being made to the scheme to accommodate advice from officers. The scheme has also been amended following advice from the Cambridgeshire Quality Panel.

46. The application includes the following submitted documents:

- Design and Access Statement
- Planning Statement
- Landscape Statement
- Vehicular Tracking and Technical Memo
- Details of transport spurs for campus expansion
- Ecological Conservation Management Plan Statement
- Drainage Strategy Report 11/09/2020
- LLFA Surface Water Drainage Comment Response 10/11/2020
- Review of Bespoke Sustainability Strategy
- Energy and Sustainability Statement rev C
- MEP Engineering Report rev A
- Noise Control Strategy
- Air Quality Statement
- Letter from Bidwells – Additional Information dated 13/11/2020
- Additional Information in Response to Environmental Health Comments to Reserved Matters Application from Bidwells (undated)
- Landscape Addendum
- Parking Query Response
- Public Art Delivery Plan

- Trade Waste Details
- Drawings: floor plans drawing Numbers 17495 SBR-ZZ-00-DR-A-10100, 10101, 10102, 10103 and 10104
- Roof Plan Dwg Nos. 10105, Plant Roof Plan 10106
- Existing Site Location 17495 SBR-ZZ-XX-DR-A-00090
- Proposed Site Location 00100
- Proposed Block Plan 00112
- External Compound 10110
- External Cycle Store 10111
- Elevations 11100 & 11101
- Access Cleaning and Maintenance 69001 & 69002 & 69003
- Landscape General Arrangement 20-093-101-revA
- Illustrative Landscape Masterplan 103-revA
- Landscape North Court 104-revA
- Landscape Site sections North Court 111-A

47. The reserved matters application is for a five-storey building of 11,880 square metres gross floorspace (100,000 square feet net floorspace). The building would have a central core for stairs, lifts, toilets etc. There would be fire escapes and additional plant space, if needed, to the east and west sides. A café is located on the ground floor. The floorspace is intended to be flexible to allow for sub-division of the floors for two to four tenants if required. The development is speculative and there are currently no named occupiers for the building.

48. The application is the subject of a Planning Performance Agreement, as the applicant is required to commence on site in April 2021 to meet the requirements of grant funding.

49. The ground floor would include a reception and café that would spill out into the courtyard immediately to the front of the building. The entrance would be a significant feature of the building's design, with an abstract tree structure supporting one corner of the building and providing a covered/external area for the café. The front elevation, facing the north, would be predominantly glazed, with vertical, fin-like features. The side elevations would be a mix of glazing with grey and champagne fins and panels. The south elevation would be mostly glazing and grey brick. Plant, including an array of solar panels, would be visually hidden behind elevational panels on the roof. A flue would sit centrally on the roof and would project above the roof by 6.7 metres. This height is allowed within the height Parameter Plan of the outline permission.

50. Discovery Drive is the strategic vehicular route through Phase 2. The first part of it is complete and runs between the Abcam building and the application site. The next section would run along the southern stretch of Phase 2 and parallel with Dame Mary Archer Way. The strip to the rear of the Abcam building has also been built. The final section, towards the east, would turn at ninety degrees and re-join Dame Mary Archer Way in the form of a T-junction. The strip between Abcam and the application site will be lined with trees on either side.

51. In accordance with the intended layout of the outline planning permission, which divides Phase 2 into “piano key” like plots, 1000 Discovery Drive will follow this plot division. The position of the proposed building would follow the intended staggered pattern of buildings, alternately being to the south or north of the plot. Abcam is to the north, 1000 Discovery Drive is to the south.
52. A landscaped forecourt of 51 metres deep would occupy the space between the building and Dame Mary Archer Way. A wide path would run diagonally across the forecourt to connect the front entrance to the pedestrian/cycle crossing on Dame Mary Archer Way. An internal road would run east west across the forecourt to provide access to 7 visitor and disabled parking spaces, a taxi drop-off/ pick-up point and to enable servicing of a refuse store. A delivery bay is provided to the east side of the building and the internal road would enable servicing vehicles to leave without needing to operate a three-point turn. The forecourt to the north would also provide covered and secure cycle provision, a soft landscaped amenity area, space for outside meetings, trees, planting, swales for drainage, as well as outdoor seating for the café near the entrance.
53. A temporary surface car park would be provided for 146 cars. This would be located to the east of the building, on land falling within Plot 3. The vehicular entrance would be to the south. A swale with trees and planting would provide surface water drainage. When Plot 3 comes forward for development, the trigger for constructing the multi-storey car park adjacent to the Abcam building will kick-in and the temporary car park will be removed.

## Planning assessment

### Principle and Parameters of the Development

54. From the consultation responses and the representation received, and from an inspection of the site and the surroundings, the key issues are: Principle of the development; compliance with Parameter Plans; highways and transportation; appearance and design; landscaping; drainage; ecology and environmental health matters.
55. The principle of the development of this land for research and development and clinical purposes was established on the grant of outline planning permission reference 16/0176/OUT. This is in accordance with the Cambridge Local Plan 2018, Policy 17 and the allocation of Policy Site M15
56. The outline planning permission was supported by five Parameter Plans which establish the principles of the subsequent development of the site. These are listed below:
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 for a research and development use and would not result in 67% of Phase 2 being exceeded for this use.
  2. **Maximum Building Heights** – 3 zones are identified. 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 proposed building is located towards the south of the site and would measure 42.5 metres high. The flue would be a further 6 metres above this, however, the height parameter excludes flues.

3. **Access** – shows an indicative route for the primary transport route. The 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.
4. **Open Space and Landscaping** – shows character zones A to D. 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 application shows buffer planting, a swale for drainage and the continuation of the primary access route in this zone. No part of the application site lies within Zone D.
5. **Development Principles** – these include - no less than 50% of the length of the southern development line to be edged by landscape areas. The landscaping areas will be a minimum of 40 metres deep. 2 clear views across the site, a minimum of 6 meters wide. In the proposed application, the landscaped area will be over 50 metres deep. The scheme does not conflict with the provision of 2 clear views across the site or with providing landscape edging to 50% of the length of the southern development line.

The proposed development is, therefore, in accordance with the five Parameter Plans.

57. In conclusion, there are no objections to the principle of the development and the parameters set out by the outline planning permission would be met.

## **Highways and Transport**

### **58. Access**

The principal access road to serve Phase 2 of the campus was considered at the outline planning application stage. Discovery Drive, as built so far, follows this pattern. This proposed scheme seeks to continue it. Access to the development site would be via Discovery Drive and there would be no access onto Dame Mary Archer Way.

59. An internal road is proposed to provide the main service access to the east of the building and minor servicing to the north. To provide servicing to the south of the building would have resulted in the building shifting north, impinging on the north forecourt and compromising the intended staggered layout of Phase 2. This arrangement also enables fire tender access to the perimeter of the building and disabled parking near the front entrance.

60. Dame Mary Archer Way is not adopted public highway and Discovery Drive will not be adopted either. The Cambridge Biomedical Campus is owned by the applicant. The Local Highway Authority raise no objections to the proposed work.

#### 61. Servicing

Vehicle tracking drawings have been submitted which show that 2 rigid vehicles would be able to park in the loading bay to the east of the building and allow other vehicles to pass. A refuse vehicle would be able to pull over next to the bin store at the front of the building, a rigid vehicle park in the opposite parking bay and a car could still pass.

#### 62. Travel Plan

The effect of traffic generation resulting from the development of Phase 2 on the existing highway network was considered at the outline planning application stage. As the proposed development is in line with the outline permission, no further assessment of traffic generation is required. Mitigation works are secured by a S106 Agreement. Works so far carried out include:

- Improved crossing facilities for pedestrians and cyclists at the Addenbrooke's Road / Francis Crick Avenue / Dame Mary Archer Way three-arm roundabout (S278 Works).
- Phases 1 & 2 of the A1301 Shelford Road / Addenbrooke's Road junction improvements (S278 Works).
- Cycle route connection into the Bell School site (at the eastern end of CBC Phase 2).
- Pedestrian and cyclist crossing facilities at the Dame Mary Archer Way / Papworth Access Road signalised 'T' junction.
- Provision of the western cycle link into the local cycle route (previously NCN 11).
- Discovery Drive, the northern promenade and other pedestrian, cyclist and vehicular connectivity links delivered as part of the Abcam building infrastructure works.

#### 63. Car and Cycle Parking

The proposed western multi-storey carpark would provide approximately 694 spaces. The trigger for the delivery of this is upon the second Reserved Matter application coming forward. This would be Plot 3, the next plot on from 1000 Discovery Drive. Although the entire carpark may be delivered in one go, the proposed Phasing Plan considers that it could be delivered in stages, ensuring sufficient parking spaces for Plots 1, 2 and 3 initially (450 spaces).

64. Car parking spaces would be provided at a ratio of 1 space for every 80 square metres, in accordance with outline planning permission, Condition 33.194 cycle spaces would be provided to the eastern edge of the forecourt, 20% would be secure and the remainder would be covered Sheffield stands. A further 6 spaces would be provided for visitors next to the front entrance. Cycle parking provision is required to be in accordance with Condition 37 of the outline planning permission. Following the calculations set out by this condition, there is a requirement for 194

staff cycle parking spaces and 5 cycle parking spaces for visitors. The proposed cycle parking provision would meet the requirements of Condition 37.

### **Appearance and Design**

65. The layout and design of the application site follows pre-application advice and consideration of the scheme by Cambridgeshire Quality Panel and Greater Cambridge Shared Planning Service Urban Design Officer. Various amendments have led to the current proposal.
66. The proposed open forecourt to the front of the building would provide a useable open space as well as an attractive landscaped setting for the building. A wide footpath would direct pedestrians from the crossing on Dame Mary Archer Way to the front entrance of the building. The forecourt would provide 2 active areas for eating and socialising, with seating under the shade of trees and space for temporary events, such as food hubs.
67. The site would be well connected to the existing campus and the surrounding area. A pedestrian path from the main entrance will go directly to the pedestrian crossing over Dame Mary Archer Way. From there the path travels north through the existing campus, thus providing connection to Papworth, Addenbrookes hospital, The Green and Gardens and to Cambridge South Station when that comes forward. Cycleways run along Dame Mary Archer Way and to the south of the Phase 2 site, running east west, connecting cyclists to Addenbrookes Road and the residential area on the former Bells School site. A direct path will connect the west multi-storey carpark with 1000 Discovery Way. There would also be a pedestrian link, between cycle stands, to the adjacent Plot 3 site.
68. The design of the building reflects some of the design feature of the adjacent Abcam building, by the use of grey bricks and gold reveals/fins adjacent windows. The predominant use of brick on the south elevation and glazing on the north respect the solar orientation of the building, to avoid overheating by sunlight. The building is designed to be flexible to accommodate the needs of future (unknown) tenants. This includes an irregular pattern of louvres on the elevations that can provide ducted connections for specialist ventilation systems. A condition (Condition 11 below) will be required to secure the details of materials.
69. The design of the building is to target a BREEAM Very Good rating. The applicant initially aimed for an Excellent rating, but recent amendments in the BREEAM rating system has made this difficult for the applicant to achieve in this case. This is acknowledged by the Greater Cambridge Shared Planning Service Sustainability Officer. The building incorporates a high-performance envelope, high efficiency services, a roof mounted solar panel array, utilise air source heat pumps for heating instead of natural gas boilers. This should be secured by condition - see Conditions 13 and 14 in the recommendation below.

### **Landscaping**

70. The landscape proposals are well thought out and have progressed in response to consultations with the Greater Cambridge Shared Planning Service Landscape

Officer and Urban Design Officer, and Cambridge Quality Panel. They reflect the campus-wide aspirations to establish a strong presence of nature.

71. To the front of the site would be the northern promenade. It would extend the style and character of Abcam's northern boundary with Dame Mary Archer Way, comprising grass verge, native hedgerow, bollard lighting, rain garden and gabion wall.
72. A lawn with large trees would occupy the first space to the west of the central path. The internal road and visitors parking would then be followed by a plaza, creating a gateway space for the building. The plaza would also contain an external area for the café, with some planting and trees for shade.
73. To the east of the central walkway would be an area of seating for outside meetings, broken up into shady nooks amongst trees and planting. Beyond this and along the eastern boundary would be the cycle stores and a walkway through to Plot 3.
74. The refuse store and cycle store are located adjacent to the internal road. They are small low, flat roof buildings with green (planted) roofs and clad in climbing plants.
75. There will be buffer tree planting to the southern boundary of the Phase 2 site to give screening and soften the boundary with the open countryside beyond, although the land beyond is allocated for employment purposes in the South Cambridgeshire Local Plan 2018. The section of buffer planting to the rear of the Abcam building has already been carried out.
76. The temporary car park would occupy the southern end of Plot 3. It is currently envisaged that this would be required for up to 5 years, depending on when Plot 3 and consequently, the Multi-storey carpark comes forward. A central green swale with tree planting is proposed to give surface water drainage and soften the appearance of the carpark. It is intended that these trees could be replanted as part of the buffer.
77. The application provides a well-considered landscaping scheme for which there are no objections, subject to the conditions recommended by the Landscape Officer and listed in the recommendation below (see Conditions 7, 8, 9 and 10).

### **Drainage**

78. Environment Agency flood maps for the site show that it lies within Flood Zone 3, with a medium risk of flooding from rivers and the sea. However, the flood risk assessment carried out for the whole of Phase 2 and approved under the outline permission, recommends that this site can be treated as Flood Zone 1 (very low risk), based on additional flood risk modelling undertaken on other nearby developments. This approach has been agreed by the Lead Local Flood Authority during consideration of the outline planning permission.

79. The flow of the surface water drainage will have a controlled discharge rate. There is a mitigation system in the event of a pump failure. A total volume of 505 cubic metres of surface water would be split between the raingarden (20 cubic metres) and below ground tank (340 cubic metres) and permeable paving (145 cubic metres). A swale located to the south of the site will provide additional treatment to surface water.
80. The temporary car park would have a permeable surface and water would drain into a central swale.
81. Foul water will be discharged into an existing foul water manhole located towards the southern boundary and then to the existing pumping station on the campus. Provision for trade effluent has been made in the drainage design, with a provision for sampling points.
82. The Lead Local Flood Authority's initial objection to the lack of a pump failure modelling plan has now been removed following receipt of the required information. On this basis, the proposals are considered acceptable with regard to foul and surface water drainage.

### **Ecology**

83. The majority of the land within Phase 2 consists of poor semi-improved grassland and arable land, which are of little ecological interest and does not provide any significant opportunities for protected species. The site has no statutory designation. The nearest sites of interest are Nine Wells Local Nature Reserve which is 270 metres to the southwest of the site, Gog Magog Golf Course Site of Special Scientific Interest 1.5 kilometres to the southeast, Redcross Lane Drain City Wildlife Site to the east boundary of the Phase 2 site and Hedgerow West of Babraham Road City Wildlife Site 5 metres to the east of the site.
84. A Site Wide Ecological Conservation Management Plan (SWECMP) is required to be submitted prior to or concurrent with the first reserved matter submission under Condition 38 of the outline planning permission. This has been submitted (planning reference number 16/0176/COND38). It supports the positive management of the adjacent City Wildlife Sites and offer over 10% biodiversity net gain. The Site Wide Ecological Conservation Management Plan has yet to be agreed and the condition (part) discharged, however, the Council's Ecology Officer has expressed no objections to the scheme.
85. The Site Wide Ecology Conservation Management Plan (SWECMP) seeks to establish green roofs and green walls within the development plots. 1000 Discovery Drive provides both on the 2 "pavilion" buildings of the refuse store and secure cycle store.
86. The SWECMP seeks to provide fauna enhancements, such as bat boxes and bird boxes.
87. Cambridge Biomedical Campus Management Limited will have ultimate responsibility for implementing the strategy and its maintenance.



88. The 1000 Discovery Drive application proposes to install bat boxes and swift boxes on the main buildings and integrated Sparrow Terraces on the refuse store. The remaining ecological features relate to the proposed planting as listed below.
- Swale and raingardens to be planted with a mix of grass and perennial species that will promote the entomological interest within the site.
  - Native tree planting for nesting opportunities and foraging for bats.
  - Native hedgerows to the benefit of birds and bats
  - Species rich green roofs on the cycle and refuse stores to the benefit of invertebrates.
  - Green walls to the cycle and refuse stores will offer opportunities for nesting birds.
  - Open green space seeded with diverse grassland mix to increase botanical diversity and offer opportunities for invertebrates.
  - Fruit bearing species for foraging birds and a nectar source for invertebrates.
89. The Council's Ecologist has reviewed the application proposals and considers the scheme would provide a 13% biodiversity net gain, exceeding national and local recommendations. There are, therefore, no planning objections to the ecological considerations of this application.

### **Environmental Health**

#### 90. Noise

The main source of operational noise is likely to be mechanical/electrical plant and equipment such as extractor fans, condenser units. The applicant has submitted thorough and comprehensive reports for operational noise impact assessment and proposed control/mitigation measures. It is envisaged that there will be no local adverse noise impacts on sensitive receptors, such as the hospital wards and residential properties on the former Bells School site. Conditions 3 and 4 below are recommended to ensure compliance.

91. Consideration has been given as to whether a time limit condition would be necessary with regard to deliveries to the site. The concern relates to residential amenity that may be adversely affected on the approach roads to the site and a restriction to deliveries between 2300 hours and 0700 hours had originally been suggested by the Environmental Health Officer. The applicant's response is as follows:

“It is unclear why such a restriction needs to be applied to a commercial building in a commercial setting, in and amongst other commercial buildings that include 24-hour operation. Whilst the building is intended to operate under normal office hours, there could occasionally be out of hours operations. It is requested that the suggested condition is not imposed as there is no evident reason to protect the amenities of the nearby commercial operators.”

92. Further to this, the Environmental Officer acknowledges the development is such that there would be little need for late deliveries and has decided to leave it to the planning officer to decide whether such a condition should be applied. The

suggested condition relates to deliveries only and not to the use of the building. All vehicular routes to the application site are via residential roads. There could be justification for a time limit condition for these reasons, relating to residential amenity. However, the nature of the intended use is such that frequent deliveries are not anticipated. The cumulative effect of this with the other plots on the Phase 2 site would have been a matter for consideration at the outline stage, but such a condition was not required. It is noted that there is no such restriction on the Abcam building, which gained planning permission just 3 years ago. On balance, a delivery time limit condition is considered not to be necessary and it is therefore not included in the list of recommended conditions.

**93. Air Quality**

Predicted vehicle movements associated with the development are below the threshold for a detailed air quality assessment. The details of this scheme offer improvements above those anticipated in the outline permission i.e. no combustion emissions from heating. Further to this, air quality has improved in the local area since the original outline application.

**94. Passive and active Electric Vehicle Charging Points** are proposed within the multi-storey car park. They are also required to serve the temporary car park, particularly in the event that it remains in place for several years. This should be secured by condition (see Condition 5 below).

**95. Lighting**

A lighting scheme is required to be submitted under Condition 16 of the outline planning permission. An external lighting scheme is included in the submitted MEP Engineering Report revision A. This outlines the lighting strategy only and details will need to be submitted for approval prior to occupation. The scheme will seek to maximise safety and security whilst maintaining minimal impact on the site surroundings. Low energy lamps types would be used. Details of the lighting scheme will be secured under Condition 16 of the outline planning permission (16/0176/OUT).

**96. Contaminated Land**

Contaminated land issues are subject to a series of site-wide conditions on the outline permission – Conditions 21 to 27. As such, any contaminated land issue relating to this plot will be assessed under these conditions. A Preliminary Contaminated Assessment has already been submitted for consideration under Condition 22.

**97.** On the basis of the above evaluation, the proposal is considered acceptable with regard to environmental health issues.

**Other Considerations**

**98.** The occupier of 58 Warbarton House (former Bells School site) raises several objections. The first relates to the height of the building and its location towards the southern end of the plot. The concern relates to the visual impact of the development on the surrounding area. The height of buildings and the development area of the Phase 2 site was considered under the outline planning

permission and Parameter Plans were approved. The submitted reserved matters complies with the agreed Parameters Plans in terms of its height and position on the plot. An objection is, therefore, unlikely to be sustainable on these grounds.

99. There is also concern that the building would cause overshadowing of the Ninewells Estate/former Bells School development. The proposed building is over 280 metres from the edge of this residential estate and at this distance would not cast a shadow or restrict sunlight or daylight to those dwellings. Concern is also raised to the norther aspect of the forecourt and the lack of sun that position would provide. Objection is also raised to the space not being usable and having no provision of a shop or café. As previously described, the outdoor space would be useable and the scheme does include a café, but no shop.

## **Planning balance and conclusion**

100. This reserved matters application is in accordance with the parameters of the outline planning permission. The external design of the building and the forecourt to the north of it has been well considered. The layout shows good pedestrian and cycling connectivity to Phase 1 of the Cambridge Biomedical Campus and the surrounding area. It is considered that there are no sustainable planning objections to raise to the development and planning permission should, therefore, be granted.

## **Recommendation**

101. Officers recommend that the Planning Committee **approve** the reserved matters planning application, subject to the conditions listed below and with authority delegated to officers to undertake appropriate minor amendments of those conditions prior to issue of the planning permission.

## **Conditions**

### **1. Plans Compliance**

The development hereby permitted shall be carried out in accordance with the approved plans and documents 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.

### **2. Surface Water Drainage Compliance**

No building hereby permitted shall be occupied until the surface water drainage scheme for the site has been completed in accordance with Cambridge Biomedical Campus Phase 2: 1000 Discovery Drive – Drainage Strategy Report (Document ref. 1620008084-RAM-XX-XXC-RP-000100 Ramboll, P03 dated 11/09/2020). The surface water drainage scheme shall be managed and maintained thereafter in

accordance with the agreed management and maintenance plan for the lifetime of the development.

Reason: To ensure the satisfactory maintenance of drainage systems that are not publicly adopted, in accordance with the requirements of paragraphs 163 and 165 of the National Planning Policy Framework.

### **3. Operational Noise Mitigation / Insulation Scheme - Compliance**

The development and operational plant / equipment hereby approved including all mechanical and electrical services and emergency generator 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 noise emission limits and sound mitigation / insulation measure principles as detailed in the submitted Hoare Lea reports titled '1000 Discovery Drive, Cambridge. ACOUSTICS NOISE CONTROL STRATEGY REVISION 00 – 28.08.2020 (Hoare Lea - Project number: 10/11763 & Document reference: REP-1011763-5A-AD-20200817-Noise control strategy-Rev00.docx)' and '1000 Discovery Drive, Cambridge Biomedical Campus - Phase 2. Cambridge. MEP ENGINEERING REPORT REVISION A – 28 AUGUST 2020 (Hoare Lea - Project number: 31/03035 & Document reference: 1000 DD - MEP Engineering Report - Rev A)'.

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, 2019) paragraphs 170 e) and 180 a) and policy 35 - Protection of human health and quality of life from noise and vibration of the Cambridge Local Plan 2018.

### **4. Operational Noise Mitigation / Insulation Scheme - Post Construction / Installation Verification and Completion Report**

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 reports titled '1000 Discovery Drive, Cambridge. ACOUSTICS NOISE CONTROL STRATEGY REVISION 00 – 28.08.2020 (Hoare Lea - Project number: 10/11763 & Document reference: REP-1011763-5A-AD-20200817-Noise control strategy-Rev00.docx)' and '1000 Discovery Drive, Cambridge Biomedical Campus - Phase 2. Cambridge. MEP ENGINEERING REPORT REVISION A – 28 AUGUST 2020 (Hoare Lea - Project number: 31/03035 & Document reference: 1000 DD - MEP Engineering Report - Rev A)' 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, 2019) paragraphs 170 e) and 180 a) and policy 35 - Protection of human health and quality of life from noise and vibration of the Cambridge Local Plan 2018.

### **5. EV Charge Point Provision**

Prior to the installation of any electrical services, an electric vehicle charge point 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. Five active fast electric vehicle charge points with a minimum power rating output of 22kW to be installed prior to occupation
2. Prior to occupation, provision shall be made for 23 passive electric vehicle spaces to have the necessary infrastructure and capacity in the connection to the local electricity distribution network and electricity distribution board, in order to facilitate and enable the future installation and activation of additional active slow electric vehicle charge points as required.
3. The electric vehicle charge points shall be designed and installed in accordance with BS EN 61851 or as superseded
4. In the event that either no construction work on Plot 3 (of Phase 2 of the Cambridge Biomedical Campus) or construction of the Multi-Storey Car Park has commenced within five years of the date of this decision notice, an additional 31 active slow electric vehicle charge points with a minimum power rating output of 7kW shall be provided. The additional 31 active slow electric vehicle charge points shall be provided within 6 months after the expiry of the five years from the date of this decision.

The electric vehicle charge point scheme as approved shall be fully installed in accordance with the approved Programme 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) paragraph 105, 110, 170 and 181, Policy 36 - Air Quality, Odour and Dust of the Cambridge Local Plan (2018) and with Cambridge City Council's adopted Air Quality Action Plan (2018).

### **6. Standby Emergency / Backup Generator Operation (Air Quality Mitigation)**

Any emergency backup generator that is used shall operate as follows:

#### **(i) Emergency Use Only**

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

#### **(ii) Hours of Running for Testing, Maintenance & Repair**

Running of the backup generator as part of routine periodic testing, maintenance and repair shall only take place for the length of time specified by the manufacturer between the hours of 8am - 6pm Monday to Friday, 9am -1pm Saturday and 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 a week (168 hours) in any calendar month, exclusive of the permitted hours detailed in (ii) above for periodic testing, maintenance and repair.

Reason: To protect human health and amenity in terms of local air quality impacts in accordance with policy 36: Air quality, odour and dust of the Cambridge Local Plan, 2018.

### **7. Soft landscape works details**

Prior to commencement of the soft landscaping works, details of soft landscape works shall be submitted to and approved in writing by the local planning authority. Soft landscape works shall include dimensioned sections through the proposed earth mounding, planting plans; written specifications (including ground decompaction post construction, cultivation, topsoil quality and spreading and other operations associated with plant and grass establishment); schedules of plants, noting species, plant sizes and proposed numbers/densities where appropriate and an implementation programme. These works shall be carried out as approved.

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 South Cambridgeshire Local Plan 2018; Policies NH/2 and HQ/1)

### **8. Tree/planting Pits**

Prior to any tree planting taking place, 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.

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 South Cambridgeshire Local Plan 2018; Policies NH/2 and HQ/1)

### **9. Landscape maintenance and management plan**

Prior to first occupation or the bringing into use of the development, hereby permitted, a bespoke landscape maintenance and management plan, including long term design objectives, management responsibilities and maintenance schedules for all landscape areas shall be submitted to and approved by the local planning authority in writing.

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 South Cambridgeshire Local Plan 2018; Policies NH/2 and HQ/1)

### **10. Hard and Soft landscaping implementation**

All hard and soft landscape works shall be carried out in accordance with the approved details, and to a reasonable standard in accordance with the relevant recommendation of the appropriate British Standard or other recognised code of good practice. The works shall be carried out prior to the occupation of any part of the development or in accordance with the programme agreed by the local planning authority in writing. The maintenance shall be carried out in accordance with the approved schedule. Any trees or plants that, within a period of five years after planting, are removed, die or become in the opinion of the local planning authority, seriously damaged or defective, shall be replaced as soon as is reasonably practicable with others of species, size and number as originally approved. All replacement trees to be maintained for a period of 5 years.

Reason: To ensure 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 South Cambridgeshire Local Plan 2018; Policies NH/2 and HQ/1)

### **11. Materials**

No development shall take place above ground level, except for demolition, until a sample panel of the materials to be used in the construction of external surfaces of the buildings has been prepared on site and approved in writing by the local planning authority. The details shall include curtain walling, aluminium panels, fins and louvres, brick, glass spandrel panels. 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 and 57).

### **12. Sample Panel**

No brickwork above ground level shall be laid until a sample panel 1.5 x 1.5m has been prepared on site detailing the choice of brick, bond, coursing, mortar mix, design and pointing technique. The details shall be prepared on site for inspection and approved in writing by the Local Planning Authority. The approved sample panel

is to be retained on site for the duration of the works for comparative purposes, and works will take place only in accordance with 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 and 57).

### **13. BREEAM design stage certification**

Within 6 months of commencement of development, a BRE issued Design Stage Certificate shall be submitted to, and approved in writing by, the Local Planning Authority demonstrating that BREEAM 'very good' as a minimum will be met. Where the Design Stage certificate shows a shortfall in credits for BREEAM 'very good', a statement shall also be submitted identifying how the shortfall will be addressed. In the event that such a rating is replaced by a comparable national measure of sustainability for building design, the equivalent level of measure shall be applicable to the proposed development.

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

### **14. BREEAM post construction certification**

Within 6 months of occupation of the development hereby approved, a BRE issued post Construction Certificate shall be submitted to, and approved in writing by the Local Planning Authority, indicating that the approved BREEAM rating has been met. In the event that such a rating is replaced by a comparable national measure of sustainability for building design, the equivalent level of measure shall be applicable to the proposed development.

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

### **15. Implementation of the energy strategy**

The approved energy strategy and associated renewable energy technologies as set out in the Energy and Sustainability Statement (Hoare Lee, Revision C, 8 September 2020) and as shown on the approved plans) shall be fully installed and operational prior to the occupation of the development and thereafter maintained in accordance with a maintenance programme, details of which shall have previously been submitted to and approved in writing by the local planning authority.

Where grid capacity issues subsequently arise, written evidence from the District Network Operator confirming the detail of grid capacity and a revised Energy Statement to take account of this shall be submitted to and approved in writing by the local planning authority. The revised Energy Statement shall be implemented development and thereafter maintained in accordance with the approved details.



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).

## **Informatives**

### **1. Surface Water Drainage:**

All surface water from roofs shall be piped direct to an approved surface water system using sealed downpipes. Open gullies should not be used.

Surface Water Drainage and Infiltration Sustainable Drainage Systems (SuDS).

The water environment is potentially vulnerable and there is an increased potential for pollution from inappropriately located and/or designed infiltration (SuDS). We consider any infiltration (SuDS) greater than 2.0 m below ground level to be a deep system and are generally not acceptable. All infiltration SuDS require a minimum of 1.2 m clearance between the base of infiltration SuDS and peak seasonal groundwater levels. All need to meet the criteria in our Groundwater Protection: Principles and Practice (GP3) position statements G1 to G13 which can be found here:

<https://www.gov.uk/government/collections/groundwater-protection>. In addition, drainage systems must not be constructed in ground affected by contamination and if the use of deep bore soakaways is

proposed, we would wish to be re-consulted. The proposals will need to comply with our Groundwater protection position statements G1 and G9 to G13.

Only clean, uncontaminated surface water should be discharged to any soakaway, watercourse or surface water sewer.

### **2. Foul Water Drainage:**

An acceptable method of foul drainage disposal would be connection to the public foul sewer.

Anglian Water Services Ltd. should be consulted by the Local Planning Authority and be requested to demonstrate that the sewerage and sewage disposal systems serving the development have sufficient capacity to accommodate the additional flows, generated as a result of the development, without causing pollution or flooding. If there is not capacity in either of the sewers, the Agency must be reconsulted with alternative methods of disposal.

The applicant must ensure that there is no discharge of effluent from the site to any watercourse or surface water drain or sewer.

### **3. Pollution Prevention:**

Surface water from roads and impermeable vehicle parking areas shall be discharged via trapped gullies.

Prior to being discharged into any watercourse, surface water sewer or soakaway system, all surface water drainage from lorry parks and/or parking areas for fifty car park spaces or more and hardstandings should be passed through an oil interceptor designed compatible with the site being drained. Roof water shall not pass through the interceptor.

Notwithstanding the provision of the Town and Country Planning General Permitted Development Order 1995 (or any order revoking or re-enacting that Order), any oil storage tank shall be sited on an impervious base and surrounded by oil tight bunded

walls with a capacity of 110% of the storage tank, to enclose all filling, drawing and overflow pipes. The installation must comply with Control of Pollution Regulations 2001, and Control of Pollution (Oil Storage) Regulations 2001.

Site operators should ensure that there is no possibility of contaminated water entering and polluting surface or underground waters.

#### 4. Contaminated Land:

If during development, contamination not previously identified is found to be present at the site then no further development (unless otherwise agreed in writing with the local planning authority) shall be carried out until the developer has submitted a remediation strategy to the local planning authority detailing how this unsuspected contamination shall be dealt with and obtained written approval from the local planning authority. Any remediation strategy shall be implemented as approved.

#### 5. De Watering:

There have been changes to the licensing process for de-watering purposes. A provision of the Water Act 2003 was that abstraction of water for de-watering purposes would require an abstraction licence. This provision is now being implemented and we are inviting applications from existing abstractors from January 2018. There will be a transitional period where abstractors will have up to two years to apply for a licence of a previously exempt activity. When the 2 year application period has closed the Environment Agency can take up to a further 3 years to determine any application.

More information on this and how to apply for a de-watering licence can be found on our website using the below link: <https://www.gov.uk/guidance/apply-for-a-new-abstraction-licence-for-a-currently-exempt-abstraction>

#### 6. Ordinary Watercourse Consent

Constructions or alterations within an ordinary watercourse (temporary or permanent) require consent from the Lead Local Flood Authority under the Land Drainage Act 1991. Ordinary watercourses include every river, drain, stream, ditch, dyke, sewer (other than public sewer) and passage through which water flows that do not form part of Main Rivers (Main Rivers are regulated by the Environment Agency). The applicant should refer to Cambridgeshire County Council's Culvert Policy for further guidance:

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

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

#### 7. Pollution Control

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

#### 8. Artificial Lighting

With regard to outline planning condition 16 'Lighting – Individual Development Plots' and specific reference to compliance with the 'Institute of Lighting Professionals - 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, 2020 - GN01/20.' Any future condition 16 discharge submissions should have regard to this updated guidance note.

#### 9. Odour Abatement Systems - Commercial Type Kitchens

To satisfy any odour/fume filtration/extraction abatement condition applicable to any commercial type kitchens, systems and details shall be provided in accordance with Appendix 2 and 3 of EMAQ's 'Control of Odour and Noise from Commercial Kitchen Exhaust Systems (update to the 2004 report prepared by NETCEN for DEFRA dated September 2018'.

#### 10. Fume / Microbiological Cabinet Systems

Ventilation / extraction systems associated with fume and microbiological cupboards / cabinets shall be installed (including consideration of flue / exhaust termination discharge heights that are required for adequate dispersion) in accordance with relevant national and industry standards, codes of practice and 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.

#### 11. Greater Cambridge Sustainable Design and Construction SPD

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

#### 12. Materials

The details required to discharge the submission of materials condition above should consist of a materials schedule, large-scale drawings and/or samples as appropriate to the scale and nature of the development in question.

#### 13. OW Consent

Constructions or alterations within an ordinary watercourse (temporary or permanent) require consent from the Lead Local Flood Authority under the Land Drainage Act

1991. Ordinary watercourses include every river, drain, stream, ditch, dyke, sewer (other than public sewer) and passage through which water flows that do not form part of Main Rivers (Main Rivers are regulated by the Environment Agency). The applicant should refer to Cambridgeshire County Council's Culvert Policy for further guidance:

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

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

#### 14. Green Roofs

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

#### 15. Pollution Control

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

## **Appendices**

None

## **Report Author:**

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