



23/01779/FUL – Land North Of Dame Mary Archer Way And East And West Of Papworth Road, Cambridge

Application Details

Planning Committee Date: 20 September 2023

Report to: Joint Development Control Committee

Lead Officer: Joint Director of Planning and Economic Development

Ward: Queen Edith's

Proposal: Change of use of land to car parks for a temporary period of up to 10 years, including hard surfacing, vehicular access, pedestrian walkways, barriers, CCTV, electric vehicle charging points, bus shelter, lighting columns and associated infrastructure and landscaping

Applicant: Cambridge University Hospitals NHS Foundation Trust

Presenting officer: Michael Sexton, Principal Planner

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. Context of the Site, Design and External Spaces
3. Landscape
4. Transport, Highway Safety and Parking
5. Sustainability
6. Biodiversity
7. Water and Flood Risk Management
8. Other Environmental Considerations

Recommendation: Approve this full planning 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.

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1. Executive summary

- 1.1 The application seeks full planning permission for the change of use of land to car parks for a temporary period of up to 10 years, including hard surfacing, vehicular access, pedestrian walkways, barriers, CCTV, electric vehicle charging points, bus shelter, lighting columns and associated infrastructure and landscaping.
- 1.2 The proposed temporary car parks would provide 346 spaces; 337 being existing spaces displaced by the proposed Cambridge Cancer Research

Hospital and resulting closure of car parks A, B and C, and a further nine spaces arising from the uplift in floor space associated with the proposed Cancer Hospital development. These parking requirements are based on the findings of the “CUH Car Parking Strategy to 2025/2026”, which supports the application.

- 1.3 A temporary permission is sought until such time that major strategic transport infrastructure developments (including the Cambridge South Station and Cambridge South East Transport Scheme), come forward and deliver a modal shift towards sustainable travel modes to and from the campus that negates the need for the car parks. The application site would then become available for redevelopment as part of the wider masterplan for the hospital. A temporary permission would not prejudice future development on the campus and would align with key principles coming forward through the emerging updated masterplan for the Cambridge Biomedical Campus, which includes a reduction in car dependency.
- 1.4 The proposed development would incorporate soft landscaping and new tree planting, deliver a net gain in biodiversity, provide 39 electric vehicle charging spaces and incorporate appropriate drainage arrangements, in accordance with relevant planning policy.
- 1.5 The proposed temporary car parks represent an essential facility to support the continued operation of the existing hospital and the delivery of the proposed Cambridge Cancer Research Hospital.
- 1.6 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. Site Description and Context

- 2.1 The application sites form two parcels of land either side of Papworth Road within the Cambridge Biomedical Campus (CBC).
- 2.2 The sites comprise approximately 1.5 hectares, with approximately 0.66 hectares of land forming the western car park and approximately 0.84 hectares of land forming the eastern car park.
- 2.3 The proposed western car park is located to the west of Papworth Road, east of Francis Crick Avenue and north of the existing Cambridge University Hospitals (CUH) helipad and its associated exclusion zone. To the north is an area of surface level car parking with the Royal Papworth Hospital and the recently constructed University of Cambridge Heart and Lung Research Institute beyond. To the east is a multi-storey car park.

- 2.4 The proposed eastern car park is located east of Papworth Road, west of the orthopaedic theatres that are currently under construction and south of an existing multi-storey car park.
- 2.5 The western site is previously developed vacant land comprising the former site compound for the Project Atria (Heart and Lung Institute) which has been stripped resulting in a lowered ground-level and is currently left as scrub with some hardstanding. The eastern site is currently in use as a site compound that is expected to be vacated soon.
- 2.6 The sites are 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 sites include small areas within Flood Zones 2 and 3, and small 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.

3. The Proposal

- 3.1 The proposal is for change of use of land to car parks for a temporary period of up to 10 years, including hard surfacing, vehicular access, pedestrian walkways, barriers, CCTV, electric vehicle charging points, bus shelter, lighting columns and associated infrastructure and landscaping.
- 3.2 The proposed temporary car parks would accommodate displaced car parking arising from the proposed Cambridge Cancer Research Hospital (CCRH) and resulting loss of existing car parks A, B and C. They would also facilitate the additional parking requirements generated by the CCRH until such time as strategic transport improvements remove the need for up to 400 staff car parking spaces. The application sites would then become available for redevelopment as part of the wider masterplan for the hospital.
- 3.3 The proposed scheme would provide 346 spaces, as informed by the CUH Car Parking Strategy to 2025/26. 337 of these spaces arise from the displaced parking associated to the CCRH development, with a further nine spaces (3 staff and 6 visitor) derived from the uplift in floor space associated to the proposed CCRH building.
- 3.4 The western car park would accommodate 121 spaces comprised entirely of standard parking bays, 30 of which would be bookable spaces. As amended, the eastern car park would accommodate 225 spaces comprised of 177 standard bays, 30 standard electric vehicle (EV) charging spaces and 18 blue badge bays, of which nine would be EV spaces (total of 39 EV charging spaces).
- 3.5 No cycle parking is proposed as part of the development nor is any required; there is no existing provision within car parks A, B and C that would be displaced by the CCRH development. CCRH will be required to make

appropriate cycle parking provision within the red line boundary associated with that separate planning application (planning ref. 23/00240/FUL).

Application Documents

3.6 In addition to the application forms and architectural drawings, the application is accompanied by the following supporting information:

- Arboricultural Survey
- Archaeological Report
- CUH Car Parking Strategy to 2025/2026
- Design, Access and planning Statement
- Ecological Assessment
- Flood Risk and Drainage Strategy (and associated plans)
- Landscape Management and Maintenance Plan
- Phase I and II Geo-Environmental Assessment
- Sustainability Checklist
- Transport Statement

4. Relevant Site History

4.1 The application site and adjoining land has been subject to an extensive planning history, which is set out in full in **Appendix 1**. Table 2 below provides a summary of key planning permissions.

Reference	Description	Decision
Cancer Research Hospital		
23/00240/FUL	Redevelopment of existing parking area to provide a new Cambridge Cancer Research Hospital building (C2 use) with alterations to existing access arrangements, underground link tunnel, public realm works, hard and soft landscaping, and associated works	pending
Helipad		
22/00241/FUL	Installation of a helicopter landing pad, wind sock, lighting, access road and associated works - temporary permission for 4 years	Approved (04-May-22)
CBC Phase 1 Land		
21/04336/REM	Reserved Matters application pursuant to 06/0796/OUT (as amended by 21/01584/S73) for a new Cambridge Children's Hospital (CCH), hard and soft landscaping, internal roads, and ancillary infrastructure. Discharge of Condition 14 (Amenity Space Strategy) pursuant to outline approval 06/0796/OUT	Approved (18-Mar-22)

06/0796/OUT	Up to 215,000sqm floorspace (excluding plant areas) comprising 60,000sqm of clinical research and treatment (D1 and/or clinical in-patient treatment), 115,000sqm of biomedical and biotech research and development (B1(b)), 15,000sqm of biomedical and biotech research and development (B1(b)) or clinical research and treatment (D1 and/or clinical in-patient treatment), and 25,000sqm of either clinical research and treatment (D1 and/or clinical in-patient treatment) or higher education or sui generis medical research institute uses, and including related support activities within use classes A1, A3, B1, D1 (creches/nurseries) or sui generis uses, with no individual premises used for support activities to exceed 500sqm; new areas of public realm; landscaping; parking areas; highway works; drainage works and all other associated infrastructure	Approved (15-Oct-09)
CBC Phase 2 Land		
16/0176/OUT	Development of up to 75,000 sqm floor space (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	Approved (09-May-17)
RSC 40 / Orthopaedics		
23/01857/S73	S73 to vary Conditions 3 (Approved Plans), 8 (Hard and Soft Landscape Works), 9 (Landscape Implementation) of planning ref: 22/02591/FUL	pending
22/02591/FUL	Retention, change of use and extension of Regional Surge Centre 40 (RSC 40) to Provide Orthopaedic Theatres, Orthopaedic Wards, new and realigned vehicular access, and associated infrastructure for a temporary period of 10 year	Approved (25-Aug-22)

Table 2: Relevant Planning History Summary

5. Policy

5.1 A list of relevant planning policy is provided in **Appendix 2**.

6 Consultations

6.1 **Access Officer** – Comment

6.2 26 June 2023

Car park needs 18 blue badge spaces. NHS guidance, the Local Plan and to meet Building Regulations all have the figure of 5% of parking spaces.

6.3 16 June 2023

One car park has 121 spaces, but no Blue Badge spaces, this should have 7 marked Blue Badge spaces.

6.4 **Anglian Water** – No comments

6.5 **Cambridgeshire Fire and Rescue** – No objection

6.6 **Designing Out Crime Officer** – Comments

6.7 Offer the following comments:

- Lighting - would like to see a copy of the lighting plan once available.
- Access Control/ANPR - seek confirmation on what access control measures will be installed and if there will be inclusion of ANPR cameras on entry and exit.
- CCTV - will the proposed CCTV linked into the existing monitored CCTV and security provision.
- Fencing - A clearly defined boundary will mark the private area of the car park and provide a secure line.

6.8 **Ecology Officer** – No objection

6.9 Request a standard informative on nesting birds be included with the decision notice.

6.10 **Environment Agency** – No objection

6.11 **Environmental Health Officer** – No objection

6.12 Recommend conditions for hours of works, construction deliveries, dust control, external lighting, unexpected contamination and EV charging points along with an informative relating to the Greater Cambridge Sustainable Design and Construction SPD.

6.13 **Historic Environment Team (County Archaeology)** – No objection

- 6.14 Recommend a condition requiring the submission of a written scheme of investigation.
- 6.15 **Landscape Officer** – No objection
- 6.16 Recommend conditions for hard and soft landscaping details, tree pits, lighting and details of signage and wayfinding.
- 6.17 **Lead Local Flood Authority** – No objection
- 6.18 Recommend conditions to secure surface water drainage scheme, including maintenance, and measures to control additional surface water drainage during construction along with informatives relating to ordinary watercourse consent and pollution control.
- 6.19 **Local Highways Authority** – No objection
- 6.20 **Sustainability Officer** – No objection
- 6.21 **Transport Assessment Team** – No objection

7 Publicity

7.1 The following publicity has been undertaken:

Neighbour notification	Yes
Site Notice	Yes
Advertisement	Yes

8 Third Party Representations

8.1 None received.

9 Member Representations

9.1 None received.

10 Local Groups

10.1 None received.

11 Planning Background

11.1 The sites are located within Addenbrooke's Hospital Campus and within the 'Cambridge Biomedical Campus (including Addenbrooke's Hospital) Area of Major Change' covered by Policy 17 of the Cambridge Local Plan 2018, and the site allocation 'M15' supported by Policy 27.

- 11.2 The sites are within the red line boundary of the outline consent for Phase 1 of the Cambridge Biomedical Campus (06/0796/OUT and subsequent section 73 consents). However, submission of reserved matters under this outline consent expired in October 2021.

Cambridge University Hospitals Masterplan (January 2010)

- 11.3 A strategic vision for the Cambridge University Hospitals (CUH) Addenbrooke's site was set out in a masterplan prepared by Allies & Morrison, which was published in January 2010. The aim of the masterplan was to develop a robust, flexible and sustainable framework for the development and regeneration of the existing facilities to serve a growing Cambridge. The masterplan was a development of the Trust's own 2020 Vision for the Cambridge Biomedical Campus as an international centre of excellence for patient care, biomedical research and healthcare education and
- 11.4 This set out guiding principles for restructuring the site and externalising entrances and activating a street-based approach to the campus. The strategic masterplan established the guiding principles to support the development of the wider Cambridge Biomedical Campus (CBC) and set the direction to ensure integration of development on the CBC Phase 1 land, as well as within the wider CBC Campus.
- 11.5 Whilst the CUH masterplan was not formally adopted by the Council, reference is made to the masterplan at paragraph 3.51 of the supporting text to Policy 17 of the Cambridge Local Plan (2018).
- 11.6 Discussions on an update to the masterplan are currently underway.

Cambridge Biomedical Campus: Updated Masterplan

- 11.7 The growth of the campus and the emerging enhanced accessibility options, including Cambridge South Station, along with a clearer understanding of constraints, means that the 2010 masterplan needs to be updated alongside the Local Plan review process to take account of the changes of approach and possibilities these bring.
- 11.8 The First Proposals Greater Cambridge Local Plan supports development on the Cambridge Biomedical Campus to meet local, regional or national health care needs or for biomedical and biotechnology research and development activities, related higher education and sui generis medical research institutes, associated support activities to meet the needs of employees and visitors, and residential uses where it would provide affordable and key worker homes for campus employees. In January 2023, Members confirmed the inclusion of the Cambridge Biomedical Campus as part of the wider Development Strategy for the emerging Local Plan.
- 11.9 Dialogue is ongoing with officers of the Greater Cambridge Shared Planning Service as part of the collaborative approach to developing a spatial

framework for the wider site, as part of the potential allocation in the Greater Cambridge Local Plan.

- 11.10 An updated masterplan will then need to be prepared by the campus, to improve the overall experience of the site for staff and visitors, reflecting the requirements and aspirations set out in any future Local Plan allocation and spatial framework. This should maximise opportunities to improve the 'legibility' of the Campus by providing a network of cycle and pedestrian routes, high quality new public realm and open space, as well as explore opportunities to enhance connections with the strategic transport improvements.
- 11.11 As part of this work, both the Local Plan allocation and future updated masterplan will need to consider a range of matters including future clinical needs, phasing of replacement and upgrades to the hospital, infrastructure requirements and car parking provision.
- 11.12 The application seeks to align with the vision for the campus to ensure the proposed temporary car parks don't prejudice future development, to enable a long-term comprehensive development to take place and has been developed alongside the application for the proposed Cambridge Cancer Research Hospital. This includes seeking a temporary consent given the potential future use of the land and the intentions to reduce car dependency as major transport infrastructure developments are delivered and provide a subsequent modal shift in accessing the campus.

Pre-application Engagement

- 11.13 The proposals have been discussed with Council officers as part of a detailed pre-application dialogue. The developer has also sought input from Cambridgeshire County Council and their Transport Team, sharing those comments with the shared planning service as part of the pre-application submission.
- 11.14 Through pre-application discussion the following key areas were highlighted and refined prior to the submission of the formal planning application:

Principle of Development:

- In addition to the current policy and masterplan, it is important for the proposals to be presented in the context of the emerging CUH masterplan review.
- Suitable justification for the temporary 10-year period and alignment with strategic infrastructure.

Transport:

- Support County comments about the need for pedestrian access routes to the east from the western car park.
- The proposal would need to be linked to the CCRH development and only carried out following implementation of any CCRH consent.

Siting and Layout

- Need to demonstrate no conflict with the operation of the helipad (including through landscape details – i.e., flocking birds).
- Requirement for detailed pedestrian connections from car parks to key destinations, which should inform the layout, including shuttle bus.

Access

- Number of blue badge spaces supported, representing an overall increase and provision within eastern car park along with blue badge electric vehicle charging spaces welcomed.

Landscaping

- Opportunities should be taken to incorporate soft landscaping, particularly trees.
- Sustainable drainage proposals to be considered and incorporated.
- Tree survey required.

Biodiversity

- Temporary planning permissions are not excluded from mandatory biodiversity net gain requirements in the Environment Act 2021. Therefore, consistent with this approach, the proposals should demonstrate a biodiversity net gain of at least 10%.

11.15 The developer has responded positively to the pre-application discussions and sought to enhance the scheme following officer guidance.

11.16 The formal application addresses the key points noted above through the submission of detailed technical documents, including a parking strategy and biodiversity report, refinement of the layout incorporating greater quantities of soft landscape, and illustrating connectivity to the wider campus through a pedestrian movement and accessibility plan (which supports written technical documents).

12 Assessment

12.1 From the consultation responses and representations received and from an inspection of the site and the surroundings, the key issues are:

- Principle of Development
- Environmental Impact Assessment
- Context of the Site, Design and External Spaces
- Landscape
- Transport, Highway Safety and Parking
- Sustainability
- Biodiversity
- Water and Flood Risk Management
- Other Environmental Considerations

13 Principle of Development

Proposed Development

- 13.1 The application seeks full planning permission for the change of use of land to car parks for a temporary period of up to 10 years, and associated works.
- 13.2 The application sites are within the established Addenbrookes and Cambridge Biomedical Campus. The proposed temporary use seeks to accommodate displaced car parking arising from the proposed CCRH development and resulting loss of existing car parks A, B and C.
- 13.3 The car parks are required for a temporary period until the delivery of strategic transport improvements to enable a shift towards sustainable travel modes to and from the campus.
- 13.4 The temporary nature of the proposal means that the land subject to the application will become available for development as part of the campus masterplan and CBC phase 1, once the anticipated modal shift in accessing the campus has been realised and the demand for car parking reduced.
- 13.5 To ensure integration with the wider Campus and its healthcare functions, new pedestrian links are to be created as part of the development to allow safe and direct access to surrounding facilities. These would aid legibility and usability of the sites and connect the proposed car parks to the existing network of cycle and pedestrian routes and public realm within the campus. This connectivity is illustrated on a 'Pedestrian Movement and Accessibility Plan' submitted in support of the application (drawing number 332210950-5501-001 P02).
- 13.6 The proposed development represents an essential facility to support the continued operation of the existing hospital, the delivery of CCRH, and the development of the campus and therefore accords with the aims and objectives of Policies 14 and 17 of the Cambridge Local Plan.

Temporary Permission

- 13.7 Although the description of development seeks a temporary permission for a period of up to 10 years, the need for the parking spaces is closely related to the operation of both Cambridge South Station and Cambridge South East Transport Scheme (CSETS). This is acknowledged in paragraphs 1.5 and 2.22 of the Planning Statement submitted in support of the application, which set out that the new transport infrastructure could free up around 400 staff car parking spaces at the hospital campus in the next seven to ten years.
- 13.8 Paragraph 1.5 of the Planning Statement acknowledges that the parking may only be needed for a temporary period of seven years but seeks a backstop period of 10-years to allow a degree of flexibility in terms of infrastructure delivery and realising the expected modal shift. This is not

considered unreasonable, although officers consider that any time limit condition should make clear reference to the delivery and operation of the strategic transport improvement schemes.

- 13.9 A temporary period can be secured by way of planning condition, providing a time limit for use of the development up to 31 December 2033 (i.e., maximum of 10 years), or within 12 months of the operation of both Cambridge South Station and the Cambridge South East Transport Scheme, whichever is sooner **(Condition 1 – time limit)**.
- 13.10 As part of any time limit restriction, it is considered reasonable and necessary to secure the condition to which the land is to be restored following the expiry of its use as car parks. In this instance it is anticipated that the land would be restored to a serviced plot with underground services and connections as part of the wider CBC Phase 1 land. However, the time limit condition will require full details to be provided to the Local Planning Authority through a schedule of works prior to the commencement of any restoration works **(Condition 1 – time limit)**.
- 13.11 As detailed above, the proposed temporary car parks are intrinsically linked to the delivery of the proposed CCRH development and associated loss of existing car parks A, B and C; the proposal is not seeking to provide significant numbers of additional car parking spaces within the campus. The application is supported by an 'Existing Car Parks A, B & C Location Plan (drawing number 3322109950_100_007 P01), which illustrates the location of existing the car parks related to the application and that they fall within the ownership of the applicant.
- 13.12 As the proposal effectively seeks to provide for displaced car parking, it is considered reasonable and necessary to control the first use of the proposed car parks such that they are not operated without the closure of existing car parks. This can be secured by planning condition **(Condition 3 – first use)**.
- 13.13 Subject to the recommended conditions, the temporary use is considered acceptable.

Conclusion

- 13.14 The proposed temporary car parks represent an essential facility to support the continued operation of the existing hospital, the delivery of CCRH, and the development of the campus in advance of Cambridge South Station and CSETS coming into operation. The principle of development is therefore considered to align with the aims and objectives of Policies 14 and 17 of the Cambridge Local Plan 2018.
- 13.15 The temporary period of use, restored land condition for future use, and direct link to the closure of existing car parks can be secured by planning condition.

- 13.16 Overall, and subject to the recommended conditions, there is no in principle objection to the proposed development, which is considered to accord Policies 1, 5, 14 and 17 of Cambridge Local Plan 2018 and relevant paragraphs of the NPPF.

14 Environmental Impact Assessment

- 14.1 The outline application for the development of CBC Phase 1 (planning ref. 06/0796/OUT), within which the application sites are located, fell within the remit of The Town and Country Planning (Environmental Impact Assessment) Regulations 2017. An Environmental Statement was submitted with that application, which identified the likely significant environmental effects of the outline development.
- 14.2 There is no formal Screening Opinion directly associated to this full application. However, officers have had due regard to the EIA Regulations as part of the consideration of the proposed development.
- 14.3 The proposal is not Schedule 1 development under the EIA Regulations 2017.
- 14.4 The proposal falls within Schedule 2, Criteria 10(b) 'Urban Development Projects' being a development for car parks and exceeds the thresholds of Column 2 by virtue being a development of more than 1 hectare of urban development which is not dwellinghouse development.
- 14.5 However, the characteristics of the development, sensitivity of the location and effects of the development are not considered to result in significant impacts on the environment which would require the submission of an Environmental Statement.
- 14.6 Officers are satisfied that the proposed development would not constitute EIA development.

15 Context of the Site, Design and External Spaces

- 15.1 The application sites form two parcels of land either side of Papworth Road within the CBC and comprises approximately 1.5 hectares, with approximately 0.66 hectares forming the western car park and approximately 0.84 hectares forming the eastern car park.
- 15.2 The proposed western car park is located to the west of Papworth Road, east of Francis Crick Avenue and north of the helipad and its associated exclusion zone. To the north is an area of surface level car parking with the Royal Papworth Hospital and the recently constructed University of Cambridge Heart and Lung Research Institute beyond. To the east is a multi-storey car park.

- 15.3 The proposed eastern car park is located east of Papworth Road, west of the orthopaedic theatres that are currently under construction and south of an existing multi-storey car park.
- 15.4 The proposed car parks would be in keeping with their surroundings, particularly given the presence of existing areas of parking in the immediate vicinity. The development seeks to integrate areas of soft landscaping to mitigate the impact of development and respond to their context within the campus.
- 15.5 The proposals seek to connect to, and integrate with, the locality and existing network of roads and footpaths which provide accessibility in and around the campus through the provision of pedestrian walkways, new and enhanced crossing points, a bus shelter and lighting columns. Details of signage and wayfinding are to be secured by planning condition (**Condition 11 - Wayfinding and Signage**).
- 15.6 The proposed temporary car parks are not considered to result in significant harm to the character or visual amenity of the area and to respond to their location and function within the campus.
- 15.7 The proposal is considered to accord with Policies 14, 17, 55, 56 and 59 of the Cambridge Local Plan.

16 Landscape

- 16.1 The existing condition of the sites provide limited notable landscape features. However, the layout of the proposed car parks seek to retain existing structural vegetation where possible and propose significant additional planting to integrate the development with its surroundings, provide biodiversity net gain, shading and visual amenity.
- 16.2 The western car park incorporates a strip of landscaping and additional tree planting on its western edge adjacent to the point of access to Francis Crick Avenue. Along its southern boundary an area of species rich grassland is provided with some further tree planting along the south eastern edge. The northern edge of the site provides a footpath directly adjacent to existing hardstanding and access road to the north.
- 16.3 The eastern car park provides a strip of soft landscaping with tree planting along its western and southern boundaries adjacent to Papworth Road and Dame Mary Archer Way. The additional tree planting strengthens the existing character of trees lining the highway and softens the impact of the development.
- 16.4 Three existing trees are to be removed to accommodate the proposed development, two of which are Category U (those in such a condition that they cannot realistically be retained as living trees in the context of the

current land use for longer than 10 years) and the other a Category B (trees of moderate quality).

- 16.5 The removal of one Category B tree is necessary to accommodate the vehicular access to the western car park and unavoidable given the extent of existing planting along that boundary. The proposed landscape plan shows that a replacement tree is proposed close to the tree to be removed, to retain the tree frontage along Francis Crick Avenue. The loss of one Category B tree is considered acceptable in this instance, noting that the proposal seeks to plant an additional 30 trees within the layout of the site.
- 16.6 The application has been subject to formal consultation with the Council's Landscape Officer, who raises no objection to the proposal subject to conditions. Those conditions have been further reviewed and given the level of detail submitted in support of the application, some can be secured as compliance conditions rather than conditions requiring further submission.
- 16.7 Details of hard and soft landscaping and its maintenance can be secured by compliance condition **(Condition 2 – approved plans, Condition 13 – hard and soft landscaping compliance, Condition 14 – landscape maintenance)** with the submission of further details relating street furniture and boundary treatments considered reasonable and necessary to ensure the development is incorporated appropriately with its surroundings **(Condition 7 – street furniture and boundary treatments)**.
- 16.8 A condition to secure full details of tree pits prior to their installation is also considered appropriate **(Condition 8 – tree pits)**.
- 16.9 The Landscape Officers comments also raise that no details of lighting have been provided and should be secured. Officers consider a lighting condition would be appropriate as part of any consent, also noting the comments of the Council's Environmental Health Team **(Condition 10 – external lighting)**.
- 16.10 Subject to the recommended conditions, the proposal is considered to accord with Policies 55, 56, 59 and 69 of the Cambridge Local Plan.

17 Transport, Highway Safety and Parking

Transport Impact

- 17.1 The application is supported by a Transport Statement (Stantec, July 2023) and CUH Car Parking Strategy to 2025/2026 (Stantec, March 2023), both of which refer to the CCRH application and subsequent need for the proposed temporary car parks.
- 17.2 The Statement notes that the CCRH application is accompanied by its own Transport Statement prepared by AECOM and that the car parking strategy set out within the AECOM Statement aligns with the updated CUH Car

Parking Strategy to 2025/6. The proposals set out within the Stantec Statement, seek to create a comprehensive, holistic and deliverable strategy for car parking across the CBC site.

- 17.3 The Statement details that CCRH will generate an off-site car parking demand of 346 spaces, comprising 337 displaced spaces and an additional nine based on an uplift in floor area for when existing departments relocate to the new CCRH building.
- 17.4 The Statement demonstrates that the proposed relocation of car parking is not forecast to result in any significant impact on the wider transport network as the origins and destinations for trips are unlikely to change. Consequently, the development proposals are expected to result in a negligible impact on vehicular trips within the CBC. The associated rerouting to reach the proposed car parks is not anticipated to have any adverse impact on operation of the internal CBC highway network or facilities within the campus.
- 17.5 The application has been subject to formal consultation with Cambridgeshire County Council's Transport Assessment Team, who raise no objection to the proposal given the minimal impact on the highway network surrounding the site.
- 17.6 The proposed car parks will see a minor increase in car parking spaces provided, with an uplift of nine spaces. This increase is not considered to result in any notable impact on the highway network surrounding the site. Furthermore, it is not expected that the position of the new car parks within Campus site will lead to a redistribution of trips on the surrounding highway network.
- 17.7 The proposed car parks are located such that they are well served by the existing internal road network. Route choice to the Campus will be dictated by the origin of car trips rather than the destination as the internal roads are less congested than the surrounding highway network in peak hours.
- 17.8 The proposed development is not considered to result in harm to the highway network.

Highway Safety

- 17.9 The application has been subject to formal consultation with the Local Highways Authority, who offer no comment beyond referral to the Transport Assessment Team given the accesses relate to the internal CBC highway network.
- 17.10 Each car park is provided with a single point of vehicular access, with the western car park accessed from Francis Crick Avenue and the eastern car park from Papworth Road. Both access points would provide suitable vehicle visibility splays to a safe means of access.

17.11 The safety of pedestrians accessing the car parks and surrounding areas has been considered, and the proposed internal measures to link to existing facilities are acceptable, including new and upgraded points of crossing. Connectivity to the existing road and footpath network is illustrated on the 'Pedestrian Movement and Accessibility Plan' submitted in support of the application (drawing number 332210950-5501-001 P02) and arrangements considered acceptable.

17.12 The proposed development is not considered to result in harm to highway safety.

Parking

17.13 Policy 82 of the Local Plan refers to parking standards as set out in Appendix L of the Plan, which in turn sets out that the parking requirements for hospitals is on merit.

17.14 As noted throughout this report, the application seeks to provide 346 spaces, comprising 337 displaced spaces and an additional nine based on an uplift in floor area for when existing departments relocate to the new CCRH building.

17.15 The submitted CUH Parking Strategy to 2025/2026 informs the required levels of car parking and considers the existing parking conditions, the consented Children's Hospital, the RSC40 retention, change of use and extension and the proposed CCRH to ensure that the off-plot parking demands of these developments up to 2025/26 can be accommodated.

17.16 The Strategy represents the first review of the strategy since the 2018 Parking Strategy Addendum, which accompanied the application for the Royal Papworth Hospital.

17.17 The Strategy demonstrates that there is no demand for new off-plot car parking requirements generated by the Children's Hospital of the RSC40 developments while CCRH is expected to generate a need for a further nine car parking spaces given the uplift in floor space, with no residual capacity available to absorb that need.

17.18 The Strategy acknowledges planned strategic transport infrastructure have the potential to deliver a modal shift that would more than offset the identified parking need, citing 407 spaces against 346 spaces. As a result, the strategy for the CCRH is the provision of temporary car parks until strategic transport infrastructure projects can phase out the need for the car parks.

17.19 The Strategy notes that beyond 2025, any development additional to that identified within the Strategy will require the construction of MSCP3, unless it can be demonstrated there is residual capacity in existing car parks to address any further demand.

- 17.20 Officers accept the findings of the Strategy and consider that appropriate levels of car parking are proposed, as informed by existing and planned demand with reference to expected future modal shifts, with an acceptable mix of standard, blue badge and EV spaces provided. As noted earlier in this report a temporary consent is supported.

Conclusion

- 17.21 The proposed development is not considered to result in harm to the highway network or highway safety, and to provide an appropriate level of car parking within the campus, which is well connected to the existing campus network.
- 17.22 The provision of temporary car parks is considered appropriate and to align with anticipated modal shifts and the aims and objectives of the emerging masterplan for CBC.
- 17.23 The proposal would accord with Policies 1, 14, 17, 81 and 82 of the Cambridge Local Plan.

18 Sustainability

- 18.1 The application is supported by a Sustainability Checklist, which provides a response to the questions required to be answered as part of the Supplementary Planning Documents / Guidance (SPD/G), in particular the Greater Cambridge Sustainable Design and Construction SPD.
- 18.2 The checklist demonstrates where the proposals have sought to comply with relevant sections of the SPD, including the provision of electric vehicle charging, but that by virtue of the nature of the proposed developments many sections are not relevant to the proposals, such as BREEAM assessments and water consumption.
- 18.3 The application has been subject to formal consultation with the Council's Sustainability Officer, who raises no objection to the proposal.
- 18.4 Given the temporary nature of the proposals and the small net increase in car parking provision proposed, officers consider there to be no material sustainable design and construction issues with the proposals, which do not trigger any local policy requirements related to carbon emissions reductions or sustainable construction. The inclusion of EV charge points, both active and passive, is welcomed and supported and secured by condition **(Condition 9 – electric vehicle charging)**.
- 18.5 Taking the above into account, the proposal would not conflict with Policies 17, 28, 29 and 31 of the Cambridge Local Plan 2018, or guidance contained in the Greater Cambridge Sustainable Design and Construction SPD.

19 Biodiversity

- 19.1 The application is supported by an Ecological Assessment (Derek Finnie Associates, April 2023), a Landscape Management and Maintenance Plan (David Jarvis Associates, July 2023) and, as amended, a Biodiversity Net Gain (BNG) Metric 4.0.
- 19.2 The Assessment sets out that the site was found to comprise improved grassland in the west and bare soil in the east, with the occasional area of hardstanding. The site was assessed to have negligible ecological value and the proposed development would lead to a negligible ecological impact with opportunity through the landscape strategy to create areas of species rich grassland and native tree planting to deliver improvement to the biodiversity value of the site.
- 19.3 Following initial comments from the Council's Ecology Officer, the Assessment was updated to reference the potential for the site to support ground nesting birds. Officers concur that the risk is low but given high population at the adjacent Hobson's Park that has the potential for local displacement during the adjacent South Station development an informative on nesting birds is recommended as part of any consent.
- 19.4 The Landscape Management and Maintenance Plan seeks to ensure the delivery and survival of the proposed landscape planting. The Plan has been updated to incorporate initial comments from the Council's Ecology Officer such that specification for establishment and ongoing maintenance of the species rich grassland areas have been incorporated, which are critical to any successful BNG.
- 19.5 The BNG Metric sets out the details of on-site baseline, on-site post-intervention and on-site net change for biodiversity, showing that the site will provide an additional 0.51 habitat units (42.15%). This provision will be secured by condition **(Condition 2 – approved plans, Condition 13 – hard and soft landscaping compliance, Condition 14 – landscape maintenance)**.
- 19.6 The application has been subject to formal consultation with the Council's Ecology Officer, who raises no objection to the proposed development. And requests a standard informative on nesting birds be included with the decision notice, which is considered appropriate.
- 19.7 Based on the above evaluation, and subject to the planning conditions as described, officers are satisfied that the proposed development would be a positive addition in ecological terms, to not result in adverse harm to protected habitats, species or priority species and would achieve a net gain in biodiversity.
- 19.8 Taking the above into account, the proposal would comply with Policies 57, 69 and 70 of the Cambridge Local Plan (2018).

20 Water and Floor Risk Management

- 20.1 The application site is largely within flood zone 1 (low risk) and is therefore considered as having low probability of flooding, although some small areas fall within flood zones 2 and 3.
- 20.2 In accordance with paragraph 163 of the NPPF, as the site is effectively within flood zone 1 (low risk) apart from a small area with medium risk and the proposed development is for 'Less Vulnerable' car parking, the proposal is considered to satisfy the Sequential and Exception Tests
- 20.3 The application is supported by a Flood Risk Assessment and Drainage Strategy (Stantec, May 2023), drainage construction details and associated plans.
- 20.4 The Assessment details that there is no existing on-site drainage infrastructure on either plot, although bound by strategic swales. The Assessment sets out that in accordance with the overall CBC Surface Water Strategy report, it is planned that all surface water run-off generated from the car park sites will feed into new on-plot surface water drainage and attenuation infrastructure and then discharged via the existing swale system.
- 20.5 The Assessment concludes that future users of the proposed development will be at reduced risk of flooding and that the development will not increase flood risk elsewhere.
- 20.6 The application has been subject to formal consultation with Anglian Water, the Environment Agency, and the Lead Local Flood Authority, who raise no objection to the proposed development, subject to conditions.
- 20.7 The Lead Local Flood Authority comment that the information submitted demonstrates that surface water from the proposed development can be managed through the use of permeable paving and geocellular storage, restricting surface water discharge to 1l/s from both sites and that due to the residual attenuation adequately catering for additional 1 in 10 year follow on storms the long half drain times are accepted. Water quality has been adequately addressed when assessed against the Simple Index Approach outlined in the CIRIA SuDS Manual.
- 20.8 In consultation with the relevant technical consultees, officers are satisfied that the proposed development would not result in increased flood risk, including during the construction phase, and that a suitable drainage strategy can be provided on site for both surface and foul water. These arrangements, including details for future maintenance, can be secured by conditions (**Condition 4 – drainage during construction, Condition 12 - drainage compliance**).
- 20.9 The Lead Local Flood Authority has recommended several informatives be added to any consent, including ordinary watercourse consent and pollution

control. Officers consider it appropriate to include the recommended informatives as part of any consent for the information of the applicant.

- 20.10 Subject to the recommended conditions, the proposal is considered to accord with Policies 31, 32 and 33 of the Cambridge Local Plan 2018 and the NPPF.

21 Other Matters

Access Comments

- 21.1 The existing car parks currently provide 9 blue badge spaces. The initial plans for the temporary car parks proposed 13 blue badge spaces within the eastern car park, four of which were EV equipped. This approach was supported at pre-application stage and therefore carried forward to the formal application.
- 21.2 The Council's Access Officer raised initial concern that one car park has 121 spaces (the western car park), but no Blue Badge spaces and should have seven marked Blue Badge spaces and that 18 blue badge spaces should be provided overall.
- 21.3 Notwithstanding the guidance provided at pre-application stage, the developer has sought to respond to the concerns raised and has submitted revised plans which provide 18 blue badge bays, of which nine would be EV spaces, and is welcomed, albeit those spaces remain entirely within the eastern car park.
- 21.4 This approach is accepted by officers given that the eastern car park is closer to the hospital buildings to the north east, the blue badge spaces are located at the northern end of the eastern car park with access to the footpath network and are also closer to the new bus stop, enhancing ease of access to alternative transport modes. Furthermore, pedestrian links are proposed to the existing network of paths on the hospital campus, further ensuring ease of access for users.
- 21.5 Officers also note that given the relationship of the application with the proposed CCRH development, blue badge spaces associated with the CCRH building are to be located at the frontage of that building.
- 21.6 The proposed provision of blue badge spaces, including the number of spaces and their location, is supported by officers.

Archaeology and Heritage

- 21.7 There are no designated heritage assets within or near the application site. The site is in an area of archaeological potential.

- 21.8 The application is supported by an Archaeological Statement (Cambridge Archaeological Unit), outlining the potential of the site and the likely impact of the proposal on below ground archaeology.
- 21.9 The comments of the Historic Environment Team (Archaeology) are noted, who recommend a condition requiring the submission of a written scheme of investigation. Officers consider the condition reasonable and necessary, which can be secured as part of any consent (**Condition 3 – archaeology**).
- 21.10 Subject to the recommended condition the proposal would accord with Policies 27 and 61 of the Cambridge Local Plan.

Designing Out Crime Comments

- 21.11 The comments made by the Designing Out Crime Officer are noted. In response the following commentary is offered.
- 21.12 The car parks will be lit to the standards required for safety and will seek to minimise light spill where possible. Precise details of lighting are reserved and secured by planning condition and can be shared with the Designing Out Crime Officer for review once available (**Condition 10 – external lighting**).
- 21.13 In terms of access control / automatic number plate recognition (ANPR), access control barriers will be installed and linked to the site wide car parking strategy of controlled access to staff parking. The developer has confirmed that ANPR is unlikely to be installed due to the temporary nature of the car parks. The locations of the access barriers are shown on drawing numbers 332210950-100-001 P07 Eastern Car Park and 332210950-100-002 P04 Western Car Park.
- 21.14 The locations of the CCTV columns are shown on drawing numbers 332210950-100-001 P07 Eastern Car Park and 332210950-100-002 P04 Western Car Park and will link to the existing monitored CCTV and security provision on the hospital campus.
- 21.15 For fencing / boundary treatments, the use of the existing swales, boundary hedges, additional planting, and proposed post and rail fencing along with the access control barriers will seek to prevent the misuse of the car parks. Weldmesh security fencing with matching gates is considered excessive in this instance and would appear overly dominant in this location within the campus.
- 21.16 site is within an area of protected airspace for Cambridge Airport, which is required to be kept free of obstruction from tall structures.

Environmental Health

- 21.17 The comments of the Council's Environmental Health Officer are noted, who recommends conditions for hours of works, construction deliveries, dust control, external lighting, unexpected contamination and EV charging points along with an informative relating to the Greater Cambridge Sustainable Design and Construction SPD.
- 21.18 Officers consider the conditions reasonable and necessary to ensure the development accords with relevant planning policy and can be secured as part of any consent (**Condition 5 - dust control, Condition 9 - EV charging points, Condition 15 - hours of works, Condition 16 - construction deliveries, Condition 17 - unexpected contamination**).
- 21.19 An informative relating to the Greater Cambridge Sustainable Design and Construction SPD is also considered appropriate for the attention of the applicant.

Pre-Commencement Conditions

- 21.20 All pre-commencement conditions have been agreed with the agent prior to the determination of the application.

22 Planning Balance

- 22.1 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).
- 22.2 The proposed temporary car parks would provide 346 spaces; 337 being existing spaces displaced by the proposed Cambridge Cancer Research Hospital and resulting closure of car parks A, B and C, and a further nine spaces derived from the uplift in floor space associated to the Cancer Hospital development. These parking requirements are based on the findings of the "CUH Car Parking Strategy to 2025/2026", which supports the application.
- 22.3 A temporary permission is sought until such time that strategic transport infrastructure developments, come forward and deliver modal shift to sustainable travel modes to and from the campus that negates the need for the car parks. This approach aligns with the key objectives from the emerging updated masterplan for the Cambridge Biomedical Campus, including a reduction in car dependency.
- 22.4 The proposed development would be in keeping with its surroundings, incorporate soft landscaping and new tree planting, deliver a net gain in biodiversity, provide 39 electric vehicle charging spaces and incorporate

appropriate drainage arrangements, in accordance with relevant planning policy.

22.5 The proposed temporary car parks represent an essential facility to support the continued operation of the existing hospital, the delivery of the proposed Cambridge Cancer Research Hospital, and the wider development of the campus.

22.6 Having considered 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.

23 Recommendation

23.1 **Approve planning permission of full planning application reference 23/01779/FUL**, subject to:

- (i) The conditions and informatives set out below in this report;
- (ii) With authority delegated to officers to carry through minor amendments to those conditions and informatives prior to the issuing of the planning permission.

24 Planning Conditions

1. Time Limit

The use of the temporary car parks hereby approved shall cease on or before the 31 December 2033, or within 12 months of the operation of both Cambridge South Station and the Cambridge South East Transport Scheme, whichever is sooner.

The temporary car parks hereby approved shall be removed and the land restored to a serviced development plot with underground services and connections retained, within 12 months from cessation of the use, in accordance with a schedule of works that has been submitted to and approved in writing by the Local Planning Authority, prior to the commencement of any restoration works.

Reason: In the interests of the character and amenity of the area, and to ensure the development does not impact the delivery of the wider masterplan for the Cambridge Biomedical Campus (Cambridge Local Plan policies 1, 55 and 57).

2. Approved Plans

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

Plans to be listed:

332210950_100_005 P02 (Location Plan)

332210950-100-004-P05 (Temporary Car Parks Site Layout Block Plan)

332210950-100-001-P07 (Eastern Temporary Car Park General Arrangement Plan)

332210950-100-002-P04 (Western Temporary Car Park General Arrangement Plan)

DR-0001 S5-P4 (Landscape Proposals)

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.

3. Written Scheme of Investigation

No demolition/development shall commence until the applicant, or their agents or successors in title, has implemented a programme of archaeological work, commencing with the evaluation of the application area, that has been secured in accordance with a Written Scheme of Investigation (WSI) that has been submitted to and approved by the Local Planning Authority in writing. For land that is included within the WSI, no demolition/development shall take place other than under the provisions of the agreed WSI, which shall include:

- a) the statement of significance and research objectives;
- b) The programme and methodology of investigation and recording and the nomination of a competent person(s) or organisation to undertake the agreed works;
- c) The timetable for the field investigation as part of the development programme;
- d) The programme and timetable for the analysis, publication & dissemination, and deposition of resulting material and digital archives.

Reason: To ensure that this listed building is properly recorded both before and during works (Cambridge Local Plan 2018, policy 61).

4. Surface Water Drainage (Construction)

No development, including preparatory works, shall commence until details of measures indicating how additional surface water run-off from the site will be avoided during the construction works have been submitted to and approved in writing by the Local Planning Authority. The applicant may be required to provide collection, balancing and/or settlement systems for these flows. The approved measures and systems shall be brought into operation before any works to create buildings or hard surfaces commence.

Reason: To ensure surface water is managed appropriately during the construction phase of the development, so as not to increase the flood risk to

adjacent land/properties or occupied properties within the development itself; recognising that initial works to prepare the site could bring about unacceptable impacts (Cambridge Local Plan 2018 policies 31 and 32).

5. Dust

No development shall commence until a scheme to minimise the spread of airborne dust from the site including subsequent dust monitoring during the period of demolition and construction, has been submitted to and approved in writing by the local planning authority. The development shall be implemented in accordance with the approved scheme.

Reason: To protect the amenity of nearby properties (Cambridge Local Plan 2018 policy 36).

6. First Use

Prior to first use of the eastern car park hereby permitted or any part thereof, the car parking spaces on existing car park C, as identified on drawing number 3322109950_100_007 P01, shall be closed for the lifetime of the permission or such other period as might be agreed in writing by the Local Planning Authority.

Prior to first use of the western car park hereby permitted or any part thereof, the car parking spaces on existing car parks A and B, as identified on drawing number 3322109950_100_007 P01, shall be closed for the lifetime of the permission or such other period as might be agreed in writing by the Local Planning Authority.

Reason: In the interests of the character and amenity of the area, and to ensure the development does not impact the delivery of the wider masterplan for the Cambridge Biomedical Campus (Cambridge Local Plan policies 1, 55 and 57).

7. Site Furniture and Boundary Treatments

Prior to first use of the car parks hereby permitted, details of all street furniture, boundary treatments (indicating the type, positions, design, and materials of boundary treatments to be erected), and drop kerbs relating to the proposed bus shelter and RSC40 footpath, shall be submitted to and approved in writing by the Local Planning Authority. The development shall be carried out in accordance with the approved details.

Reason: To ensure the development is satisfactorily assimilated into the area and enhances biodiversity. (Cambridge Local Plan 2018 policies 55, 57, 59 and 69).

8. Tree Pits

Prior to their installation, full details of all tree pits, including those in planters, hard paving and soft landscaped areas have been 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).

9. Electric Vehicle Charge Point Strategy / Scheme

Prior to the installation of any electrical services an electric vehicle charge point scheme demonstrating a minimum of 10% provision of dedicated active electric vehicle charge points and combination of charge point capacities shall be submitted to and approved in writing by the Local Planning Authority. The scheme shall include the following:

- Minimum of 10% provision of dedicated electric vehicle charge points with a minimum power rating output of 7kW for all car parking spaces.
- Minimum of two rapid electric vehicle charge points, or two fast electric vehicle charge points (min 24kw capacity) should rapid charge points not be technically feasible.

The development shall be carried out in accordance with the approved Scheme and retained for the lifetime of the permission.

Reason: In the interests of encouraging more sustainable modes and forms of transport and to reduce the impact of development on local air quality (Cambridge Local Plan 2018 policies 36 and 82 and the Greater Cambridge Sustainable Design and Construction SPD 2020).

10. External Lighting

No external lighting shall be provided or installed until an artificial lighting impact assessment and mitigation scheme if required has been submitted to and approved in writing by the local planning authority. The assessment shall include the following:

- i) the method of lighting (including luminaire type / profiles, mounting location / height, aiming angles / orientation, angle of glare, operational controls, horizontal / vertical isolux contour light levels and calculated glare levels to receptors).
- ii) the extent/levels of illumination over the site and on adjacent land and predicted lighting levels at the nearest light sensitive receptors All artificial lighting must meet the Obtrusive Light Limitations for Exterior Lighting Installations contained within the Institute of Lighting Professionals Guidance Notices for the Reduction of Obtrusive Light - GN01/20 (or as superseded).

Where required, the mitigation scheme shall be carried out as approved and retained as such.

Reason: To minimise the effects of light pollution on the surrounding area (Cambridge Local Plan 2018 policy 34)

11. Signage & Wayfinding

Prior to first use of the car parks hereby permitted, details of wayfinding and signage shall be submitted to and approved in writing by the local planning authority. The development shall be carried out in accordance with the approved details.

Reason: To ensure that the development is integrated with the surrounding area (Cambridge Local Plan 2018 policies 55 and 59).

12. Surface Water Drainage

The surface water drainage scheme shall be constructed and maintained in full accordance with the Flood Risk Assessment and Drainage Strategy, Stantec, 332210950/001, Rev: P1, Dated: 22nd June 2023.

Reason: To ensure that the proposed development can be adequately drained and to ensure that there is no increased flood risk on or off site resulting from the proposed development and to ensure that the principles of sustainable drainage can be incorporated into the development, noting that initial preparatory and/or construction works may compromise the ability to mitigate harmful impacts (Cambridge Local Plan 2018 policies 31 and 32).

13. Hard and Soft Landscaping (implementation)

All hard and soft landscape works shall be carried out and maintained in accordance with the approved details. The works shall be carried out in the first planting season or in accordance with a programme agreed in writing with the Local Planning Authority. If within a period of five years from the date of the planting, or replacement planting, any tree or plant is removed, uprooted or destroyed or dies, another tree or plant of the same species and size as that originally planted shall be planted at the same place as soon as is reasonably practicable, unless the Local Planning Authority gives its written consent to any variation.

Reason: To ensure the development is satisfactorily assimilated into the area and enhances biodiversity. (Cambridge Local Plan 2018 policies 55, 57, 59 and 69).

14. Landscape Maintenance

The development shall be carried out in accordance with the details contained in the submitted Landscape Management and Maintenance Plan (David Jarvis

Associates, 17 July 2023) and Ecological Assessment (Derek Finnie Associates, April 2023).

Reason: To ensure the development is satisfactorily assimilated into the area and enhances biodiversity. (Cambridge Local Plan 2018 policies 55, 57, 59 and 69).

15. Construction / Demolition Hours

No construction or demolition work shall be carried out and no plant or power operated machinery operated other than between the following hours: 0800 hours and 1800 hours on Monday to Friday, 0800 hours and 1300 hours on Saturday and at no time on Sundays, Bank or Public Holidays, unless otherwise previously agreed in writing with the Local Planning Authority.

Reason: To protect the amenity of the adjoining properties. (Cambridge Local Plan 2018 policy 35).

16. Demolition / Construction Collections / Deliveries

There should be no collections from or deliveries to the site during the demolition and construction stages outside the hours of 0600 hours and 0800 hours on Monday to Friday and at no time on Saturdays, Sundays, Bank or Public Holidays unless otherwise previously agreed in writing with the Local Planning Authority.

Reason: To protect the amenity of the adjoining properties. (Cambridge Local Plan 2018 policy 35).

17. Unexpected Contamination

If unexpected contamination is encountered during the development works which has not previously been identified, all works shall cease immediately until the Local Planning Authority has been notified in writing. Thereafter, works shall only restart with the written approval of the Local Planning Authority following the submission and approval of a Phase 2 Intrusive Site Investigation Report and a Phase 3 Remediation Strategy specific to the newly discovered contamination.

The development shall thereafter be carried out in accordance with the approved Intrusive Site Investigation Report and Remediation Strategy.

Reason: To ensure that any unexpected contamination is rendered harmless in the interests of environmental and public safety (Cambridge Local Plan 2018 policy 33).

Informatives

1. 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.

2. 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.

3. Archaeology Condition (WSI)

Partial discharge of the condition can be applied for once the fieldwork at Part c) has been completed to enable the commencement of development.

Part d) of the condition shall not be discharged until all elements have been fulfilled in accordance with the programme set out in the WSI.

4. Nesting Birds

The applicant is reminded that, under the Wildlife and Countryside Act 1981, as amended (section 1), it is an offence to remove, damage or destroy the nest of any wild bird while that nest is in use or being built. Planning consent for a development does not provide a defence against prosecution under this act.

Open ground with the potential to contain ground nesting birds (1st March and 31st August inclusive) is present on the application site. Ground clearance works should avoid the nesting season or be overseen by a competent ecologist to ensure an offence is not committed.

5. Greater Cambridge Sustainable Design and Construction SPD

To satisfy and discharge Environmental Health conditions relating to artificial lighting, contaminated land, noise / sound, air quality and odours / fumes, any assessment and mitigation shall be in accordance with the scope, methodologies and requirements 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

Background Papers

The following list contains links to the documents on the Council's website and / or an indication as to where hard copies can be inspected.

- Cambridge City Local Plan 2018
- Cambridge City Local Plan SPDs