



23/00240/FUL – Keith Day Road, Cambridge, CB2 0AU

Application Details

Planning Committee Date: 17 April 2024

Report to: Joint Development Control Committee

Lead Officer: Joint Director of Planning and Economic Development

Ward: Queen Edith's

Proposal: 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 work

Applicant: Cambridge University Hospitals NHS Foundation Trust

Presenting officer: Michael Sexton, Area Team Leader

Reason presented to Committee: This is an application for full planning permission within the JDCC administrative area relating to a non-residential building where the floor space to be created is more than 1,000 square metres and there are third party representations on planning grounds contrary to the officer recommendation.

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
5. Carbon Reduction and Sustainable Design
6. Biodiversity
7. Drainage and Flood Risk Management
8. Environmental Considerations (including Water Resources)

Recommendation: **Approve** application 23/00240/FUL subject to:

- (i) the conditions and informatives as detailed in this report with delegated authority to officers to carry through minor amendments to those conditions and informatives (and include others considered as appropriate and necessary) prior to the issuing of the planning permission; and
- (ii) the prior completion of a Section 106 Agreement under the Town and Country Planning Act 1990, with delegated authority to officers to negotiate, secure and complete such an Agreement and any other planning obligations considered appropriate and necessary to make the development acceptable in planning terms.

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1. Executive summary

- 1.1 The application seeks full planning permission for the redevelopment of an existing parking area to provide a new Cambridge Cancer Research Hospital (CCRH) building with alterations to existing access arrangements, underground link tunnel, public realm works, hard and soft landscaping and associated works.
- 1.2 The site is located on the western edge of the Addenbrooke's Hospital Campus, adjacent to the Cambridge Biomedical Campus to the west and south. The Cambridge Biomedical Campus is an international centre of excellence for patient care, biomedical research and healthcare education, performing a local, regional and national role in providing medical facilities and medical research. The adopted Cambridge Local Plan (2018) supports its continued development, with Policy 17 identifying the area as the Cambridge Biomedical Campus (including Addenbrooke's Hospital) Area of Major Change.
- 1.3 The CCRH project is part of the New Hospitals Programme, a flagship government programme seeking to transform the delivery of NHS healthcare infrastructure. CCHR is within Cohort 2 of the programme and is expected to be one of the first new build projects delivered. The proposal would consolidate existing NHS cancer research and treatment facilities on the Addenbrooke's Hospital Campus into a single building.
- 1.4 The eight-storey building would provide a multi-department facility, drawing together outpatient and inpatient wards, diagnostics, and research facilities and expertise into a new, world-class hospital. The breakthroughs and innovations resulting from the CCRH proposal have the potential to change the way cancer is detected and treated, which would have a huge impact across the region, the UK, and the world.
- 1.5 The proposal would deliver a high-quality development for all users, an environment that maximises the benefits of co-locating research, care and treatments, and creates a healthy and restorative environment. The design, scale and appearance of the building are well considered and responsive to their surroundings, while the layout of the development responds to emerging masterplan aspirations for the future development of the campus.
- 1.6 The building is framed around a central courtyard that provides a naturalistic landscape for users, designed to bring daylight into the depth of the building.

The development would deliver a net gain in biodiversity in excess of 65%, the building aspires for BREEAM 'Excellent' rating, and the layout would bring forward public realm enhancements along Keith Day Road and Robinson Way.

- 1.7 A Section 106 Agreement would secure a public realm programme securing the delivery of public realm enhancements on Keith Day Road and Robinson Way, along with a public art strategy and associated funding of £500,000.
- 1.8 The proposed development will place demands on the potable water supply giving rise to potential harm to waterbodies. The potential for harm has attracted a formal objection from the Environment Agency (EA). The development is identified as Environmental Impact Assessment (EIA) development. The EIA process has considered the proposal's potential impact on potable water supply through the submission of an Environmental Statement (ES) and other relevant technical reports and seeks to mitigate against its impact and perceived harm to the waterbodies. The Environment Agency (EA) has advised that the increase in potable water demand arising from this development may individually, and/or in combination with other proposed development, lead to an increase of water abstraction and risk deterioration to waterbodies in the Greater Cambridge area.
- 1.9 The Applicant has provided additional information in relation to water use. The development would give rise to an increased additional annual demand of 7,187m³ (which equates to just under 20,000 litres per day). In the view of officers, appropriate steps have been taken, as far as possible, to ensure demand, and as such the associated environmental impacts pertinent to water abstraction, are minimised. This is considered more fully in Section 19 of this report.
- 1.10 The benefits and dis-benefits of the development proposals have been carefully evaluated and assessed against the development plan, the objectives of the National Planning Policy Framework (NPPF), all other material considerations and the NPPF's presumption in favour of sustainable development.
- 1.11 The benefits of the proposals include the provision of a new state of the art health care facility which would bring social benefits on a local, regional, national, and international level. Public realm enhancements would also be provided bringing forward positive improvements to the wider campus. The building itself would deliver economic benefits including constructions job and the continued support and development of staff, facilities and services within Addenbrookes Hospital Campus and Cambridge Biomedical Campus. In terms of environmental benefits, the development will contribute to an improvement in habitat quality and a biodiversity net gain in excess of 65% on site. Significant positive weight is afforded to these benefits.
- 1.12 The application proposals will result in an increase in water demand which will cumulatively add to the demand on water resources and the environment

more generally. However, officers are of the view that the Applicants have appropriately addressed the issue of water demand and sought to minimise the environmental impacts of their scheme as far as reasonably possible, given the proposed use. Overall, acknowledging that there will be some potential for harm arising from additional demand on water resources generated by the development, and noting the site is allocated for development in the adopted Local Plan, this matter (the impact on water demand) is one amongst others for the Planning Committee in exercising their planning judgement when weighing in the balance the planning benefits/disbenefits the scheme would deliver.

- 1.13 In the planning balance, officers consider that the wider social, economic and environmental benefits arising from the scheme outweigh any harm arising from the proposed development. Overall, the development would provide health care facilities of local, regional, national and international importance. The proposal is thus viewed by officers as a significant opportunity, which complies with relevant national and local planning policy.
- 1.14 Officers therefore recommend that the Joint Development Control Committee **approves** application 23/00240/FUL subject to:
- (i) the conditions and informatives as detailed in this report with delegated authority to officers to carry through minor amendments to those conditions and informatives (and include others considered as appropriate and necessary) prior to the issuing of the planning permission; and
 - (ii) the prior completion of a Section 106 Agreement under the Town and Country Planning Act 1990, with delegated authority to officers to negotiate, secure and complete such an Agreement and any other planning obligations considered appropriate and necessary to make the development acceptable in planning terms.

2. Site Description and Context

- 2.1 The Addenbrooke's Hospital Campus and Cambridge Biomedical Campus (CBC) comprise biomedical research, patient care, and education on a single site. They are located south of Cambridge City centre, accessed via the Cambridgeshire Guided Busway and Long Road to the north, the Hills Road/Fendon Road/Robinson Way roundabout to the east, and from the south-west via Addenbrooke's Road. Development of the new Cambridge South Station on Francis Crick Avenue at CBC is currently underway.
- 2.2 The application site is located on the western edge of the Addenbrooke's Hospital Campus and the northeastern corner of the junction of Keith Day Road and Robinson Way, adjacent to CBC to the west and south. The site consists of surface car parking (car parks A, B and C) and includes the existing vehicular access from the Robinson Way / Francis Crick Avenue roundabout to the north. The application site boundary extends to include

parts of Keith Day Road and Robinson Way public realm and covers an area of approximately 1.22 hectares.

- 2.3 The context of the site is one that is dominated by the surrounding healthcare uses within both the Addenbrooke's Hospital Campus and CBC.
- 2.4 To the north of the site is the Cancer Research UK Centre, with the Frank Lee Centre leisure facility to the northeast. To the south lie the Addenbrooke's Treatment Centre and the Addenbrooke's Clinical Research Centre beyond which is the site of the consented Children's Hospital to the southeast. To the east are Addenbrooke's Regional Surge Centre and S-Ward Block, with Addenbrooke's Hospital beyond. To the west is AstraZeneca's Research and Development Building, with an area of open space known as 'the circus' (including the Cambridge Guided Busway) and the Royal Papworth Hospital to the southwest.
- 2.5 The site is not within a Conservation Area and there are no Scheduled Ancient Monuments, Listed Buildings or Tree Preservation on the site or within the vicinity. The site is not within any Air Quality Management Areas but is located within a Safeguarding Zone for Cambridge Airport (for any structure greater than 15 metres above ground level). It is within Flood Zone 1 (low risk) and not identified as an area at risk from surface water flooding.

3. The Proposal

- 3.1 The application seeks full planning permission for the redevelopment of an existing parking area to provide the new Cambridge Cancer Research Hospital (CCRH) building with alterations to existing access arrangements, underground link tunnel, public realm works, hard and soft landscaping, and associated works.
- 3.2 The CCRH project is part of the New Hospitals Programme, a flagship government programme, seeking to transform the delivery of NHS healthcare infrastructure, with CCHR within Cohort 2 of the programme and expected to be one of the first new build projects delivered.
- 3.3 Paragraph 1.1.4 of the Design and Access Statements sets out the development vision as:

“CCRH aspires to change the story of cancer. The proposal will bring together clinical and research expertise in a new, world-class hospital, designed in partnership with patients. It will detect cancer earlier, treat it more precisely and save more lives. The breakthroughs and innovations resulting from CCRH will change the way cancer is detected and treated. Activities at CCRH will have a huge impact across the region, the UK and the world”.
- 3.4 The proposal would consolidate existing NHS facilities on the Addenbrooke's Hospital Campus into a single building. The building would provide a multi-

department facility, drawing together outpatient and inpatient wards, diagnostics, and research facilities.

- 3.5 The new eight storey building would provide approximately 27,083 square metres of gross internal floor space. This would be split into departmental gross areas set to approximately 14,423 square metres for Cambridge University Hospital, 2,532 square metres for University of Cambridge (research) and AstraZeneca (research) 642 square metres.
- 3.6 The building has been designed to accommodate the following facilities:
- Cancer Outpatients Diagnostics and Consultation Suites
 - Cambridge Breast Clinic
 - Centre for Precision Breast Cancer Medicine
 - Integrated Day Chemotherapy and Immunotherapy Unit
 - Bone Marrow Transplant / Cancer Immunotherapy Unit
 - Inpatient Wards for Oncology and Haemato-Oncology
 - Teenage and Young Adult Cancer Ward
 - The National Institute for the Early Detection of Cancer
 - Innovation Hub for Medical/physics/engineering/chemistry
 - Institute for Integrated Cancer Medicine
 - Psychiatric Liaison Services
 - Training and Communications Hub
 - Cancer Pharmacy (for research and patients)
 - AstraZeneca facilities
- 3.7 Treatment, Outpatients and Diagnostics are provided within the first three storeys of the building, with two storeys of Patient Wards above, and a further three storeys of Research Space forming the upper portion of the building. A tunnel at basement level is provided that connects to the Surge Centre and the main hospital.
- 3.8 The development incorporates a central courtyard, elevated terraces, soft spaces, and public realm to promote and enhance wellbeing alongside public amenity spaces including a reception and café. An open plan ground floor arrival space links the public realm on Keith Day Road to the central landscaped courtyard at the heart of the development with adjacent cafe.
- 3.9 Six car parking spaces are provided at the front of the site, comprising two drop off spaces, two blue badge spaces and two drop off / short term parking spaces for patient transfer vehicles or patient course buses. The site would include 333 staff cycle parking on the eastern side of the building and a further 98 spaces for patients and visitors within the layout. Access for emergency ambulances and service vehicles is provided to the north.
- 3.10 The proposal would result in the displacement / closure of existing car parks A, B and C. However, alternative provision within the Campus has been secured through planning consent 23/01779/FUL (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).

- 3.11 The development site incorporates areas of Robinson Way and Keith Day Road to enable the delivery of public realm enhancements, ensuring an appropriate and positive response to the emerging masterplan for the Campus, including key principles of providing a permeable network, welcoming buildings, connected space and designing for wellbeing leading with green infrastructure.

Application Documents

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

- Air Quality Assessment
- Arboricultural Impact Assessment
- Archaeological Desk Based Assessment
- Biodiversity Net Gain Assessment
- BREEAM Pre-Assessment Report
- Construction and Environmental Management Plan
- Design and Access Statement
- Drainage Strategy
- Energy and Carbon Reduction Statement
- External Plant Noise Assessment
- Flood Risk Assessment
- Foul Sewage and Utilities Report
- Height and Massing Study
- Land Contamination Assessment
- Lighting Assessment
- Planning Statement
- Preliminary Ecological Appraisal
- Sustainability Statement
- Town and Visual Appraisal
- Transport Statement
- Travel Plan
- Ventilation and Extraction Statement
- Waste Disposal Procedure
- Waste Management Design Standards Checklist
- Waste Management Policy

- 3.13 The application has been amended to address consultee comments to further enhance the quality of the development and additional consultations have been carried out as appropriate.

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 (including shortened descriptions of development) of key planning permissions.

Reference	Description	Decision
Application Site		
23/00240/FUL (EIA screening)	Local Planning Authority updated screening response (July 2023)	EIA development, ES required (13-Jul-23)
	Department for Levelling Up, Housing & Communities screening response (October 2023)	EIA development, ES required (19-Oct-23)
21/05487/SCRE	EIA screening opinion under the Town and Country Planning (Environmental Impact Assessment) Regulations 2017 to determine whether the proposed development for the Cambridge Cancer Research Hospital constitutes EIA development	EIA Screening Not Required (10-Feb-22)
14/0120/FUL	Redevelopment of existing parking area to provide education centre (3,985 sqm), private hospital (10,405 sqm), hotel and conference centre (12,540 sqm), ancillary hot food takeaway (Class A5, 605 sqm) and ancillary D1 (530 sqm) and associated car parking and public realm works, known as The Forum Cambridge	Approved (26-Jun-14)
10/1209/EXP	Outline permission for redevelopment to provide: Learning centre, seminar/conference centre, development centre, hotel, retail, club, together with shared accommodation/circulation areas; link to Elective Care Centre and extension to S. Ward block; car parking structure; access and service roads; landscaping and new areas of public realm; to accommodate 34,500 sqm of total development	Approved (24-Aug-11)
RSC 40 / Orthopaedics		

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)
CBC Phase 1 Land (adjacent)		
23/01779/FUL	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	Approved (27-Sep-23)
21/04336/REM	Reserved matters application for a new Cambridge Children's Hospital pursuant to outline approval 06/0796/OUT	Approved (18-Mar-22)
20/05027/REM	Reserved matters application for a South Office Building, a Hive (including Travel Hub) and temporary Multi Use Games Area pursuant to outline approval 06/0796/OUT	Approved (30-Jun-21)
19/1070/REM	Reserved matters application for an R&D Enabling Building, an Amenities Hub, multi-storey car park and temporary Multi Use Games Area pursuant to outline approval 06/0796/OUT	Approved (10-Jan-20)
16/1523/REM	Reserved matters application for the new Heart and Lung Research Institute pursuant to outline approval 06/0796/OUT	Approved (30-Nov-16)
16/0653/REM	Reserved matters application for a Biotech and Biomedical Research and Development building pursuant to outline approval 06/0796/OUT	Approved (05-Aug-16)
15/1141/REM	Reserved matters application for public realm (known as circus/piazza) pursuant to outline approval 06/0796/OUT	Approved (10-Sep-15)
14/1633/REM	Reserved matters application for Biotech and Biomedical Research and Development floorspace pursuant to outline approval 06/0796/OUT	Approved (04-Feb-15)
14/1411/REM	Reserved matters application for New Papworth Hospital pursuant to outline approval 06/0796/OUT	Approved (03-Dec-14)

12/1304/REM	Reserved Matters application for Southern Spine Road pursuant to outline approval 06/0796/OUT	Approved (17-Jan-13)
11/0780/REM	Reserved matters application for a 1,228 space multi-storey car park pursuant to outline approval 06/0796/OUT	Approved (21-Mar-12)
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)

Table 2: Relevant Planning History

5. Policy

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

6 Consultations

6.1 Full versions of the comments received can be found on the Council's website. In summary, the following representations have been made:

6.2 **Anglian Water** – No objection

6.3 Recommend conditions requiring an on-site drainage strategy for surface and surface water.

6.4 **Cambridge City Airport** – No objection

6.5 Recommend conditions for a Bird Hazard Management Plan, an Aviation Obstacle Lighting Scheme, a Construction Management Strategy and a Glint

and Glare Assessment (in relation to the proposed photovoltaic panels on the roof).

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

6.7 Recommend a condition or Section 106 planning obligation to secure adequate provision of fire hydrants.

6.8 **Designing Out Crime Officer** – Comments

6.9 Offer the following comments:

- Seek clarification on whether the bollards along the pedestrian side of the drop off bays extend to the pedestrian crossing with 1.2m spacings between; if not could additional bollards be installed to reduce risks of vehicles accessing the pedestrian concourse.
- Seek clarification on whether ambulance and deliveries access road will have a gate to reduce the vulnerability to this area and would recommend that ambulances are provided with a remote fob or link, to open the gate, and a call button is installed for deliveries, along with signage “no unauthorised vehicles, access for Ambulances and deliveries only!”
- Seek that cycle racks (external cycles) are cemented 300mm into the floor, be within view of active windows, well-lit and covered by CCTV.

6.10 **Ecology Officer** – No objection

6.11 Recommend detailed design and ongoing maintenance to be secured by landscape and green roof conditions.

6.12 Request that the floor space measurement is checked against the standard formula for the number of integrated bird box provision within the Biodiversity SPD, which could be achieved via a standard nest box condition.

6.13 **Environment Agency** – Objection

Comments to Application (07 March 2023)

6.14 No comments to make on the application.

Comments to the Environmental Statement (09 February 2024) (in summary)

6.15 We object to the proposed development, on the grounds that it may individually, and/or in combination with other proposed development in Greater Cambridge, increase abstraction and risk deterioration to water bodies in the Greater Cambridge area because of the additional demand for potable water use. It has not yet been demonstrated by Cambridge Water Company (CWC) that potable water can be sustainably supplied to the

development, at least until the Grafham Water transfer project is completed and available.

- 6.16 The planning application, as submitted, does not demonstrate that the potential impact on water resources and Water Framework Directive (WFD) environmental objectives have been assessed, nor appropriate mitigation considered.
- 6.17 Our principal concern is the cumulative effects from combined growth in Greater Cambridge.
- 6.18 We will maintain our objection until we have sufficient confidence in CWCs ability to sustainably supply growth without an unacceptable risk of deterioration of water bodies, or the applicant demonstrates that the risks can be mitigated or removed.
- 6.19 The Construction Environmental Management Plan, contained within Volume 2 of the Environment Statement, also sets out measures to reduce water use as part of the construction phase of the building, including use of water recycling.

Comments to Application (27 March 2024)

- 6.20 The Environment Agency notes and welcomes the recent statements from central government and while we welcome government plans and proposed measures to increase water supply in the region over the longer-term in the Greater Cambridge area and plans to address water scarcity issues in the short-term, the Environment Agency's position on the above planning application has not changed. The plans and proposals must be delivered in order to allow a full assessment of their impact on the proposed development.
- 6.21 The Environment Agency requires further evidence before it may reconsider its objection to the development proposed at Cambridge Cancer Research Centre based on the water credits system. The necessary evidence includes evidence of a fully functioning water credit market that has effectively offset demand from the growth that is proposed.
- 6.22 It is understood that the evidence linked to the setting up of the water credits system will be provided over coming months. The Environment Agency will then require sufficient time to assess the plans and evidence fully in order to provide evidence-based advice to the appropriate decision makers. However, this is unlikely to include evidence of the effectiveness of the scheme in reducing demands post implementation of retrofitting within this timeframe.
- 6.23 **Environmental Health Officer** – No objection
- 6.24 Recommend conditions to control construction/demolition pollution impacts, contaminated land, operational noise, dust, air quality and artificial lighting

along with informatives relating to the Greater Cambridge Sustainable Design and Construction SPD and food safety.

- 6.25 **Health and Safety Executive** – No objection
- 6.26 The site does not currently lie within the consultation distance of a major hazard site or major accident pipeline.
- 6.27 **Historic Environment Team (Archaeology)** – No objection
- 6.28 The development lies in an area of high archaeological potential. Recommend a condition to secure a programme of investigation and recording.
- 6.29 **Landscape Officer** – No objection
- 6.30 Several revisions have been made to address areas of clarification and suggestions from the Council's Landscape Officer. These changes have been welcomed and the proposals are supported in landscape terms.
- 6.31 Recommend conditions for hard and soft landscaping details, tree pits, green roofs, materials samples, sections and elevations of the eastern boundary treatments, plans and sections of the ground level courtyard.
- 6.32 **Lead Local Flood Authority** – No objection
- 6.33 Recommend conditions for a detailed surface water drainage scheme and maintenance plan and measures to control additional surface water drainage during construction along with informatives relating to ordinary watercourse consent, pipes beneath buildings, green roofs and pollution control.
- 6.34 **Local Highways Authority** – No objection
- 6.35 Keith Day Road is private and situated some distance from the nearest adopted public highway. No significant adverse effect upon the public highway should result from this proposal.
- 6.36 **MOD Safeguarding (Cambridge City Airport)** – No objection
- 6.37 The MOD maintains no safeguarding objections to this application subject to the inclusion, within any planning permission granted, of those conditions requested by Cambridge City Airport.
- 6.38 **Public Art Officer, Cambridge City Council** – Objection
- 6.39 Welcome the conversations that have taken place relating to the benefits of the inclusion of public art within the Cancer Hospital and support the strategic approach and principles behind embedding public art within the new hospital.

- 6.40 Do not support the proposed budget for public art development and delivery and the public art strategy cannot be approved within the proposed budget.
- 6.41 **Section 106 Officer** – No objection
- 6.42 The proposal requires £700 towards the monitoring and administration of the Section 106 Agreement. A further additional fee of £500 would be required for each instance (if applicable) where the Council is required to provide written confirmation of satisfaction regarding an obligation's performance.
- 6.43 **Sustainable Drainage Officer** – No objection
- 6.44 The proposed discharge rate at greenfield rate is acceptable for this brownfield site. The reported ongoing discussion with the owner of the brook (assumed to be Hobson's Trust) are welcomed. Expect the Lead Local Flood Authority to request a condition for detailed design.
- 6.45 **Sustainability Officer** – Support
- Comments to Application (25 April 2023)
- 6.46 Recommend conditions requiring a BREEAM design stage certification and BREEAM post construction certification.
- Comments to Environmental Statement (05 February 2024) (in summary)
- 6.47 Satisfied that the Applicant has implemented all possible measures to reduce potable water use bearing in mind clinical restrictions on the use of water reuse/recycling within the hospital itself, as set out in the Healthcare Technical Memorandum 04-01. Rainwater harvesting is proposed for irrigation purposes on the terrace levels.
- 6.48 The Construction Environmental Management Plan contained within Volume 2 of the Environment Statement also sets out measures to reduce water use as part of the construction phase of the building, including use of water recycling.
- 6.49 It is also noted that the Applicant has also put in place measures across the Cambridge University Hospital Estate to reduce annual water consumption from 366,618m³ in 2018 down to 333,499m³ in 2022.
- 6.50 The Cambridge Cancer Research Hospital will add an additional annual demand of 7,187m³ to this figure, this figure taking account of proposed mitigation measures. In light of this, I am supportive of the approach being taken to water conservation.
- 6.51 **Transport Assessment Team** – No objection

- 6.52 The site is currently served by a comprehensive range of public transport and active travel options along with a robust Travel Plan and restricted parking, subject to the new building being included in the overall site Travel Plan and associated site-wide parking strategy.
- 6.53 **Trees Officer** – n/a
- 6.54 No comments received.
- 6.55 **Urban Design Officer** – No objection
- 6.56 Several revisions have been made to address areas of clarification and suggestions from the Council’s Urban Design Officer. These changes have been welcomed and, overall, the proposals are supported in urban design terms.
- 6.57 Recommend conditions requiring details of external materials, sample panel, scale drawings (of reconstituted stone panels and soffits, proposed metal panel systems and metal flue cladding), cycle parking, wayfinding and signage and roof top plan.

Specialist Panel Reviews

- 6.58 **Cambridgeshire Quality Panel Meeting (27 September 2022)**
- 6.59 The scheme was reviewed by the Cambridgeshire Quality Panel at pre-application stage in September 2022. A copy of the report from the review is provided in **Appendix 3** of this report. The Applicant submitted a response to the main points of feedback and amendments that had been made as a result; these are considered in paragraphs 15.75 to 15.76 of this report.
- 6.60 The following is a summary of the Panel’s discussion:

The hospital will be an important facility for cancer treatment in the region, as well as contributing to the healthcare cluster on the Addenbrooke’s site. The emerging design was noted, however, further consideration of the restorative nature of the over-all design, courtyard, and landscape features is needed as well as the relationship to the wider campus.

Specific recommendations

- Re-consider the arrival experience for all modes of travel and for all users of the building, being clear on the modal split strategy and needs of different users across the day/night period.
- Ensure the frontage landscape design is the best it can be now and for articulation with KDR as that road alignment evolves.
- Ensure the overall landscape vision and strategy is stronger and more patient-focused.

- The heart of the scheme – the Courtyard – needs to work better for users in, near or over-looking it.
- Evolve materiality, remove homogeneity, and finesse the external design to be more playful and less corporate.
- Think about using colour and tactile approaches in different ways.
- Are all the green roofs/terraces accessible to all? Is there a dedicated staff only space? Do all floors have access to open space?
- Are ground source heat pumps an effective solution? Could air source pumps provide more beneficial outcomes and flexibility of location?
- Maximise use of passive solutions to manage heat and energy.
- Relocate pumps and equipment below ground where-ever possible.
- Maximise external views and natural light for people, not plant equipment.

6.61 **Disability Consultative Panel Meeting (28 February 2023)**

6.62 The following is a summary of the Panel's discussion:

- Positive comments were made about the approach, including the level thresholds and consideration of accessible toilets.
- In response to a query about the size of the catchment area (the whole of East Anglia or the whole of South East England), it was reported that, as a specialist centre its service would be wide reaching, but the extent would be confirmed by the Trust .
- It was queried whether the rooms not designated for use by full wheelchair users are big enough for a wheelchair to turn round in. It was reported that the rooms are approximately 4 square metres, have 1500 doors and have a turning circle within the en-suite for a wheelchair user. In response to a further query, it was noted that there is not sufficient space for the toilet to be located centrally (suggested because people who can transfer to a toilet cannot always transfer to the same side), but the doors open outwards, so there is an option for assistance on one side and the turning zone sits in the middle of the room.
- It was queried whether there would be space for relatives to stay with patients who are receiving treatment and have come from some distance. It was reported that discussions are taking place with the Trust and that, in addition to the teenage and young adult unit, options are being investigated, such as integrating either fold down beds or zed beds (there is currently storage for a couple of zed beds within each ward).
- In response to a query by the Chair about the width of the double doors, it was reported that they are 1900 door sets and that the double doors in the corridor are on 'hold open'.
- The suggestion of the Chair that it would be useful for the reception desks to incorporate a clip or an indentation in order to hold walking sticks and crutches whilst patients are completing paperwork was acknowledged.
- A comment by a member of the Panel that the chairs are quite low level was acknowledged and it was mentioned that the potential layout

shown would be developed much further by the Trust to incorporate a range of seating (different heights and with/without armrests) and space for wheelchair users.

- A member of the Panel queried whether the use of cars on the site will be limited by the potential congestion charge in Cambridge. It was reported that car parking is linked to a wider masterplan and a green travel plan that is being developed as a part of a separate project to the Cancer Research Hospital. The emphasis of the Trust is to increase public transport to the site and additional multi storey car parks are planned.

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 A representation from Cllr Sam Davies (Ward Councillor Queen Edith's) has been received.

9.2 A full redacted version of these comments can be found on the Council's website. In summary the following points have been raised:

- Land contamination risks to construction workers and other users during construction.
- Geotechnical risks of excavation including the proposed tunnel.
- Transport planning and access arrangements.
- Additional vehicle movements accessing car park off Francis Crick Avenue and impact on cyclist and pedestrian safety and comfort.

10 Local Groups

10.1 None received.

11 Planning Background

11.1 The site is located on the western edge of the Addenbrooke's Hospital Campus, adjacent to the red line boundary of the outline consent for Phase 1 of the Cambridge Biomedical Campus (planning reference 06/0796/OUT, and subsequent Section 73 consents).

- 11.2 The site lies within Addenbrooke's Hospital Campus and within the 'Cambridge Biomedical Campus (including Addenbrooke's Hospital) Area of Major Change' covered by Policy 17 and the site allocation 'M15' supported by Policy 27 of the Cambridge Local Plan (2018).
- 11.3 The application site previously benefited from planning consent for the redevelopment of an existing parking area to provide an education centre (3,985 sqm), private hospital (10,405 sqm), hotel and conference centre (12,540 sqm), ancillary hot food takeaway (Class A5, 605 sqm) and ancillary D1 (530 sqm) and associated car parking and public realm works, known as The Forum Cambridge (planning reference 14/0120/FUL). This permission was not implemented.

Cambridge University Hospitals Masterplan (January 2010)

- 11.4 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 (CBC) as an international centre of excellence for patient care, biomedical research, and healthcare education.
- 11.5 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 CBC and set the direction to ensure integration of development on the CBC Phase 1 land, as well as within the wider CBC Campus.
- 11.6 Whilst the CUH masterplan was not formally adopted by the Council, reference is made to the masterplan at paragraph 3.52 of the supporting text to Policy 17 of the Cambridge Local Plan (2018).
- 11.7 Discussions on an update to the masterplan are currently underway.

Cambridge Biomedical Campus: Updated Masterplan

- 11.8 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.
- 11.9 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.

- 11.10 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.
- 11.11 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.
- 11.12 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.
- 11.13 The application seeks to align with the vision for the campus and emerging masterplan principles. Section 2.2 of the Design and Access Statement provides an overview of key masterplan principles including access, connectivity, and public space, in the context of the CCRH development.
- 11.14 In summary, the following masterplan themes have been considered and integrated into the proposed development:

Topic	CCRH Proposal Response
Spatial Framework	A principal Hospital Street in the middle of the campus, lined with the main hot and cold clinical departments (including CCRH), a Strategic North-South Pedestrian Route and Robinson Way as an Active Travel Corridor (adjacent CCRH), connecting the southern clinical sites to the Campus High Street (adjacent CCRH), the future CSET and Cambridge South Station transport initiatives, and beyond.
a) Campus High Street	The CCRH boundary has been extended to include the corresponding Keith Day Road section as part of the scheme, following the masterplan guidelines for the design of the High Street, re-articulating Keith Day Road - Robinson Way junction improving pedestrian and cycle safety. Emphasis has been placed on the transition between the 'Green and the Gardens'

b) 'Park-Like' North-South Link	<p>and the more formal High Street Boulevard character, which is reflected on the treatment of the CCRH main frontage and placement of the building main entrance.</p> <p>The CCRH scheme is set to deliver the junction between Keith Day Road and Robinson Way with the opening of the CCRH building, with the site boundary incorporating the junction and designed following the masterplan guidelines for pedestrian and cycle priority measures. The western building frontage and external works design of CCRH reflect the envisioned landscape character for Robinson Way.</p>
Campus Movements	<p>Robinson Way and Keith Day Road junction (adjacent CCRH) to prioritise active travel as part of the masterplan and to accommodate flows to and from the future CSET and Cambridge South Station schemes.</p> <p>CCRH public realm frontage onto Keith Day Road to deliver a section of the Campus High Street ensuring priority measures for pedestrians and cyclists.</p> <p>Masterplan High Street (adjacent CCRH) to deliver a public transport corridor, accommodating efficient bus movements through the campus.</p>
Role and Function within Future Campus	<p>The CCRH site is an important location within the campus, transitioning from the landscaped space of 'The Green and the Gardens' to the more formal language of the future campus High Street. As such, its frontage is a key treatment.</p> <p>The Keith Day Road - Robinson Way junction, to be delivered with the CCRH.</p> <p>The CCRH main entrance is placed on the south-west corner of the site, on approach from the station. The building frontage follows the High Street building grain.</p> <p>The CCRH planting strategy is to mark the south-west corner of the site with a feature tree to assist in orientation and place-making and to also transition from the Green and the Gardens to the more formal High Street Character.</p>
Surrounding Character and Materiality	<p>The 'Campus High Street' is envisioned to transform into a tree-lined Boulevard-like Street with active building frontages (frontage to CCRH).</p>

Table 3: CCRH proposal response to updated masterplan

Pre-application Engagement

- 11.15 Throughout the design process, the project team have engaged extensively with stakeholders through meetings, workshops, presentations, and handouts. Alongside working with officers from the shared planning service, the project team have sought a collaborative approach with the Addenbrooke's masterplan team, neighbours, and future users of the building such as patients, clinicians, researchers, and staff.

- 11.16 The development proposals have been the subject of detailed pre-application dialogue with officers since December 2020, as well as technical sessions relating to Design, Drainage, Environmental Health, and Public Art.
- 11.17 In September 2022 the pre-application scheme was reviewed by the Council's Access Officer, the Cambridgeshire Quality Panel and presented to the Joint Development Control Committee, and later reviewed by the Disability Consultative Panel in February 2023.
- 11.18 Details of engagement and consultation are set out in Section 1.5 of the Design and Access Statement and Sections 5 and 6 of the Planning Statement.
- 11.19 Through pre-application discussions, the following key areas were highlighted and refined prior to the submission of the formal planning application, summarised in the following table:

Topic	Comments
Compliance with Masterplan	<ul style="list-style-type: none"> - The compliance of the proposals with the existing and emerging masterplan and / or justifications for any departures / improvements on those masterplans. - The evidence base being developed to support the emerging masterplan should inform the proposals, particularly in terms of transport, sustainability, biodiversity, and drainage. - The wider access and movement strategy and the pedestrian / cycle connections to the site, including the siting of the main public entrance to the building. - The siting on the High Street (as per the existing masterplan) and the incorporation for the masterplan principles into the proposals, including public realm and active frontages, and whether this remains consistent with the emerging masterplan. - The potential creation of a west-east route through the campus within the emerging masterplan and the compatibility of the proposed ambulance access with those aspirations. - The potential creation of a public open space to the east of the site and the compatibility of the proposed east façade and staff cycle store with those aspirations.
Design Approach:	<ul style="list-style-type: none"> - Key viewpoints should be provided to assess the impact of the proposal in accordance with Cambridge Local Plan 2018 policy 60 relating to tall buildings and Appendix F. - Providing an effective relationship of the building with the Addenbrooke's Treatment Centre and AstraZeneca Research and Development Building. - The provision of clear, legible, open routes into the building. - The relocation of the café, lifts and visitor cycle parking to maximise active uses on the south façade.

	<ul style="list-style-type: none"> - The main public entrance to consider a double-height space and a material quality appropriate to the human scale to create a warm and inviting space.
Landscaping	<ul style="list-style-type: none"> - The western façade should be pushed back to allow more space for structural landscaping. - Should undertake a microclimate and shading analysis of the courtyard, terraces and other outdoor spaces proposed as part of the hospital. - Increase further the amount of external amenity space at above-ground levels. - External lighting will need to consider amenity and biodiversity impacts.
Access and Movement	<ul style="list-style-type: none"> - Further consideration should be given to opportunities to enhance the legibility of the CBC by developing and enhancing the existing network of cycle and pedestrian routes. - The level of car and cycle parking provision should be evidenced by a transport assessment. - Cycle parking areas should be located close to and relate well to building entrances, and not conflict with servicing arrangements. - Cycle parking must be high quality, easy to use and inclusive. - Ensure that regard has been had to strategic highway network impacts and in the context of the wider CUH and CBC masterplans.
Biodiversity	<ul style="list-style-type: none"> - The application should demonstrate by the DEFRA metric how a minimum of 10% Biodiversity Net Gain will be achieved.
Drainage	<ul style="list-style-type: none"> - Opportunities should be taken to incorporate soft landscaping, particularly trees. - The surface water drainage scheme should demonstrate how an appropriate SuDS solution will be designed and delivered on site, within the red line site boundary and how this fits within the wider campus strategy.
Sustainability	<ul style="list-style-type: none"> - Further consideration and modelling of overheating is required which should inform the elevational design.

Table 4: Pre-Application engagement feedback

11.20 The developer has responded positively to the pre-application discussions and sought to enhance the scheme following officer guidance. The formal application addresses key points as noted above through the technical documents submitted in support of the application, the design of the proposed building and how the proposal aligns with existing and emerging masterplan principles.

12 Environmental Impact Assessment Regulations (EIA)

EIA Background

12.1 In December 2021, a Screening Request for the development of a Cancer Research Hospital was submitted to the Local Planning Authority under the Town and Country Planning (Environmental Impact Assessment)

Regulations 2017, to determine whether the proposed development constituted EIA development (planning reference 21/05487/SCRE).

- 12.2 The Local Planning Authority issued a Screening Opinion on 24 January 2022 that, based on the information submitted and the then existing circumstances, the proposed development was Schedule 2 development under the EIA Regulations (an urban development project and greater than 1 hectare) but would not constitute EIA development.
- 12.3 The Screening Matrix issued as part of the Local Planning Authority's Opinion noted that several aspects of development could be managed through the planning process (e.g., supporting technical information / planning conditions for construction environmental management plan, drainage strategy, and a transport assessment).
- 12.4 Consequently, the submission of the full planning application in January 2023 for the proposed CCRH development was not accompanied by an Environmental Statement, having been deemed previously not to constitute EIA development.
- 12.5 Officers were mindful the Screening Opinion was issued in January 2022 - a year before the submission of the planning application which is a significant period of time prior to any formal determination of the planning application. Since that Opinion, there has been a keen and heightened focus on potable water supply and groundwater abstraction within the Greater Cambridge area identifying the potential risk of causing deterioration and ecological damage to waterbodies, including chalk streams, if groundwater abstraction increases.
- 12.6 Advice offered in the Government's Planning Practice Guidance on EIA matters states:
- “...there may, exceptionally, be cases where a screening opinion has been issued but it comes evident that it needs to be changed, for example because new evidence comes to light”
(paragraph reference 4-021-20170728).
- 12.7 As a consequence of the guidance, the Local Planning Authority therefore re-screened the development proposals issuing an updated Screening Response dated 13 July 2023. That Opinion confirmed that, based on the information now available, the proposed development was Schedule 2 development under the EIA Regulations (urban development project and greater than 1 hectare) and would constitute EIA development on the grounds of the impact on natural resources and water resources. The updated Opinion letter set out that:

“Insufficient evidence is currently available to confirm that development of this scale, being more than approximately 27,000 square metres of gross internal floor space, will not harm the water environment, until it can be shown sustainable water supplies can be provided. It is

considered that there is a potential significant adverse impact of the proposed development in relation to natural resources and water resources.

In conclusion, the characteristics of the development, sensitivity of the location and effects of the development are considered to result in significant impacts on the environment, specifically natural resources and water resources, which would require the submission of an Environmental Statement”.

- 12.8 The Applicant subsequently sought a Screening Direction from the Secretary of State. The Secretary of State formally responded by letter dated 19 October 2023 confirming the proposed development to be EIA development and that any application for planning permission for the development must be accompanied by an Environmental Statement. The written statement concluded that:

“The Secretary of State’s conclusion is based solely in considering the single contested issue of water resource. Based on the available information and implications of the proposal and likely mitigation, the Secretary of State considers there is uncertainty, to the extent it is not possible for him to reasonably conclude that there is no likelihood of significant effects in relation to water resource for this project. EIA is therefore required and should be suitably scoped around this single issue”.

- 12.9 The Secretary of State’s Screening Direction supported the Local Planning Authority’s Screening Opinion of 13 July 2023. In response to the updated position on EIA, the Applicant submitted an Environmental Statement to support the application.

The Environmental Statement (ES)

- 12.10 The Local Planning Authority and Secretary of State have confirmed their view that the development represents Schedule 2 development as described in the EIA Regulations, being an urban development project, which exceeds the relevant thresholds. It has also been confirmed that given the characteristics of the development and its potential impacts the proposed development represents EIA development and that an Environmental Statement would be required in respect of the single issue of natural resources and water resources (i.e., water consumption and conservation).

Methodology for the ES

- 12.11 The ES sets out the likely significant effects of the proposed development upon water resources (i.e., water supply) from water consumption.
- 12.12 The ES considered the site-specific environmental factors that have been considered within the design of the development, such as the measures to reduce water demand, during both construction and its operational phases.

The assessment methodology undertaken includes policy and legislative context, overall baseline, embedded measures, assessment methodology, assessment of effects and conclusions of significance.

Topics / Content of the ES

- 12.13 The ES Main Report (Volume 1) sets out the following chapters and submission:
1. Introduction
 2. Description of Site and Surrounding Areas
 3. The Development Proposals
 4. Planning Policy Context
 5. Methodology
 6. Water Consumption and Conservation
- 12.14 The ES is organised into three volumes:
1. ES: Volume 1 – Main Text and Figures
 2. ES: Volume 2 – Appendices to Support ES Volume 1
 3. ES: Volume 3 – Non-Technical Summary Technical
- 12.15 As the ES is a detailed technical and detailed report to assist consideration of the application, it is supported by the non-technical summary.

Update to the ES

- 12.16 The original ES (published 21 November 2023) contained a discrepancy in the mitigation measures referenced in the ES and those identified as part of the submitted BREEAM Pre-Assessment. Paragraphs 6.27 and 6.53 of Volume 1 of the ES and paragraph 1.20 of Volume 3 reference the achievement of full (5) BREEAM Wat01 credits for the hospital. However, the BREEAM Pre-Assessment submitted in support of the application notes that three Wat01 credits are achievable due to the limits placed on use of water reuse/recycling in a clinical setting.
- 12.17 The updated ES (published 16 January 2024) correctly references the achievement of three BREEAM Wat01 credits; no other changes were made.

13 Planning Assessment

- 13.1 From the consultation responses and representations received and from an inspection of the site and the surroundings, the key issues are:
- Principle of Development
 - Context of the Site, Design and External Spaces
 - Landscape
 - Transport
 - Carbon Reduction and Sustainable Design
 - Biodiversity
 - Drainage and Flood Risk Management
 - Environmental Considerations (including Water Resources)

14 Principle of Development

- 14.1 Policy 1 of the Cambridge Local Plan (2018) sets out a presumption in favour of sustainable development and that when considering development proposals, the Council will take a positive approach that reflects the presumption in favour of sustainable development contained within the National Planning Policy Framework (NPPF).
- 14.2 Policy 5 of the Cambridge Local Plan (2018) deals with sustainable transport and infrastructure, setting out that development proposals must be consistent with and contribute to the implementation of the transport strategies and priorities set out in the Cambridgeshire Local Transport Plan and the Transport Strategy for Cambridge and South Cambridgeshire.
- 14.3 Policy 14 of the Cambridge Local Plan (2018) deals with general principles for Areas of Major Change and Opportunity Areas, setting out that development within these areas should be of the highest quality design and incorporate the principles of sustainable design and construction. Development in these areas is supported subject to a range of criteria relating to infrastructure, a site-wide masterplan, movement, activity and protection of existing assets including heritage and landscape.
- 14.4 Policy 17 of the Cambridge Local Plan (2018) relates specifically to the Cambridge Biomedical Campus (including Addenbrooke's Hospital) Area of Major Change. The policy supports development where it can be demonstrated that development is required to meet a local, regional or national health care need or for biomedical and biotechnological research and development activities within class B1(b), related higher education and sui generis medical research institutes.
- 14.5 Policy 17 further sets out six criteria expected from any development proposals within the Cambridge Biomedical Campus, including respecting key views (criterion a) and the need to include measures to enhance access to the campus (criterion d).
- 14.6 The supporting text to Policy 17 in paragraph 3.42 details that the Cambridge Biomedical Campus is an international centre of excellence for patient care, biomedical research, and healthcare education. It plays a local, regional, and national role in providing medical facilities and medical research. The local plan will support its continuing development as such, and as a high quality, legible and sustainable campus. It also reinforces the existing biomedical and biotechnology cluster in the Cambridge area.
- 14.7 The application seeks full planning permission for the erection of the 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.
- 14.8 The proposal would see the development of approximately 27,083 square metres of gross internal floor space, providing a mix of accommodation types

that generally comprise outpatient departments, inpatient wards, and research and integrated hospital clinics across an eight-storey building.

- 14.9 By way of comparison, the Royal Papworth Hospital provides approximately 33,000 square metres of floor space while the recently consented Cambridge Children's Hospital will provide approximately 46,300 square metres of floor space, both over five to six floors above ground level plus plant.
- 14.10 The principle of development is considered to align with the aims and objectives of Policy 17 of the Cambridge Local Plan 2018, providing a new hospital on a site that is allocated for development in the Local Plan. Furthermore, the details of the scheme would accord with the specific criteria listed in Policy 17, which are considered in more detail in the following sections of this Report.
- 14.11 It is also relevant to note that, in April 2014 the site benefited from full planning permission for the "redevelopment of existing parking area to provide education centre (3,985 sqm), private hospital (10,405 sqm), hotel and conference centre (12,540 sqm), ancillary hot food takeaway (Class A5, 605 sqm) and ancillary D1 (530 sqm) and associated car parking and public realm works, known as The Forum Cambridge" (planning reference 14/0120/FUL), a permission for approximately 28,065sqm of development.
- 14.12 Planning consent 14/0120/FUL was not implemented due to funding constraints at the time and the permission has now lapsed. However, this planning history is relevant, as it emphasises the allocation of the site for development in the adopted Local Plan.
- 14.13 Policy 27 of the Cambridge Local Plan (2018) deals with site specific development opportunities and refers to sites considered suitable for development to contribute towards Cambridge's needs to 2031, which are set out in the proposals schedule (Appendix B of the Local Plan). Here, site 'M15' deals with the Cambridge Biomedical Campus (including Addenbrooke's Hospital) and further supports medical services and biomedical research. Policy 27 therefore provides further in principle support.
- 14.14 In terms of the delivery of the development, the Applicant has confirmed that an updated delivery programme seeks construction of the main works commencing in November 2025 and the opening of CCRH targeted for 2029.
- 14.15 Overall, there is no in principle objection to the proposed development, which is considered to accord Policies 1, 5, 14, 17 and 27 of Cambridge Local Plan (2018) and the NPPF.

15 Context of the Site, Design and External Spaces

Overview

- 15.1 The site is located on the north eastern corner of the junction of Keith Day Road and Robinson Way, on the western edge of the Addenbrooke's Hospital Campus. The context of the site is one that is dominated by the surrounding healthcare uses within both the Addenbrooke's Hospital Campus and the CBC.
- 15.2 To the north of the site is the Cancer Research UK Centre, with the Frank Lee Centre leisure facility to the northeast. To the south lie the Addenbrooke's Treatment Centre and the Addenbrooke's Clinical Research Centre beyond which is the site of the consented Children's Hospital to the southeast. To the east are Addenbrooke's Regional Surge Centre and S Ward Block, with Addenbrooke's Hospital beyond. To the west is AstraZeneca's Research and Development Building, with an area of open space known as 'the circus' (including the Cambridge Guided Busway) and the Royal Papworth Hospital to the southwest.
- 15.3 These surrounding buildings range in scale, with the Royal Papworth Hospital comprising 7 floors (including basement), AstraZeneca 3-4 floors and Addenbrooke's Hospital 11-12 floors. The existing buildings comprise a variety of building styles developed over time as the Campuses have grown.
- 15.4 By virtue of its location, the proposed CCRH would hold a significant presence to both Addenbrooke's Hospital Campus and the CBC. The Design and Access Statement highlights that the prominent site near Addenbrooke's, the Cancer Research UK Centre and AstraZeneca, as well as other healthcare and research organisations, would create the optimal environment to effectively fast-track innovation and markedly improve patient care.
- 15.5 The application is supported by a Townscape and Visual Appraisal (GL Hearn, January 2023) to provide the relevant townscape and visual policy context, a summary of the scheme, and the potential significance of change to key views towards the site within a 1km study area. A series of 'Verified Views' or 'Accurate Visual Representations' have been provided to industry standards, in line with the 3rd Edition of the Guidelines for Landscape and Visual Impact Assessment and the Landscape Institutes Technical Information Note 05/2017 Townscape Character Assessment.
- 15.6 The Appraisal references the Greater Cambridge Landscape Character Assessment (2022) but highlights that the character areas set out in that Assessment were considered too 'broad-brush' for use in the Appraisal. As such, five townscape character areas were identified as part of an overall assessment of the impact of the proposals on the established urban and rural character of the surrounding area: existing hospital campus, suburban residential, Great Knighton, new largescale development, and agricultural land.

- 15.7 The summary of the Appraisal identifies low to medium sensitivity within the five character areas. Given the proximity of the existing campus and the CBC land identified for development, there will be little impact and the potential to provide a new well-designed building is judged to be beneficial. The impact on the wider area in terms of residential development to the west at Great Kneighton and on the wider agricultural landscape is judged to be small or negligible and the effect on these character areas neutral.
- 15.8 The Appraisal also examines a series of verified views to help understand the impact of the proposed development from key viewpoints within the campus and various vantagepoints beyond, concluding that the proposal would be comfortably assimilated into the site and as such the effect would be neutral.
- 15.9 The application is also supported by a Heights and Massing Study (GL Hearn, January 2023) and provides a series of viewpoints close to and further away from the development site and includes views from locations identified in the Cambridge Local Plan (2018) Policy 60 and accompanying Appendix F. The Study illustrates how the massing envelope of the building fits with the established massing and form of the hospital campus.
- 15.10 The application has been subject to formal consultation with the Council's Urban Design Officer, who is supportive of the proposals, subject to planning conditions as detailed below.

Scale and Massing

- 15.11 The proposed CCRH building is an eight-storey structure with basement. The building has a maximum height of approximately 37.85 metres above arrival level at the junction of Keith Day Road and Robinson Way, excluding flues, and 15.75 metres above ordnance datum.
- 15.12 The top two levels of the building are set back from Keith Day Road and Robinson Way, with the parapet of the resulting lower roof measuring approximately 28.25 metres above the arrival level. On the northern side of the building, due to the change in ground elevation, only 7 floors are visible. Due to the topography of the site, the ground floor extends below ground level on the northern side of the building while a partial basement below the northeast part of the building allows service lifts to connect to two tunnels that would connect to the main hospital.
- 15.13 A set of clad fume extract flues extend above the highest accessible point of the building for operational purposes. 15 of these flues extend approximately 9 metres above the roof level, grouped within five clad flue stacks, and a further five flues extend 3 metres more. With the flues the highest point of the structure is approximately 46.5 metres. Notwithstanding their height, the flues are relatively small structures in the context of the development and have a very limited impact on the overall perceived scale and massing of the building.

- 15.14 The Design and Access Statement sets out a series of massing options to demonstrate how the overall form of the building has been modelled to meet the clinical and fire safety needs of the hospital while seeking to manage the visual bulk and height of the building by incorporating set back elements and notches to the building envelope. This is supported.
- 15.15 The massing approach breaks the building into a lower block that addresses the corner of Keith Day Road and Robinson Way, which helps define the entrance and associated forecourt to the hospital. A taller block is set behind it when viewed from Keith Day Road.
- 15.16 Officers acknowledge that the general building height of approximately 37.85 metres is taller than the Addenbrooke's Treatment Centre to the south but is consistent with the overall scale and form of a hospital campus and comparable to other buildings in the wider site. For example, the Royal Papworth Hospital, AstraZeneca, and the consented Children's Hospital have heights up to approximately 36 metres (excluding flues), as approved by the building heights parameters plans as part of outline consent 06/0796/OUT.
- 15.17 Given the constraints of the land available and clinical requirements of the building, the proposed height of the CCRH is considered acceptable in design terms.
- 15.18 With reference to the viewpoints in the Townscape and Visual Appraisal, viewpoint 4 on Granhams Road and viewpoint 5 from Magog Down are the two most sensitive in terms of impact on the established skyline and setting of Cambridge.
- 15.19 For viewpoint 4 the Appraisal concludes that the magnitude of change is assessed to medium and the nature of effect neutral. Officers agree with this conclusion because although the proposal will create a tall structure, it sits within the context of other existing tall buildings of greater bulk and massing. The impact of the scheme from within Nine Wells is likely to be negligible because of intervening vegetation and existing buildings.
- 15.20 Viewpoint 5 is a key view towards Cambridge and the existing development at Addenbrooke's is a prominent feature along with the rising ground towards the horizon. The proposed development will form an additional volume that will be read in conjunction with other existing buildings on the campus, including the recently consented Children's Hospital. The proposed CCRH does not break the horizon and does not out compete existing tall and bulky buildings on the campus. Officers therefore agree with the conclusion reached in the Appraisal that the magnitude of change is assessed to be small and the nature of effect neutral.
- 15.21 The other viewpoints within the campus help to provide an understanding of the building in the more immediate context and officers agree that the effect

on these views will be neutral given the existing development on the Campus and the potential for further change within agreed parameter envelopes.

- 15.22 Officers generally concur with the conclusions of the Appraisal and, where visible, the proposed building will be seen as part of the hospital campus that already contains several tall buildings and buildings of significant massing. As such, the proposed scale and massing of the CCRH is considered acceptable and compatible with its surroundings.
- 15.23 The comments of the Council's Urban Design Officer highlight that the tonal qualities of the materials chosen for the building, flues and other roof plant will play a crucial role in helping to manage the impact of the development from all key viewpoints. Officers are satisfied that such details can be secured and managed by way of planning condition as part of any planning permission (**Condition 13 – Materials (details required); Condition 14 – Materials (scale drawings)**).
- 15.24 Subject to the recommended conditions to secure final details of external materials, the overall approach to managing and articulating the massing of the proposed hospital building is supported and considered to accord with Policies 14, 17, 55, 56, 57 and 60 of the Cambridge Local Plan 2018.

Appearance, Detail and Materials

- 15.25 The Design and Access Statement sets out that two facade variations have been devised, which support of the massing concept that differentiates a lower building block along Keith Day Road and Robinson Way and a setback taller block. Each facade variation visually links two to three adjacent floors at a time, a concept that avoids an appearance of repetitive stacked floors. Both facade variations apply chamfered solid panels that add variation when seen from different angles. Deep reveals around windows and projecting fins in line with the intermediate window mullion provide a degree of shading reducing solar heat gain.
- 15.26 The elevations of the building are defined by vertical modules based on subdivisions of the structural grid that relate to room sizes and then grouped in pairs horizontally to help create an order to the facades. A series of setback sections and 'cut outs' have been incorporated to further break down the massing. A colonnade at the ground floor on the south elevation provides weather protection and enhances the legibility of the entrance and is complimented by projecting canopies that define a plinth level.
- 15.27 At roof level, the angled stone modules of the façade create a subtle serrated appearance that reduces what would otherwise be a very horizontal termination to the building. Officers initially suggested that the consideration should be given to whether the safety railings at roof level could be replaced with a wire-based man-safe type system to maintain a crisp and clean silhouette. However, the Applicant has confirmed that the Trust Policy

requires balustrade protection, therefore precluding a man-safe type system only for these reasons. This is accepted.

- 15.28 The inclusion of several clad fume extract flues that extend above the roof of the building is acceptable in design terms, noting that these provide a style and appearance that is common within the wider site.
- 15.29 The material palette includes the use of a buff colour reconstituted stone product, which the Design and Access Statement notes could be either precast stone or glass fibre reinforced concrete with significant exposed natural stone aggregate content, along with the proposed metal finishes. The use of such materials is supported in design terms and fits with the emerging palette used for recent additions to Keith Day Road and the nearby Royal Papworth Hospital.
- 15.30 The Design and Access Statement describes how chamfered sections to the solid panels will help to prevent dust collection and staining. The Council's Urban Design Officer notes that junctions between materials are crucial to ensure the building weathers well and recommends that along with approving details of materials via condition, a sample panel condition will be needed which should provide an understanding of how materials come together at junctions, drip lines etc. The use of such conditions is considered appropriate, as noted above (**Condition 13 – Materials (details required); Condition 14 – Materials (scale drawings)**).
- 15.31 The internal courtyard space, discussed in more detail below, and how this space has been enclosed has been given the same care and attention as the outward facing elevations. The approach is well documented in sections 3.6.8 to 3.6.11 of the Design and Access Statement.
- 15.32 The use of setback sections on the north façade, upper-level terrace on the west façade and climbing plants on the south façade all combine to break down the scale and massing enclosing the space. The east facade proposes to introduce coloured spandrel panels based on the colour spectrum within a rainbow. The use of colour will help to break up this elevation and provide visual interest and will be carried across on to the spandrel panels on the other facing facades.
- 15.33 Overall, the proposed appearance of the building, its elevations, the material palette, and detailing provide a high-quality addition to the campus that is compatible with its surroundings and, subject to the recommended conditions, is considered to accord with Policies 17, 55, 56, and 57 of the Cambridge Local Plan 2018.

Layout

- 15.34 The hospital entrance is located to the southwest corner of the site, which addresses the key junction of Keith Day Road and Robinson Way. Here, a setback ground floor on the corner of Keith Day Road and Robinson Way

defines the key arrival to the building as well as providing an area of shelter. All visitors and staff will use this entrance.

- 15.35 The site frontage incorporates a drop off zone on Keith Day Road, which is immediately adjacent the main entrance and public forecourt. The drop off zone includes 2 short stay spaces, 2 patient transport vehicle spaces and 2 accessible parking spaces.
- 15.36 To the eastern side of the building, a plinth level provides a secure and well-integrated cycle store for staff whilst also dealing with the level change that rises from Keith Day Road northwards. The design of a secure cycle parking enclosure continues the facade rhythm of the building ground floor, defining a base to the east and south elevation forming an appropriate edge for future public space envisaged here by the emerging masterplan. Final details of the cycle parking can be secured by condition **(Condition 31 – Cycle Parking)**.
- 15.37 To the north elevation, the external gas storage compound and other plant needs have been organised into a well-considered plinth level to the building, which provides a good level of enclosure and screening from a potential future pedestrian route to the Frank Lee Centre located to the north of the site.
- 15.38 A central courtyard forms a key part of the layout of the scheme, providing amenity space for the public and staff, drawing in natural daylight into the centre of the building and contributing significantly to wayfinding as a focal area and one that provides beneficial views from central points within the building.
- 15.39 Landscape spaces have been provided in a suite of key external spaces including the entrance plaza, the central courtyard, Keith Day Road and Robinson Way public realm enhancements, accessible terraces and within the roof spaces.
- 15.40 Internally the CCRH incorporates 77 inpatient bedrooms, research and outpatient accommodation. The floorplate size has been driven by the perimeter requirements of the ward accommodation, departmental adjacencies and clinical safety and efficiency.
- 15.41 A linking Facilities Management tunnel at basement level is proposed to connect CCRH into the existing network of service routes from the main hospital and adjacent Temporary Regional Surge Centre.
- 15.42 Overall, the layout of the site and the internal arrangements of the building are well resolved in terms of functional design matters and the operational needs of the building.
- 15.43 The layout of the site and building is supported and considered to accord with Policies 17, 55, 56, and 57 of the Cambridge Local Plan 2018.

User Experience

- 15.44 A core vision for the development of CCRH, alongside bringing together clinical and research expertise, is enhancing patient quality of life and user experience. Section 1.2 of the Design and Access Statement sets out the vision and goals for the development and draws out the theme of “Wellbeing & Co-Design” as:
- “To help fulfil the vision of a ‘healing’ environment the approach to the building design has been heavily led by an engagement programme with patients, carers and staff to help shape the vision for CCRH - to create a hospital that works for the people that will use it”.
- 15.45 As noted in the comments of the Council’s Urban Design Officer, the organisation and dependencies between the clinical functions within CCRH are crucial to the success of the building and staff, patient and visitor experience. The approach to the appearance of the building, the layout of the site, the internal building arrangements, landscaping, access, and wayfinding measures all seek to contribute positively towards enhancing the user experience.
- 15.46 The external design and material palette provide a high-quality, interesting and visually appealing building which, together with the surrounding public realm enhancements, seek to support and complement the interior aspirations of a welcoming, calm, and reassuring visitor, patient and staff experience.
- 15.47 The enhancements to Keith Day Road and Robinson Way continue the high-quality public realm delivered as part of the ‘Green and Gardens’ open space located between the AstraZeneca building and the Royal Papworth Hospital to the west and southwest of the site respectively, traffic calming measures, and a pedestrian focussed street environment, full details of which are to be secured through a Section 106 Agreement.
- 15.48 When approaching the site from The Green and The Gardens to the west, a key approach to the site, large west-facing terraces have been located on the side elevation of the hospital building, which provide an inviting visual highlight on arrival and a naturalistic green feature. The landscaping on the terraces and setback green roof above, which wraps around the front of the building continue the green nature of The Green and The Garden onto the building. These features add visual interest and appeal to the building on arrival.
- 15.49 The hospital entrance addresses the key junction of Keith Day Road and Robinson Way and is immediately adjacent to the vehicular drop-off zone. The entrance is made evident through a setback ground floor that forms a colonnade that defines arrival and provides shelter, as well as offering an entrance space that does not conflict with ease of movement around the external areas of the site. The entrance lobby is clearly visible from the public realm due to its fully glazed finish and by virtue of its open plan design

links the external public realm to the café and central landscaped courtyard beyond.

- 15.50 Internally, the main reception desk is clearly visible when entering the building. The entrance and associated reception space extend through to the café and central courtyard space to create a clear and welcoming environment, which aids orientation and promotes a level of activity and surveillance. The cafe and waiting areas benefit from natural daylight and views to external areas, while the materials and finishes seek to provide a calming and non-clinical environment.
- 15.51 Public lifts and stairs that serve all clinical floors are located adjacent to the main reception and entrance, while a feature stair provides a direct link to the outpatient waiting area on level 3 to improve access to high footfall outpatient areas and reduce lift usage. Outpatient facilities are located near the arrival space to ensure quick and easy access, while patient wards at upper levels benefit from scenic views.
- 15.52 All waiting areas have been located adjacent to glazed curtain walling or windows, which enables good natural daylight and visual connection to the outside realm and / or and central green courtyard.
- 15.53 Terraces adjacent to treatment areas are provided to enable patient and staff access to outdoor areas within clinical areas, mitigating the effects of being in a tall multi-storey building. Examples of this type of space include an area on Level 4 that serves the day treatment department, where outpatients may often spend long durations receiving treatment, and on Level 6 where an area is dedicated to patients of the young adults' ward and their relatives, offering a different environment alongside social space and a games room. The incorporation of this type of space is of significant benefit to patients, visitors, and staff.
- 15.54 The main courtyard provides a central landscaped area at the heart of the building, offering high-quality amenity space for the public and staff and has been designed to bring daylight into the centre of the building. As a key part of the wayfinding concept of the building, the courtyard remains “a visible companion on a patients or visitors journey through the building”. Views of this area are provided to the entrance lobby, café, waiting areas, staff areas and breakout rooms, all of which can benefit from the natural aesthetics of the green courtyard and landscaped areas.
- 15.55 In terms of user access, as noted above, a new pedestrian plaza will be created along the north side of Keith Day Road as part of the development, in front of the proposed main entrance to the building. The existing footway is to be realigned and widened to a maximum width of 3 metres, upgraded pedestrian crossings included on both Keith Day Road and Robinson Way, all connecting into the existing and proposed network of footways and crossings within the campus. Six vehicular parking or drop-off bays are provided, cycle parking has been integrated into the layout, while bus

services and a patient courtesy bus will provide public transport connections to the site.

- 15.56 Overall, the approach to user experience is supported in design terms. The proposal will create a welcoming and easily understood building for staff, patients and visitors with a good level of ground floor activity helping to engage with the public realm. In accordance with the comments offered by the Council's Urban Design Officer, details of signage and wayfinding are to be secured by planning condition (**Condition 32: Wayfinding and Signage**).

Inclusive Access

- 15.57 The development seeks to achieve a high and consistent standard of accessibility across the building and site-wide layout, with reference to relevant planning policy, the Equality Act 2010, and building regulations, and has developed an inclusive design strategy.
- 15.58 The Design and Access Statement details that the proposed development offers a level of inclusive design that exceeds the minimum access requirements of the Building Regulations, local and Cambridge Council access policies. Access provisions incorporated into the proposals include connectivity to a variety of transport networks, level access and wide circulation areas, accessible courtyard amenity space, accessible roof terraces, and clear and logical building arrangements.
- 15.59 The main entrance of the building has been designed to be step free and placed in a prominent position that would be readily visible for pedestrians approaching the site. An area of tactile paving is to be provided on the footway at the main entrance to the building to assist those with visual impairments to locate the entrance. Pedestrian crossings will be provided over Keith Day Road and Robinson Way at the entrance area.
- 15.60 A drop off area is provided adjacent to the entrance to the building that allows for two patient transport spaces and two public drop off spaces. Two blue badge parking spaces are also located on Keith Day Road adjacent to the main entrance, which have been designed to be kerb-free allowing for smooth transfer between the parking space and the footway.
- 15.61 Within the building, beyond two sets of automatically opening sliding doors at the entrance, lies a deep lobby and reception area, which directly faces the entrance to enable clear wayfinding. The reception counter and adjacent waiting area are large to provide for a range of users, including wheelchair users. The entrance area provides good orientation with the cafe and courtyard immediately in front, the public lifts and stairs to one side, and public toilets adjacent to the lifts. Accessible WCs to relevant standards are integrated within the layout of the building. Induction hearing loops are to be provided at key points within the building, including the main reception desk, departmental reception desks and

- 15.62 The public lift core and public stairs are located adjacent to the main entrance and access to each department or ward is immediately to the right or left from the lift lobby. Departmental reception areas on upper floors are located next to public lifts and stair cores, along with relevant waiting areas.
- 15.63 The application proposals were reviewed at a meeting of the Disability Consultative Panel Meeting in February 2023, whose comments are noted above in paragraph 6.62 of this Report. The Panel were generally supportive about the approach to the development, including the level threshold and consideration of accessible toilets.
- 15.64 Officers are satisfied that the accessibility of Policies 56 and 57 of the Cambridge Local Plan (2018) have been met.

Public Art

- 15.65 Embedded within the aspirations for a high quality user experience is the delivery of a public art scheme.
- 15.66 The application is supported by a Public Art Strategy that seeks to enhance the hospital environment, aiming to support and create welcoming, positive, therapeutic, and inspiring spaces that play a role in patient care. The Strategy suggests a range of opportunities for public art including public realm and external interventions (i.e., sculptures, street furniture) and architectural and interior design enhancement (i.e., artwork, creativity zone, feature wayfinding), alongside engagement with local groups.
- 15.67 The Strategy sets out that the Trust has been able to confirm a £0.5 million ringfenced budget for Public Art within the development, as well as being happy to commit to activities to seek philanthropic financial support for additional resource to support Public Art provision.
- 15.68 The final details for the delivery of Public Art have not been provided at this stage, but the principles of the Strategy have been embedded into the design of the building, with a focus on user experience.
- 15.69 The application has been subject to formal consultation with the Council's Public Art Officer who, although supportive of the principles of the Public Art Strategy, raises concern with the proposed £0.5 million budget. Their comments set out that the budget is lower than suggested and that it would not deliver the Strategy as submitted.
- 15.70 Officers have engaged further on this matter and the proposed £0.5 million budget has been confirmed as the maximum amount that can be ringfenced for Public Art as part of the proposed development. This is accepted, and officers consider that a suitable scheme can be assimilated into the development and provided within the principles and framework set out by the Strategy (noting a comparable budget for the Royal Papworth Hospital in respect of relative floor space).

- 15.71 As the delivery of Public Art is associated to a financial sum, which is critical to its provision, officers and the developer have agreed that it would be appropriate to secure a Public Art Strategy through a Section 106 Agreement.
- 15.72 The Section 106 Agreement would secure the submission of a Public Art Delivery Plan, which would include details of the Public Art to be provided, how the Public Art would be delivered, public engagement, allocation of budget, and ownership, management and maintenance arrangements. The Agreement would also secure the Public Art Budget, which is a maximum budget of £500,000 and relates to matters including artist fees, specialist advice, public engagement, fabrication, installation and maintenance.
- 15.73 The clauses of the Section 106 Agreement would allow officers to engage further with the developer and the Applicant to refine the approach to public art provision within the agreed budget. This has been accepted by all parties.
- 15.74 Subject to this approach, officers are satisfied that the proposals would accord with Policy 56 of the Cambridge Local Plan in respect of Public Art.

Cambridgeshire Quality Panel

- 15.75 As set out in paragraphs 6.58 to 6.60 of this Report, the application was subject to review by Cambridgeshire Quality Panel at pre-application stage in September 2022. The table below sets out how, in the view of the developer and officers, the proposal has addressed the feedback of the Panel as part of the final proposals.

Issues and Recommendations of Quality Panel (Summary)	Developer / Officer Response
Further consideration of the restorative nature of the over-all design, courtyard, and landscape features is needed as well as the relationship to the wider campus	<p>The final landscape details were not available to the Panel during pre-application discussions. The feedback has been taken into consideration and further landscape workshops took place prior to submission.</p> <p>The interior layouts and design have been developed to maximise the benefit of landscape spaces and opportunities taken to maximise views of these areas by users of the site.</p> <p>Key elements have been developed to connect visually to the core areas of the development and beyond.</p>
The alignment with Keith Day Road (KDR) is important to establish the amount of threshold space and	These areas have been included in the red line boundary of the application so that public realm proposals capture the

<p>integration with the surrounding setting</p>	<p>aspirations for a future High Street as set out within the emerging masterplan.</p> <p>The alignment and drop off bays to Keith Day Road were reviewed, and collectively, it was decided that the current road layout, and drop off bay location will support the long term masterplan aspirations and changes would not be required in the future.</p>
<p>The number of parking and cycle spaces is very specific – is there a transport strategy and transport assessment for the development?</p>	<p>The application is supported by a Transport Statement and Travel Plan.</p> <p>The number of car and cycle parking spaces for the development has been based on the planning condition requirements for clinical uses set out for Cambridge Biomedical Campus within the Phase 1 and Phase 2 planning consents, which therefore ensures consistency across the Campus.</p>
<p>Re-consider the arrival experience for all modes of travel and for all users of the building, being clear on the modal split strategy and needs of different users across the day/night period</p>	<p>The main entrance is located on Keith Day Road with drop-off zone immediately adjacent to the entrance. One public entrance is provided to support clear wayfinding and security requirements. The new bus stop is in close proximity to the entrance with good access from the multi storey car park.</p> <p>Access by more sustainable modes are given priority close to the main entrance whilst car parking is provided away from the site. This is however only a short walk from the site along a well used, well lit route aiding security.</p>
<p>The site has constraints arising from its central location within the campus, which suggest an ‘urban’ context, yet it is so close to open countryside, and the ability to see this from a window is especially important for patient, visitor, and staff well-being. The ability to maximise green infrastructure should be taken, to amplify its restorative effect</p>	<p>Further GI has been incorporated through; additional tree planting, enlarging planting beds, vertical greening, and increasing the area of intensive green roofs.</p> <p>The facade, window locations and glazing amount have been optimised in response to internal functions and potential for long distance views to the surrounding countryside.</p>
<p>It was suggested that the mass of the building might feel intimidating to arriving patients undergoing diagnosis or treatment and that many windows will only have a view of other buildings or walls.</p>	<p>The building design and facade articulation has been further developed to reduce the apparent building massing and create a welcoming and clear entrance - this includes terrace cut-outs, reduced floor plate on Level 8 and above, a colonnade entrance and facade detailing.</p>

	<p>The building is designed with extensive glazing on the ground floor to connect the main entrance to the landscaped courtyard and the surrounding context which reduces anxiety and supports a welcoming entrance.</p>
<p>Rather than the proposed trees at the ground floor frontage, could a single large plane tree be planted to have better impact?</p>	<p>Proposals have been revised to include a single specimen tree at the junction of Keith Day Road and Robinson Way.</p>
<p>Ensure the frontage landscape design is the best it can be, now and for articulation with KDR as that road alignment evolves.</p> <p>Ensure the overall landscape vision and strategy is stronger and more patient-focused.</p>	<p>The final landscape details were not available to the Panel during pre-application discussions. The feedback has been taken into consideration and further landscape workshops took place prior to submission.</p> <p>The frontage landscape has been revised to create a more 'human' experience, and continues the approach of high quality public realm delivered as part of the adjacent 'Green and Gardens' open space</p>
<p>Evolve materiality, remove homogeneity, and finesse the external design to be more playful and less corporate.</p>	<p>The design has been developed refining articulation, detail and materiality. This is heavily detailed in the Design and Access Statement.</p> <p>Key design responses include the addition of variation to the elevations, adjustments to proportion and materiality of the first two levels, and stronger articulation and modulation of the courtyard façades to ensure interest when seen from within the building.</p>
<p>The heart of the scheme – the Courtyard – needs to work better for users in, near or over-looking it</p>	<p>The courtyard has been extensively redesigned to address the feedback. The redesign also addressed feedback from user engagement and pre-app meetings.</p> <p>The courtyard design is inspired by user group comments, which expressed a desire to have a naturalistic forest landscape to escape into.</p>
<p>Are all the green roofs/terraces accessible to all? Is there a dedicated staff only space? Do all floors have access to open space?</p>	<p>Public and staff have accessible access to the external courtyard on the ground level. Accessible terraces are located within departmental areas on Level 4 (Chemotherapy Day Unit) and Level 6 (Teenage and Young Adults Inpatient Ward)</p> <p>Access to these terraces are controlled within departmental clinical areas. There is</p>

	a staff terrace within the Integrated Cancer Medicine Department on Level 7.
Are ground source heat pumps an effective solution? Could air source pumps provide more beneficial outcomes and flexibility of location?	Air source heat pumps are being reviewed as part of ongoing detailed design. CUH Infection Control requirements does not permit natural ventilation.
Maximise use of passive solutions to manage heat and energy.	The facade design assessed the best balance of glazed and solid wall area, providing passive shading through deep reveals and shading fins, good daylight and views through extensive glazing while minimising heat and air loss through highly insulated solid wall area.
Relocate pumps and equipment below ground where-ever possible.	
Maximise external views and natural light for people, not plant equipment.	

Table 5: Quality Panel Issues and Officer Responses

- 15.76 Officers are of the view that the issues raised by Quality Panel have been satisfactorily addressed through the application submission.

Conclusion

- 15.77 The proposed design, form and layout of the building has been carefully considered, with regard had to the context of the site and the surrounding area. The proposal would represent a high-quality development that would enhance its surroundings and provide a world class clinical and research space for all users, compatible with the emerging masterplan proposals for the Campus. Officers are therefore satisfied the application proposals are acceptable, and in accordance with Policies 17, 55, 56 and 57 of the Cambridge Local Plan (2018) and the NPPF.

16 Landscape

Overview

- 16.1 The application is supported by a range of landscape plans, including a whole site illustrative masterplan, detailed landscape plans, landscape sections, and terrace landscape plans.
- 16.2 Section 3.8 of the Design and Access Statement sets out the approach and aspirations of the landscape design strategy for the proposed development. The 'Landscape Vision' for the hospital, informed by user group feedback and workshops, identifies three key themes: connecting to nature, care within the landscape, and ecology and biodiversity.
- 16.3 The landscape masterplan has been informed by the design team alongside input from the NHS Trust, User Groups, and officers from the Local Planning Authority (including Quality Panel and JDCC). Three design principles seek to underpin the landscape objectives for the development; integration within the wider campus and emerging CUH masterplan, maximise the opportunity for patients, visits and staff to enjoy external spaces, and to accommodate

the operational requirements of the hospital whilst delivering a landscape scheme that supports a healthy environment for all.

- 16.4 The landscaping for the site has been broken down into a suite of key external spaces, considered in turn below, seeking to individually and collectively deliver a scheme that makes a significant and positive contribution to the quality and functionality of the development.
- 16.5 The application has been subject to formal consultation with the Council's Landscape Officer and Trees Officer, who are supportive of the proposals, subject to conditions.

Entrance Plaza (Keith Day Road)

- 16.6 The hospital entrance is located to the southwest corner of the site, which addresses the key junction of Keith Day Road and Robinson Way. Landscaping has an important role to play within the enhancements to Keith Day Road (and Robinson Way) to continue the high-quality public realm delivered as part of the 'Green and Gardens' open space and further enhancements.
- 16.7 A key point arising from the comments of the Cambridgeshire Quality Panel was to ensure the frontage landscape design is the best it can be, now and for articulation with Keith Day Road as that road alignment evolves.
- 16.8 The landscape approach for the entrance plaza is informed by the neighbouring linear park 'The Green and The Gardens' and the future High Street emerging through the masterplan review. The landscape arrangements seek to continue the essence of the parkland across the plaza whilst transitioning the landscape character from parkland to formal plaza (west to east).
- 16.9 Areas of soft landscape planting are provided at either side of the entrance and along the frontage of the site, with trees planted along highway edges and principal elevation of the CCRH building. Planting beds are provided to enhance visual amenity while seating enclaves are carved out of soft landscaping to provide social spaces.
- 16.10 In terms of hard landscaping, the plaza paving surface is continued into the carriageway and opposite footway to enhance pedestrian priority and setting the character for the future High Street.

Robinson Way

- 16.11 Landscape enhancements are provided along the edges of Robinson Way to the west of the site. Here, public realm enhancement work to integrate the hospital into the street scene whilst widening the existing pedestrian route. A line of street trees is to be placed between the highway and western

elevation of the building to soften this edge of the development, between which zones for public cycle parking are integrated.

- 16.12 Towards the north-western edge of the site, a feature tree within a planting bed is to be provided, along with a seeded grass embankment and native hedgerow. To the south-western corner, enhanced public crossing is to be incorporated into the public highway.

Internal Courtyard

- 16.13 The central courtyard forms a key landscaped area at the heart of the building, providing amenity space for the public and staff. Here, the landscape approach is key to the success of the space, seeking to deliver a naturalistic landscape to 'escape' into, inspired by forest layers of forest floor, scrub layer, understorey, and canopy.
- 16.14 The aspiration for the courtyard and forest landscape escape is to provide four distinct amenity zones for users of the space and floor level. As set out in the Design and Access Statement, each zone plays an important function in providing access to nature, people, and tranquillity:
- Glade: A space to relax in nature, look up, and see the sky.
 - Brook: A space to gather in a calming setting.
 - Den: A quiet space for intimate conversations and reflection.
 - Understorey: A green space to look up, down, and into.
- 16.15 Within this courtyard space a range of hard and soft landscaping is provided, including block paving, raised planters, climber plant trellis systems, communal seating, water features, café seating, loungers, sculptural screen and trees.

Accessible Terraces & Green Roof

- 16.16 The upper-level terraces, which provide external amenity spaces for users of the hospital and break down the perceived scale and massing of the building, incorporate elements of soft landscaping to enhance these areas. Each terrace consists of furniture, planters, and vertical greening, arranged to respond to their corresponding department, whilst providing large areas for flexible use.
- 16.17 As noted in the Design and Access Statement, the landscape aspiration for the terraces is to provide emotionally uplifting and calm spaces, focused on offering moments to sit amongst the planting, experience a sense of tranquillity, and enjoy the view.
- 16.18 The CCRH building will also deliver a green roof containing a range of areas comprising sedum, extensive native wildflower, native chalk grassland, and intensive green roofs, accessible for maintenance purposes only.

Service Road and Staff Cycle Parking

- 16.19 A service road provides access to the north, connecting to the Robinson Way / Francis Crick Avenue roundabout, and providing access to the hospital level 3 entrance for ambulances, service vehicles and deliveries. Here, the carriageway and footpath have been developed to avoid impact on the existing Leylandii tree line and Silver maple, retaining a soft green edge to the eastern boundaries of this point of access, contributing positively to landscaped edges of the development.
- 16.20 The staff cycle parking area sited to the east of the main building provides sheltered parking, predominately an area of hard landscaping, but also provides the opportunity for sedum roofs to be incorporated into each of the five shelters to incorporate elements of soft landscaping within the more formal eastern edge of the site.

Tree Strategy

- 16.21 The proposed landscaping incorporates a hierarchy of feature specimens, semi-mature trees, and smaller ornamental trees, seeking canopy cover whilst balancing a programmatic and architectural constraints.
- 16.22 Four feature trees are placed on the edges of the site, one towards each corner of the layout. Street trees line the eastern edge of the Robinson Way adjacent to the western elevation of the hospital building. Tree groves are to be planted to the north and south of the building, with the southern section making an important and positive contribution to the plaza and transition from linear park and the future high street.
- 16.23 Courtyard trees are placed into the centre of the development with terrace and roof trees incorporated within the scheme. A large existing tree to the north and several smaller existing trees to the south are retained and contribution positively to the tree planting strategy.

Conclusion

- 16.24 Overall, the approach to landscaping is considered to represent a high quality scheme that is strongly supported by officers, including the Council's Landscape Officer, Ecology Officer and Trees Officer, subject to conditions.
- 16.25 Officers are satisfied that conditions can be imposed to ensure appropriate final detailing and management arrangements for the landscape proposals **(Condition 17 – Hard and Soft Landscaping; Condition 18 – Tree Pits, Condition 19 – Landscape Materials; Condition 20 – Eastern Boundary Treatment; Condition 21 – Courtyard Details; Condition 24 – Biodiverse Roofs; Condition 45 – Hard and Soft Landscaping (implementation))**.
- 16.26 The proposed landscape arrangements have been carefully considered, respond positively to the context of the site, the emerging masterplan, and would provide high quality landscape environment that makes a strong and

positive contribution to the development, its functionality and its surroundings. Officers are therefore satisfied the application proposals are acceptable, and in accordance with Policies 17, 55, 56, 57, 59 and 71 of the Cambridge Local Plan (2018) and the NPPF.

17 Transport, Highway Safety and Parking

Overview

- 17.1 The application is supported by a Transport Statement (AECOM, January 2023), which examines the existing transport and highway network, proposed transport improvements, access, parking and servicing arrangements, parking strategy and trip generations. The Transport Statement has been developed as part of the RIBA Stage 3 Planning stage and has been prepared to be BREEAM compliant, in line with BREEAM New Construction 2018 (UK); the development is looking to gain BREEAM 'excellent' status.
- 17.2 The Statement concludes that the application site is highly accessible due to its position within the Addenbrooke's Hospital Campus and CBC, existing levels of accessibility and the emerging large-scale improvements to sustainable transport provision.
- 17.3 A Travel Plan (AECOM, January 2023) has been prepared in parallel to the Transport Statement and submitted in support of the application. The Travel Plan seeks to influence the travel behaviour of staff, patients, and visitors to encourage the uptake of sustainable travel, reducing the reliance on the use of the private car. The Travel Plan has also been designed to comply with BREEAM guidance.
- 17.4 The Plan, in line with the CBC Transport Strategy, sets out that the target for the CCRH development will be to reduce single occupancy car journeys to CCRH to 20% of journeys, increase the use of sustainable transport modes, and to maintain or increase the number of walking and cycling journeys.

Existing Transport Network

- 17.5 The Transport Statement notes that the site benefits from an existing network of pedestrian and cycle infrastructure in and around the site and campus, including Keith Day Road and Robinson Way immediately adjacent. As detailed previously, the application incorporates significant public realm enhancements to Keith Day Road and Robinson Way, which in turn will contribute positively to the connectivity and accessibility of the CCRH development.
- 17.6 These footpaths and cycleways provide connections to existing facilities and amenities within the campus, readily accessible from the application site, including outlets within Addenbrooke's Hospital Food Court, outdoor open spaces including the Circus and Gardens, the leisure facility at the Frank Lee

Centre, and the pharmacy at Addenbrooke's Hospital Outpatients, all within 500 metres of the site.

- 17.7 The Statement also looks at access to bus based public transport. Guidelines for Planning for Public Transport in Developments' states that for new developments, 'the maximum walking distance to a bus stop should not exceed 400 metres and preferably be no more than 300 metres'.
- 17.8 The closest bus stop to the application site is the Royal Papworth Hospital stop, approximately 150 metres to the west of the site. There are two other bus stops within 400 metres of the site that serve further bus services; the Francis Crick Avenue stop is approximately 280 metres to the west of the site and the Rosie Maternity Unit on Robinson Way approximately 330 metres to the south of the site.
- 17.9 In addition, the Trumpington Road Park and Ride service stops at the Royal Papworth Hospital and Rosie Maternity Unit while the Babraham Road Park and Ride service stop is located at Addenbrookes Hospital Bus Station, approximately 640 metres from the site.
- 17.10 The existing rail network also provides access to the site, with Cambridge Railway Station located approximately 2.7km (walking distance) to the north on Station Road. Although the station is located outside of the maximum walking distance of 800 metres as recommended by the IHT in 'Providing for Journeys on Foot' for walking to and from a railway station, it is readily accessible by bus and cycle and routes for pedestrians are also available.
- 17.11 Car access is also available to the site, provided from Keith Day Road and Robinson Way, which connect into the wider highway network, with car parking facilities located around the wider campus.

Proposed Strategic Transport Network Improvements

- 17.12 The Statement also considers proposed transport improvements that would have a significant impact on how people travel to and from Addenbrooke's and CBC, all of which would improve connectivity and provide alternative options for travel.
- 17.13 Cambridge South Station is located approximately 400 metres west of the application site and is currently under construction. Once operational the station would allow for services towards Cambridge City Centre and London to the south and be readily accessible to users of the application site.
- 17.14 Phase 2 of the Cambridge South East Transport, a Greater Cambridge Partnership project, seeks to provide a new public transport route between the A11 and the Cambridge Biomedical Campus via Sawston, Stapleford and Great Shelford. There would be four new stops along the route, including one serving CBC on Francis Crick Avenue, located approximately 250 metres to the west of the application site.

- 17.15 Cambridge South West Travel Hub, another Greater Cambridge Partnership project, consists of a new 1.5km long off-road public transport route from the M11 to Trumpington Park and Ride, as an extension of the existing CGB that currently serves CBC and terminates at Trumpington Park and Ride. A 2,150 space Travel Hub (Park and Ride) would be built near the M11/ A10 junction and buses from this Travel Hub would serve CBC. A planning application was granted approval by the Secretary of State in July 2022.

Highway Network / Transport Impact

- 17.16 The proposed development would enable the relocation and expansion of existing departments within Addenbrooke's Hospital. Consequently, the development is considered to generate very few new trips within the highway network as the staff, patients and visitors associated with the development would already be occurring within the existing trips travelling to and from the Campus. Any minor increase in trips would be associated to the small expansion of the relocated departments.
- 17.17 For the purposes of the Assessment, the trips that are estimated to be generated by the proposed development are considered to be 'new' to ensure a robust assessment is undertaken. This methodology was agreed with Cambridgeshire County Council's Transport Team, but for the purposes of providing a worst-case assessment for assessing potential trip impacts only, the Team requested that a worst-case assessment was undertaken in trip impact terms.
- 17.18 The Assessment notes that the level of single occupier car driver trips across CBC has reduced by 8% between 2012 and the most recent, pre-pandemic, survey in 2019, an illustration of the positive impact of the implementation of travel plan measures at developments across the two campuses and the increased access to sustainable modes of transport.
- 17.19 The Assessment estimates that the proposed development would generate 51 two-way car driver trips in the AM peak hour, 43 two-way car driver trips in the PM peak hour and 508 two-way car driver trips over the course of the day. Given multiple access points to CBC, the peak hour estimates are not considered to be significant in terms of impact on the highway network. Again, the Assessment highlights that most trips are already occurring on the local road network.
- 17.20 The application has been subject to formal consultation with Cambridgeshire County Council's Transport Team, who raise no objection to the proposed development.
- 17.21 The Team note that CBC currently has a site wide Travel Plan which is actively managed and monitored. In addition, car parking on the site is heavily regulated with restrictions on the use of on-site parking by staff. The management of the Travel Plan alongside restricted parking has proven to

have a tangible benefit in reducing the car mode share for staff travelling to and from the CBC site.

- 17.22 The Transport Assessment Team comment that the site is currently served by a comprehensive range of public transport and active travel options along with a robust Travel Plan and restricted parking, and as such raise no objection, subject to the new building being included in the overall site Travel Plan and associated site-wide parking strategy.
- 17.23 Overall, given the technical details provided and the comments of the Transport Assessment Team, officers are satisfied that the proposed development would not result in significant harm to the highway network, subject to a Travel Plan condition (**Condition 33 – Travel Plan**).

Highway Safety

- 17.24 The application site is located on a private road situated some distance from the nearest adopted public highway. As noted above, enhancements to the adjacent highways of Keith Day Road and Robinson Way are incorporated into the proposal, which are considered to make a positive contribution to the scheme and highway safety arrangements.
- 17.25 A service road is provided to the north of the building, connecting to the Robinson Way / Francis Crick Avenue roundabout, and providing access to the hospital level 3 entrance for ambulances, service vehicles and deliveries. This arrangement separates these functional uses from the public realm, an arrangement which is considered to support highway safety and reduce potential user conflict.
- 17.26 The application has been subject to formal consultation with the Local Highways Authority, who raise no objection to the proposed development.
- 17.27 Officers are satisfied that the proposed development is considered acceptable in highway safety terms.

Car Parking

Displaced Car Parking

- 17.28 The development of CCRH would result in the loss of existing car parks A, B and C, which currently provide 337 car parking spaces.
- 17.29 Planning consent 23/01779/FUL recently secured permission for the change of use of land North of Dame Mary Archer Way and East and West of Papworth Road for car parks for a temporary period of up to 10 years, following consideration by the Joint Development Control Committee on 20 September 2023.

- 17.30 The scheme will provide 346 spaces, as informed by the Cambridge University Hospital Car Parking Strategy to 2025/26. 337 of those 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.
- 17.31 Condition 6 of planning consent 23/01779/FUL requires the closure of the existing car parks A, B and C before any new parking area granted can become operational. Thus, the development of CCRH and the temporary parking consent are intrinsically linked.
- 17.32 While outside the scope of this application, a temporary permission was sought (and secured by condition) as opposed to a permanent consent as it is anticipated that car dependency will be reduced as major transport infrastructure developments are delivered and provide a subsequent modal shift in accessing the campus alongside the progression and delivery of the updated masterplan.
- 17.33 Officers are satisfied that appropriate arrangements for the displaced car parks have already been secured and that the development of CCRH would not put undue strain on car park provision within the campus.

CCRH Parking Arrangements

- 17.34 A car parking strategy has been prepared by Stantec on behalf of CUH, for the campus to 2025/6. The strategy captures the changing car parking demand across the campus during this time, including the proposed CCRH development. The strategy includes reprovision of the staff parking that will be displaced by CCRH (as now secured under recent planning consent 23/01779/FUL).
- 17.35 The Transport Statement sets out that a total of 268 car parking spaces, with 245 for staff and 23 for visitors and patients, would be required for the proposed development. However, as most staff, patients, and visitors for CCRH are already accounted for within existing departments at Addenbrookes, spaces relating to those users are already provided within CBC. The Statements details that only nine additional spaces (3 staff and 6 visitor) are required due to the uplift in floorspace associated with CCRH and they are accounted for in Stantec's car parking strategy. These have been accounted for as part of planning consent 23/01779/FUL.
- 17.36 Notwithstanding parking requirements being met through off-site provision, to the front of the building on Keith Day Road, six vehicular parking or drop-off bays are proposed. These comprise two drop-off / short-term parking bays for patient transfer vehicles / patient courtesy buses, two standard drop-off parking bays and two blue badge car parking spaces adjacent to the main entrance on Keith Day Road. These bays will be 2.7m in width to accord with Inclusive Mobility standards (for blue badge parking bays) and

will be kerb-free allowing for smooth transfer between each space and the footway.

- 17.37 This provision is considered an appropriate response to the functionality of the development.
- 17.38 Overall, the on-site and off-site car parking arrangements are supported by officers and relevant technical consultees.

Cycle Parking

- 17.39 Appendix L of the local Plan sets out the minimum cycle parking standards for hospitals as being:
- 2 spaces for every 5 members of staff
 - 2 visitor spaces per consulting/treatment room
 - 1 visitor space for every 6 bedspaces
- 17.40 However, the Transport Statement sets out that the approach used to determine cycle parking requirements for the CCRH development have been taken from the CBC Phase 1 / 2 conditions. This approach has been chosen instead of the standards from the Local Plan because the resulting requirements are considered to be more representative for the proposed development. As the building use is in line with those in CBC Phase 1 and is adjacent to CBC Phase 1, this approach helps to enable a consistent approach for cycle parking across CBC. The cycle parking requirements have therefore been based on the numbers of staff and visitor / patients and mode share data provided by the Trust (as set out in paragraphs 4.49 to 4.51 of the Transport Statement).
- 17.41 Officers raise no objection to this approach / methodology, which results in a requirement for cycle 429 spaces.
- 17.42 The proposed layout makes provision for 431 cycles provided along the southern, eastern, and western boundaries of the site, with cycle parking is available for use by staff working within the development as well as patients and visitors.
- 17.43 A secure and covered two-tier cycle system is provided along the eastern boundary of the site and will accommodate 333 cycle parking spaces, including 6 cargo bike spaces, accessed via Keith Day Road. In addition, 38 cycle parking spaces are located at the front of the building to the east of the main entrance on Keith Day Road, with a further 60 cycle parking spaces located along the Robinson Way façade of the building. These are to be Sheffield stands and for the use of the public.
- 17.44 The existing cycle parking in the area to the south of Keith Day Road, opposite the entrance of CCRH and associated with the Addenbrooke's

Treatment Centre, is to be re-provided (40 spaces, including two cargo bike stands).

- 17.45 Overall, officers are satisfied that appropriate arrangements have been made for cycle parking provision within the site.

Conclusion

- 17.46 Based on the above evaluation and in consultation with relevant technical consultees, officers are satisfied that the proposed development would not result in harm to the highway network or highway safety and would make appropriate arrangements for car and cycle parking provision (with reference to planning consent 23/01779/FUL). The proposed development would accord with Policies 5, 81 and 82 of the Cambridge Local Plan (2018) and the NPPF.

18 Carbon Reduction and Sustainable Design

- 18.1 The application is supported by a Sustainability Statement (AECOM, January 2023), an Energy and Carbon Reduction Statement (AECOM, January 2023 and a BREEAM Pre-assessment Report (AECOM, January 2023).
- 18.2 The Sustainability Statement highlights that Cambridge University Hospitals Trust launched its Action 50 Green Plan in April 2022, setting out how the Trust will save more than two thousand tonnes from direct carbon emissions over the next three years becoming net-zero organisation by 2045. The Statement examines how sustainability measures have been incorporated into the proposed development, including an all-electric approach, design (building fabric, thermal mass, green infrastructure), sustainable travel modes and climate change adaptations.
- 18.3 The Energy and Carbon Reduction Statement outlines how the proposed development complies with energy and operational carbon related policies for relevant Building Regulations and adopted Local Plan Policy. The Statement details that the proposed development is the first tranche of all-electric buildings planned as part of the campus expansion.
- 18.4 Section 3 of the Energy Statement explores how passive measures have been incorporated into the design of the building and the use of on-site renewable energy, including an extensive photovoltaic array on the roof of the building and the use of air source and ground source heat pumps to heat and cool the building and to provide hot water. The Statement also provides detail for NHS net zero carbon, with the NHS aiming to be the world's first net zero national health service.
- 18.5 The BREEAM Pre-Assessment Report sets out how BREEAM has been considered as part of the design process for the proposed building. Section 2 of the Report provides summary tables showing which BREEAM credits

have been indicatively targeted as part of the development, indicating a score of 79.86%, which provides a significant buffer on top of the minimum score required for BREEAM “excellent” (>70%).

- 18.6 The application has been subject to formal consultation with the Council’s Sustainability Officer, who raises no objection to the proposal.
- 18.7 The Council’s Sustainability Officer comments that the overall approach being taken to sustainable design and construction is welcomed. Sustainability and resilience have formed an important and integral part of the vision for the new hospital, with the proposal acting as a pilot project for the NHS Net Zero Carbon (NZC) proposals helping to inform the development and implementation of the NHS NZC Building Standard. A range of measures have been designed into the proposals including:
- achievement of BREEAM excellent
 - an all-electric approach (with no gas connection)
 - provision of an extensive photovoltaic array
 - use of the Government’s Soft Landings Framework to help close the performance gap and monitor the in-use performance of the building
 - undertaking of a Passive Design Analysis
 - achievement of 3 Wat01 credits in relation to water efficiency, which represents a 40% reduction in water use
- 18.8 Officers note that oil fired back-up generators are proposed but information has been provided to confirm that these are for emergency use only, for example in the event of a power outage. Their use is anticipated to be less than 50 hours a year. Given the end-use of the building this approach is acceptable.
- 18.9 Officers also note that through the Passive Design Analysis, deep window reveals and projecting fins have been included on the southwest and southeast facades to help reduce unwanted solar heat gain and reduce glare. There is also potential for the smaller of the two glazed panels in patient bedrooms to be converted to vent doors or opening windows for natural ventilation in the future if required, providing future flexibility.
- 18.10 In terms of water efficiency, Policy 28 of the Cambridge Local Plan requires full WAT01 credits to be achieved as part of the minimum BREEAM level of excellent (i.e., 5 credits). The proposed development will achieve 3 Wat01 credits, which is below the requirements of Policy 28.
- 18.11 The design standards for the hospital to prevent cross contamination mean that the use of greywater and rainwater cannot be considered for internal water use, although rainwater harvesting will be implemented for external water use (i.e., irrigation). The inability to utilise rainwater harvesting in the building due to the Healthcare Technical Memoranda (HTM) guidance to which the building must comply is the main limitation to achieving the 5 credits under BREEAM credit Wat 01.

- 18.12 Appendix A of the Sustainability Statement provides a sustainability checklist against the Greater Cambridge Sustainable Design and Construction SPD. Section 3.3 of the SPD under Wat.2 questions whether, for non-residential development, sufficient information has been included to demonstrate that a proposal will be able to meet the requirement for achievement of 5 credits from Wat01 of the BREEAM assessment. The summary of approach responds as follows:

Water use within the new hospital will be reduced through the specification of low flow sanitary fittings and showers, alongside the use of PIRs and isolation valves to shut off the supply when not required. As described in the BREEAM Pre-assessment, a number of the specific credits in the "Water" category will be targeted. It is felt that 3 credits is the maximum that can be confidently achieved under Wat 01, due to the clinical requirements of the building, however the feasibility of achieving additional credits will be reviewed at a later stage; certain technologies, such as rainwater harvesting are not permitted under the HTM guidance. It is therefore not possible to achieve the maximum 5 credits here.

- 18.13 Given the HTM guidelines the use of rainwater from the roof or wastewater from showers and baths that is collected and filtered for re-use in the building (e.g., toilet flushing), is prohibited. This is to prevent bacteria from spreading, avoid issues with water quality depending on where it has been harvested from (e.g., bird droppings), and remove risk to immune-compromised patients within the building.
- 18.14 Full credits will be achieved for water monitoring (1x Wat02), water leak detection (2x Wat03) and water efficient equipment (1x Wat04), achieving a total of 7 credits from a possible 9 for water within the BREEAM assessment.
- 18.15 In consultation with the Council's Sustainability Officer (and given the clinical reasons for restricting water re-use in the building) the approach to water re-use as proposed is supported by officers despite the slight departure from the requirements Policy 28 and this, is considered to be justified in this instance given the operational requirements of the building.
- 18.16 Officers are satisfied that appropriate final details can be secured by condition, as recommended by the Council's Sustainability Officer. It is also noted that the Sustainability documents reference that the feasibility of achieving additional credits in respect of WAT01 can be reviewed at a later stage of the process, which is welcomed and can be secured through the recommended condition for future BREEAM development stages. In addition, two conditions to secure a water efficiency calculator and a water metering and monitoring system prior to occupation are considered appropriate, to ensure efficient use of water and to understand the effectiveness of water saving initiatives and usage arising from the development (**Condition 16 – BREEAM Design Stage certification;**

Condition 30 – Ground or Air Source Heat Pump Details; Condition 35 – BREAM Water Efficiency Calculator; Condition 36 – Water Metering and Monitoring System; Condition 37 – BREEAM Post Construction certification).

- 18.17 Overall, officers consider that the application demonstrates how the development will respond and adapt to climate change and carbon reduction, through embedding sustainable design principles.
- 18.18 For the reasons set out above, and subject to the recommended conditions, the proposal is considered to accord with Policies 17, 28, 29 and 31 of the Cambridge Local Plan 2018, the NPPF and guidance contained in the Greater Cambridge Sustainable Design and Construction SPD.

19 Biodiversity

- 19.1 The application is supported by a Preliminary Ecological Appraisal Report (AECOM, January 2023) and a Biodiversity Net Gain Assessment (AECOM, January 2023).
- 19.2 The Preliminary Ecological Appraisal (PEA) seeks to identify whether there are any known or potential ecological receptors that may influence the design and implementation of the proposed development. The PEA sets out the site work undertaken, including a Desk Study and an extended Phase 1 Habitat Survey, the results of the survey work and the identification of ecological constraints and associated recommendations.
- 19.3 Table 5 of the PEA (broad habitat types within the site) shows that the existing site is dominated by hardstanding (69.1%) and amenity grassland (20.3%) with 369 metres of intact hedge species-poor (6.7%). The PEA concludes that the site is of limited ecological value, that no further surveys are required before or during works, and that the proposed development will not impact the habitats surrounding the site.
- 19.4 The PEA recommends that avoidance measures should be undertaken to prevent any possible impacts on protected species through the removal of vegetation outside of breeding bird season, unless a suitably qualified ecologist is present, and that consideration of biosecurity measures should be incorporated into a Construction Environment Management Plan. The PEA also notes that the scheme will benefit from ecological enhancement and provides an opportunity to install bird boxes onto the building to provide nesting features, given the abundance of bird records within 2km of the site, alongside the opportunity to introduce plants with floristic diversity to area, which would help support local pollinators in the immediate area.
- 19.5 The Biodiversity Net Gain (BNG) Assessment provides a comparison between the biodiversity value of habitats present on the site prior to development taking place and the predicted biodiversity value of habitats

following completion, utilising the details shown on the proposed landscape plans.

- 19.6 In terms of the baseline habitats, the site has an area of approximately 1.23 hectares and the habitats identified vary in ecological value, ranging from very low to medium distinctiveness. The Assessment repeats the PEA in noting that the most dominant habitat within the site is developed land, followed by modified grassland. The baseline biodiversity value of the habitats present was calculated as 2.60 area-based habitat units and 2.91 hedgerow units, as set out in Tables 1 and 2 of the Assessment.
- 19.7 For post-development habitats, the proposal includes the retention of some existing trees and hedgerows and the provision of new habitats surrounding the building including amenity grassland, ornamental planting and urban trees. The new building would provide terraces, green roofs and a central courtyard while habitats proposed to be created within the development include urban trees, green roofs, flowering planters, and climbers. Table 7 of the Assessment provides a summary of the detailed metric 3.1 assessment and details that the proposed development is predicted to result in a net gain of 1.66 habitat units (+63.93%) and a net loss of 0.98 hedgerow units (-33.55%).
- 19.8 Section 3.1.5.2 of the Assessment provides a summary of changes by broad habitat types. The paragraph details that the proposed development results in an overall loss of grassland and sparsely vegetated land and an overall gain in urban habitats. However, it also confirms that the habitat types that are lost are of low distinctiveness, which are sufficiently offset by urban habitats of medium distinctiveness and as a result is not considered to be detrimental to the overall biodiversity value of the site.
- 19.9 Acknowledging the loss of hedgerow habitats, the Assessment provides four recommendations for hedgerow creation / enhancement on-site. As set out in Table 11 of the Assessment, when implemented together, the recommendations would enable the proposal to achieve a net gain of 10.05% for hedgerow units.
- 19.10 The application has been subject to formal consultation with the Council's Ecology Officer, who raises no objection to the proposal. The comments of the Council's Ecology Officer confirm that the details of the PEA and the BNG Assessment are acceptable and reflected in the biodiverse green roof provision and landscape plans to deliver more than 65% biodiversity net gain on site.
- 19.11 Comments are raised in respect of the detailed design and ongoing maintenance arrangements being captured within standard landscape and / or green roof conditions. Officers are satisfied that the necessary provision, maintenance and biodiversity net gain can be secured by conditions **(Condition 17 – Hard and Soft Landscaping; Condition 21 – Courtyard Details; Condition 24 – Biodiverse Roofs; Condition 29 – Bird Boxes;**

Condition 45 – Hard and Soft Landscaping (implementation)).

- 19.12 The Council's Ecology Officer has requested that the floor space measurement is checked against the standard formula for the number of integrated bird box provision within the Biodiversity SPD, which could be achieved via a standard nest box condition.
- 19.13 The proposals seek to install bird boxes and therefore, noting the comments above, it is considered reasonable and necessary to impose a pre-occupation condition requiring full details of bird boxes, to ensure the potential provision accords with the Biodiversity SPD (**Condition 29 – Bird Boxes**).
- 19.14 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 significant biodiversity net gain.
- 19.15 Taking the above into account, the proposal would comply with Policies 57, 69 and 70 of the Cambridge Local Plan (2018) and the NPPF.

20 Drainage and Flood Risk Management

- 20.1 The application site is in flood zone 1 (low risk) and is therefore considered as having low probability of flooding.
- 20.2 As the site is in flood zone 1, despite the end-use of a hospital being classed as 'more vulnerable', the development passes the Sequential Test and can be considered appropriate development.
- 20.3 The application is supported by a Flood Risk Assessment (AECOM, January 2023), a Drainage Strategy (AECOM, January 2023), a Foul Sewage and Utilities Report (AECOM, January 2023) and as amended additional drainage calculations for surface water runoff (January 2023).
- 20.4 The Flood Risk Assessment considers the site is at a low or very low risk of flooding from all sources except groundwater flooding and recommends that a ground investigation and ground water monitoring should be carried out for the detailed design stage. It also notes that the proposed development will not increase flood risk from any source to surrounding areas.
- 20.5 The Drainage Strategy acknowledges that Policy 32 of the Cambridge Local Plan 2018 provides a discharge hierarchy illustrating where rainwater collected on the application site can be drained: 1) firstly, to the ground via infiltration; 2) then to a water body; and 3) then discharged to a surface water sewer.

- 20.6 For surface water, the Strategy demonstrates that due to the shallow perched groundwater encountered across the site, alongside the high vulnerability of groundwater and anticipated low permeability of the ground, infiltration is unlikely to be suitable for the proposed development and has therefore been discounted. It notes that adjacent existing developments take a similar approach in that they do not infiltrate and instead discharge to Hobson's Brook via a network of existing private drains.
- 20.7 The proposed development is sited approximately 800 metres east of Hobson's Brook. There are no watercourses within the development site to which connections can be made. Therefore, it is proposed that the development would discharge to Hobson's Brook via a series of existing drainage pipes and ditches that outfall to Hobson's Brook in the same arrangement as for the existing site. As a result of this approach, there is no requirement for the development to seek to drain via a public surface water sewer.
- 20.8 The Strategy also highlights that the proposed drainage networks and associated attenuation features successfully accommodate storm events up to the 100-year return period plus a 40% allowance for climate change and through the implementation of SuDS across the proposed development, the proposed drainage networks can accommodate a discharge at the 1:100 year peak greenfield runoff rate.
- 20.9 The Foul Sewage and Utilities Report highlights that the existing site there is no existing foul water drainage infrastructure within the site boundary and that the nearest public sewer is located at the A1134 Long Road approximately 500 metres to the north. The foul water strategy seeks to discharge via a rising main off-site to the existing 150mm diameter Anglian Water public sewer in Long Road. The Report notes the requirement for a Section 104 new connection application to Anglian Water prior to commencement, which is dealt with outside of the planning process.
- 20.10 The application has been subject to formal consultation with Anglian Water, the Environment Agency, the Lead Local Flood Authority, and the Council's Sustainable Drainage Engineers. Following the submission of drainage calculations for surface water runoff, no objection is raised by any of the technical consultees, subject to the inclusion of appropriate conditions to any planning permission.
- 20.11 The details provided demonstrate that surface water from the proposed development can be managed through the use of a combination of attenuated storage systems, including green/ blue roofing, cellular storage and permeable paving, restricting surface water discharge to greenfield equivalents.
- 20.12 The development proposes to include sufficient SuDS provision within the drainage system on site. These systems ensure there is no increase in flood risk to the site and surrounding area whilst also providing stages of surface

water pollution control. The use of permeable paving in addition to controlling the rate of surface water leaving the site is supported; the proposed system provides for water quality treatment. Water quality has been adequately addressed when assessed against the Simple Index Approach outlined in the CIRIA SuDS Manual.

Foul Water Drainage

- 20.13 Officers are satisfied that appropriate foul water arrangements can be made to accommodate the proposed development.
- 20.14 Officers note the request of the Environment Agency in its comments of 09 February 2024 that, should the proposal be approved, a condition be imposed requiring a scheme for the improvement of the existing sewerage treatment infrastructure to be completed. However, officers do not consider that such a condition would be appropriate nor would it meet the relevant tests for imposing a planning condition as defined within paragraph 56 of the NPPF.
- 20.15 Anglian Water raise no objection to the development. In its comments, it sets out that the foul drainage from this development is within the catchment of Cambridge Water Recycling Centre which currently does not have capacity to treat the flows from the development site. Anglian Water has applied to the Environment Agency for an interim new permit to address exceedance levels of drainage. Anglian Water is obligated to accept the foul flows from the development having the benefit of planning consent and would therefore take the necessary steps to ensure sufficient treatment capacity is available should planning permission be granted.
- 20.16 Given the comments of Anglian Water, the condition requested by the Environment Agency is not, in the view of officers, a reasonable condition to apply if the Committee is minded to grant planning permission.

Conclusion

- 20.17 In consultation with the relevant technical consultees, officers are satisfied that the proposed development would not result in increased flood risk and that a suitable drainage strategy can be provided on site for both surface and foul water. These arrangements, including details for future maintenance of such drainage infrastructure, can be secured by condition(s) (**Condition 3 – Surface Water Drainage Scheme; Condition 4 – Surface Water Drainage Scheme (construction phase; Condition 12 – Foul Water Scheme; Condition 26 – Surface Water Drainage Maintenance)**).
- 20.18 In addition, the Lead Local Flood Authority has recommended several informatives be added to any planning permission, including those relative to ordinary watercourse consent and pollution control. Officers consider it appropriate to include the recommended informatives as part of any planning permission.

20.19 Subject to the recommended conditions and informatives, the proposal is considered to accord with Policies 31, 32 and 33 of the Cambridge Local Plan (2018) and the NPPF.

21 Water Resources

Policy Context

- 21.1 Regulation 33 of the Water Environment (Water Framework Directive) (England and Wales) Regulations 2017 places a statutory duty on public bodies, including district councils, to have regard to the river basin management plan for that district.
- 21.2 Paragraph 20(b) and (c) of the NPPF sets out that strategic policies should, amongst other things, set out a strategy for and make sufficient provision of infrastructure for water supply, for the conservation and enhancement of the natural environment, climate change mitigation and adaptation.
- 21.3 Paragraph 159 of the NPPF sets out that plans should take a proactive approach to climate change mitigation and adaptation, accounting for long-term implications to, amongst other things, water supply and biodiversity.
- 21.4 Paragraph 180(e) of the NPPF sets out that policies and decisions should contribute to and enhance the natural and local environment and that “development should, wherever possible, help to improve local environmental conditions such as air and water quality, taking into account relevant information such as river basin management plans.”
- 21.5 The Planning Practice Guidance (PPG) includes guidance on water supply, wastewater, and water quality. The Water Environment Regulations 2017 sets out requirements, amongst other things, to protect, enhance, and restore water bodies to ‘good’ status (PPG, Paragraph: 001 Reference ID: 34-001-20161116).
- 21.6 The PPG goes on to describe how water supply should be considered through the planning application process, setting out that water supply should normally be addressed through strategic policies, although exceptionally may require water supply to be considered through the planning application process, including whether a plan requires enhanced water efficiency in new developments (PPG, Paragraph: 016 Reference ID: 34-016-20140306).
- 21.7 Policies 28 and 31 of the Cambridge Local Plan (2018) provide for the water efficiency related exception allowing for water supply to be considered.
- 21.8 The Environment Agency (EA) maintains that reductions in water use and increases in supply are required to mitigate the risk to water bodies and to ensure abstraction is at a sustainable level. Cambridge Water’s latest

revised Water Resource Management Plan (dWRMP24) (published February 2024) is intended to ensure there is a sustainable supply of potable water to meet existing and planned demand. The EA has raised concerns about the ability of Cambridge Water to achieve and maintain a sustainable supply of potable water to meet the existing and planned demand. The anticipated risk of deterioration to water bodies is most acute in the period 2025-2032, where Cambridge Water seek to rely on demand management options.

- 21.9 Noting the Governments recent establishment of a Water Scarcity Group, the EA's previous response to the dRMP24 makes clear that although there is now a significant focus at a national level to resolve Cambridge's water scarcity issues and the associated risks of deterioration, at the moment, a satisfactory suite of measures required to overcome objections to the dWRMP24 have not been confirmed.
- 21.10 On 06 March 2024 central Government published two statements on the issue of water resources in the Greater Cambridge Area:
- [Joint written statement on addressing water scarcity in Greater Cambridge - GOV.UK \(www.gov.uk\)](https://www.gov.uk/government/consultations/joint-written-statement-on-addressing-water-scarcity-in-greater-cambridge)
 - Written ministerial statement on [Addressing water scarcity in Greater Cambridge: update on government measures - GOV.UK \(www.gov.uk\)](https://www.gov.uk/government/consultations/addressing-water-scarcity-in-greater-cambridge-update-on-government-measures)
- 21.11 Officers consider that these two documents are material planning considerations which carry some weight; the level of that weight is a matter of planning judgement for the decision maker.
- 21.12 The joint statement on water scarcity in Greater Cambridge details in paragraphs 4 to 6 that:

“A sizeable number of sites remain in the planning process (in the current adopted local plans of both councils) because of concerns raised by the Environment Agency around sustainable water supply to the Cambridge area. Cambridge Water's previous draft Water Resources Management Plan (WRMP) was not able to satisfactorily demonstrate that there was enough water to supply all of the new properties contained in the emerging joint Local Plan without risk of deterioration of the local water environment, including chalk streams.

Long-term, and in line with statutory requirements, the water needs of the Greater Cambridge area will need to be met by the water company. We expect Cambridge Water to publish and deliver a WRMP to provide a sustainable, safe, sufficient supply of water to meet all of the planned development in the future across the Cambridge area. The water company will need to work closely with other water companies to ensure delivery of major new water resource infrastructure. This includes working with Anglian Water and Affinity Water to develop new transfer of water to Cambridge from Grafham Water, and supporting work from Anglian Water, to develop a new reservoir in the Fens. We

are committed to working together to support this longer-term work in our respective roles.

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

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

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

(emphasis added)

The scheme is intended to provide greater certainty through:

- a) The delivery of water savings measures in the Cambridge Water operating area, supported by the government’s spending.
- b) A robust water credit system being in place to assure those water savings and issue credit certificates to developers and housebuilders.
- c) Application of enforceable planning mechanisms so that planning permissions are linked to water savings measures in a robust way”.

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

21.15 In this case and given the scale of the development proposal, (approximately 27,000 square metres of gross internal floor space) the Applicant has provided supporting information which demonstrates increased pressure on water resources would be in the region of 20,000 litres per day. This is with the benefit of BREEAM Excellent and associated water efficiency measures, which can be secured by planning conditions (**Condition 16 – BREEAM Design Stage certification; Condition 37 – BREEAM Post Construction certification**). Even with such certification, the proposed development will

place additional demands on the potable water supply thereby, giving rise to potential harm to waterbodies.

- 21.16 The Councils Sustainability Officer has raised no objection to the application subject to a suite of compliance conditions ensuring the water efficiency measures are implemented. Those conditions include adherence to BREEAM Excellent and associated water efficiency measures (3 Wat01 credits) and a total of 7 credits from a possible 9 for water within the BREEAM criteria.
- 21.17 Officers note that the EA, in their most recent consultation correspondence, whilst welcoming the Government's plan and proposed measures to increase water supply to the region, maintain their objection as the plans and proposals must be delivered to enable a full assessment of their impact on the proposed development.
- 21.18 Officers acknowledge that the application will (based on the Applicant's current estimates) result in an increase in water demand which will cumulatively add to the demand and risk places on water resources in the Cambridge area and to the environment more generally, however, officers are of the view that the Applicants have appropriately addressed the issue of water demand seeking to minimise and mitigate the environmental impacts of their scheme. It is acknowledged that there may be some potential for harm arising from additional demand generated by this development on water resources, and noting the Government's commitment (see paragraphs 21.10 and 21.11 of this report) to investment in water scarcity measures as detailed in the March 2024 Ministerial Statement. It follows that it remains for the Committee's judgement when weighing in the planning balance the benefits the scheme would deliver. Officers' view is that the planning balance in this regard is favourable to a positive decision taking into consideration the requirements and the extent of the scheme's compliance with Local Plan Policies 28, 31 and 70, the Greater Cambridge Sustainable Design and Construction SPD 2020, the NPPF, PPG and all other material considerations.
- 21.19 Notwithstanding, and without prejudice to their (EA's) objection, the EA have provided details seeking an additional condition which they wish to include should the planning application be approved relating to foul water infrastructure (see paragraphs 20.14 to 20.16 above).

CCRH Assessment

- 21.20 As set out above, the site is located within the Addenbrooke's Hospital Campus and within the 'Cambridge Biomedical Campus (including Addenbrooke's Hospital) Area of Major Change'. It is a site allocated for development within the adopted Local Plan. The application site has also benefited from a previous planning consent 14/0120/FUL, which was not implemented due to funding constraints; the permission has now lapsed and is incapable of implementation. The scale of development would approved

under 14/0120/FUL would, however, have been anticipated in the WRMP at that time.

- 21.21 Given the position of the Local Plan and site-specific allocations, the application site has formed part of the development plan for a significant period and its development accounted for within relevant WRMP then in place.
- 21.22 This is of relevance as an area of planned development, given the reference in the 06 March 2024 Joint Written Statement on Water Scarcity in Greater Cambridge which advises that the availability of sustainable water resources need not be an impediment to the consideration of planning permissions for developments envisaged within the adopted local plans.
- 21.23 The Environmental Statement (ES) details the likely effects of the proposed development on water demand. Paragraph 6.54 of the ES summarises the position as:
- “As detailed above taking account of the embedded water conservation measures within the Proposed Development there is an increase in water demand of 7,187m³, which equates to a daily average water demand of 19.7m³ or 0.0197 MI/d. This is an increase of 2.16% against the 2022 water demand for the CUH Estate, a 1.89% increase when also considering the impact of already consented future development to occur at the Estate, and it importantly equates to a 0.021% increase in water demand from groundwater sources”.
- 21.24 The ES considers the development will create small change in water demand from groundwater sources and as such the likely effect of the increase in water demand on the Cambridge Water Resource Zone is considered not significant.
- 21.25 The Council’s Sustainability Officer, in their formal consultation response to the ES, is satisfied that the Applicant has implemented measures to reduce potable water use given the clinical restrictions on the use of water reuse/recycling within the hospital itself and is supportive of the approach being taken to water conservation.
- 21.26 The Construction Environmental Management Plan, contained within Volume 2 of the ES, sets out measures to reduce water use as part of the construction phase of the building, including use of water recycling. These are supported by officers.
- 21.27 Officers also note that the Applicant proposes measures across the Cambridge University Hospital Estate to reduce annual water consumption from 366,618m³ in 2018 down to 333,499m³ in 2022.
- 21.28 In terms of the CCRH development becoming operational, at the time the planning application was submitted in January 2023, the delivery programme

targeted an expectation of planning permission being granted by July 2023 with a construction start by April 2024 which would have resulted in the new hospital being delivered and operational in 2027. However, given the potential water supply concerns and associated pause in the determination of the application process, this programme has been unavoidably delayed. The Applicant has however confirmed a revised programme that seeks construction of the main works commencing in November 2025 and the opening date for CCRH now revised to 2029.

- 21.29 The revised delivery programme has relevance to the progression of CWCs revised dWRMP and plans to support the increase of water supply through major infrastructure projects, including Fens Reservoir and Grafham transfer proposals, with the latter expected to be available to Cambridge Water in 2032 (with works required to enable the transfer to take place between 2025 and 2030). These infrastructure projects will be available until 2040 and therefore will continue to provide a supply of water to Cambridge Water until Fens Reservoir is available.

Conclusion

- 21.30 Officers acknowledge that the proposed development has the potential to contribute to harm and risk to waterbodies because of potable water demand and over-abstraction. Officers have had regard to the evolving situation relating to water demand and recent guidance from central Government (see paragraphs 21.10 to 21.11 above). This includes paragraph 10 of Government's 06 March 2024 Joint statement on Water Scarcity in Greater Cambridge which paraphrased states that the availability of sustainable water resources does not need to be an impediment to the consideration of planning permissions for developments envisaged within the adopted local plans.
- 21.31 Officers acknowledge the position of the Environment Agency and their objection to the proposed development, with reference to their principal concern of the cumulative effects from combined growth in Greater Cambridge and the risk of demand and over abstraction from waterbodies.
- 21.32 The potential impact of the development on waterbodies must be weighed in the planning balance, noting that, in this case, the proposed development would bring significant social, economic, and environmental benefits which accord with the three dimensions of sustainable development demanded by the NPPF.

22 Other Environmental Issues

Airport Safeguarding

- 22.1 The site is within a safeguarding zone for Cambridge Airport for any structure greater than 15 metres above ground level.

- 22.2 Cambridge City Airport (Air Safeguarding) has commented formally on the application and raised no objection, subject to planning conditions for a bird hazard management plan, aviation obstacle lighting scheme, a construction management strategy and a glint and glare assessment.
- 22.3 The Defence Infrastructure Organisation have also commented on the proposal, raising no safeguarding objections to the proposal subject to the inclusion of the conditions requested by Cambridge City Airport.
- 22.4 Officers consider the conditions to be reasonable and necessary and that safeguarding the operation of Cambridge Airport can be adequately secured through recommended planning conditions (**Condition 10 – Construction Management Strategy; Condition 15 – Bird Hazard Management Plan; Condition 23 – Glint and Glare Assessment; Condition 46 – Aviation Obstacle Lighting Scheme**).
- 22.5 Subject to the recommended conditions the proposal would accord with Policy 37 of the Cambridge Local Plan (2018).

Contaminated Land

- 22.6 The application is supported by a Land Contamination Assessment (Phase 1 Geotechnical and Geo-environmental Desk Study Report, Ground Investigation Specification, AECOM, January 2023).
- 22.7 The Study highlights that the site had predominantly been unoccupied before being used as a car park area. The assessment has indicated that the potential contaminant linkages associated with the current or proposed development are generally classified as low or very low. A moderate risk rating has been given to the potential contaminant linkage relating to the potential for carbon dioxide to migrate into enclosed spaces in the proposed development. The Study recommends that a Phase 2 intrusive ground investigation be carried out to substantiate the preliminary findings of the submitted report and to satisfy relevant planning requirements.
- 22.8 As a result of pre-application discussions with Council Officers, the Desk Study Report submitted is known to be very well researched and designed in direct response to issues/concerns raised by EQG. The resulting preliminary conceptual site model (CSM) is considered to be an accurate reflection of the potential health risks based on the site's land-use history and environmental setting. The report reasonably concludes that intrusive site investigation is required.
- 22.9 The ground investigation specification presented by Section 12 of the Desk Study Report is considered appropriate for the nature of the potential pollutant linkages identified by the preliminary CSM.
- 22.10 The application has been subject to formal consultation with the Council's Contaminated Land Team, who raise no objection to the proposal, subject to

conditions for implementation of remediation, a Phase 4 verification/validation report, unexpected contamination, and a material management plan.

- 22.11 Officers consider the conditions to be reasonable and necessary and that matters relating to potentially contaminated adequately secured through recommended planning conditions to ensure that there would be no adverse health impacts to future users of the site, surrounding occupiers or controlled waters (**Condition 7 – Phase 2 Investigation & Phase 3 Remediation; Condition 27 – Contaminated Land (implementation of remediation); Condition 28 – Contaminated Land (verification report); and Condition 38 – Unexpected Contamination**).
- 22.12 Subject to the recommended conditions the proposal would accord with Policy 33 of the Cambridge Local Plan (2018).

Environmental Health (air quality, lighting, noise etc.)

- 22.13 The application is supported by a range of technical documents including:
- Air Quality Assessment (AECOM, January 2023)
 - Construction and Environmental Management Plan (AECOM, January 2023)
 - External Plant Noise Assessment (AECOM, December 2022)
 - Lighting Assessment (AECOM, December 2022)
 - Ventilation and Extract Statement (AECOM, January 2023)
- 22.14 These technical reports provide an assessment of the relevant potential environmental impacts of the proposed development and how any such potential impacts may be mitigated.
- 22.15 The application has been subject to formal consultation with the Council's Environmental Health Officer, who raises no objection to the proposals based on the information submitted to support the application, subject to a range of conditions and informatives.
- 22.16 Officers are satisfied that matters of construction, operational noise, air quality and lighting can be secured by planning condition to ensure compliance with relevant planning policy (**Condition 5 – Phasing; Condition 6 – Dust; Condition 8 – Waste Materials; Condition 11 – Noise Attenuation; Condition 25 – Roof Top Plant; Condition 36 – Operational Noise; Condition 39 – Hours of Works; Condition 40 – Demolition & Construction Deliveries; Condition 41 – Servicing Collection & Delivery Times; Condition 42 – Emergency / Backup Generator Operation; Condition 43 – Ventilation Extraction, Filtration and Abatement Scheme; and Condition 44 – Artificial Lighting**)
- 22.17 Subject to the recommended conditions the proposal would accord with Policies 33, 35 and 36 of the Cambridge Local Plan (2018).

23 Impact on Residential Amenity

- 23.1 The proposed building is located a considerable distance from the nearest residential property, which is approximately 380 metres away. Given the degree of separation, the proposed building is not considered to result in significant harm to the amenities of nearby residential properties by way of a significant loss of light, loss of privacy or overbearing impact.
- 23.2 The impact of the development proposals on existing residential amenity in terms of traffic impacts and noise from construction activities has been assessed above. Officers are satisfied that there will be no significant adverse impacts on existing residential amenity arising from the proposed development. Safeguards in the interests of the protection of residential amenity are provided through recommended planning conditions (**Condition 36 – Operational Noise; Condition 39 – Hours of Works; Condition 40 – Demolition & Construction Deliveries**).
- 23.3 Given the location of the site in relation to residential properties, and subject to the recommended safeguarding conditions as described, the proposed development is considered acceptable regarding impacts on residential amenity.
- 23.4 The proposal is therefore in accordance with Policy 35 of the Cambridge Local Plan and the NPPF.

24 Other Matters

Archaeology and Heritage

- 24.1 The application is supported by an Archaeological Desk-Bases Assessment (Iceni, January 2023). The Assessment notes that the Site lies within the Addenbrooke Hospital site, as well as immediately adjacent to the AstraZeneca and Hutchinson sites that have produced extensive evidence of Iron Age Settlement Activity, as well as extensive Roman settlement and three Roman cemeteries. The Assessment concludes that as the proposal includes below ground intrusions, there is the potential to entirely remove any surviving archaeological remains.
- 24.2 The application has been subject to formal consultation with Cambridgeshire County Council's Historic Environment Team (archaeology), who raise no objection to the proposed development, subject to a pre-commencement condition to secure a written scheme of investigation. Officers consider such a condition would be reasonable and necessary (**Condition 9 – Archaeology**).
- 24.3 Subject to the recommended condition, the proposal would accord with Policy 61 of the Cambridge Local Plan (2018) in respect of archaeology.

- 24.4 In terms of other heritage considerations, the site is not within a conservation area and there are no Scheduled Ancient Monuments or Listed Buildings on the site or within the vicinity. Long Road Sixth Form College is the nearest identified Building of Local Interest, approximately 290 metres north west of the site, between which are several intervening features.
- 24.5 Consequently, given the general absence of heritage constraints, the proposal would not give rise to any conflict with Policies 61 and 62 of the Cambridge Local Plan (2018) or the Planning (Listed Buildings and Conservation Areas) Act 1990.

Designing Out Crime

- 24.6 The comments of the Designing out Crime Officer are noted. No objection was raised but clarification was sought on bollard spacing, whether the ambulance and deliveries access road will have a gate and that cycle racks (external) are cemented 300mm into the floor, be within active views, well-lit and covered by CCTV.
- 24.7 In response, bollard spacing has been updated in line with the recommendations suggested. The developer has also confirmed that there would be a security gate with intercom on the service road to control vehicles accessing the service area of the development. It has also been clarified that no blue light ambulances would need to access CCRH, only planned transfers. Cycle racks are to include Falco Sheffield cycle hoops with 300mm in ground concrete foundations to public areas. Officers are satisfied that cycle parking in external areas benefits from a good level of natural surveillance.
- 24.8 Officers note that the developer has separately engaged with Secure By Design - Designing Out Crime officer, and Bedfordshire Police - Counter Terrorism Security Advisor as part of the development process.
- 24.9 Overall, officers are satisfied that matters relating to designing out crime have been well considered as part of the proposals and would accord with Policies 34 and 56 in this regard.

Fire Strategy

- 24.10 The comments of Cambridgeshire Fire and Rescue are noted.
- 24.11 A planning condition will be included on the decision notice for details of fire hydrants to be submitted to and approved in consultation with the Fire and Rescue Service prior to installation (**Condition 22 – Fire Hydrants**)

25 Third Party Representations

- 25.1 No third-party representations have been received to the application.

25.2 A representation was received from Ward Cllr Sam Davies, which raised three specific queries that have been shared with relevant technical consultees. The queries and responses are provided in the table below:

Query	Response
<p>Land Contamination Assessment: Table 8.6 of the Executive Summary refers to potential risks from contaminants including metals, hydrocarbons, and asbestos.</p> <p>Section 8.9 reads "The UK human health risk assessment process focuses on long-term (or chronic) health risks. An assessment of this type is not applicable to the potential risk to temporary Site workers during construction or maintenance works which is typically of higher frequency and shorter duration".</p> <p>I should be grateful if the report to Planning Committee could clearly explain the risk to both construction workers and other users of the CBC site during the construction phase, and what mitigations will be used.</p>	<p>Contaminated Land Officer Response:</p> <p>This site has not yet been fully investigated for contamination. As such it is not known whether contamination actually exists on the site. The statement made by Table 8.6 of Section 8.8 about how the short-term (acute) risk to construction workers will not form part of the risk assessment process in terms of the planning application is a reflection of the fact that there is a separate standalone regulatory regime covering the short-term risk to construction workers. These regulations are the Construction (Design and Management) Regulations 2015 (known as the CDM Regulations) and are enforced by the Health & Safety Executive. The CDM Regulations, amongst other things, provide guidelines for health and safety protocols for the protection of construction workers during the actual construction phase of a project, including contaminated land.</p> <p>In addition to the CDM Regulations, the applicant has submitted a Construction Environmental Management Plan (CEMP) that confirms how the risks to construction workers will be managed on this particular project. This has been set out in Section 7.8 of the CEMP.</p> <p>In terms of the role of Local Authorities with regard to contaminated land, we are primarily focussed on the long-term risks resulting from a lifetime's exposure to contaminated soils. To achieve this we use soil guideline levels for various contaminants that have been developed to represent minimal risk. These numbers are very conservative by design and are fairly low. As such these soil guideline values will also capture the short-term (acute) risks as well as the long-term (chronic) risks.</p>
<p>Table 10-1 of the Executive Summary refers to geotechnical risks. I note the references to shallow groundwater,</p>	<p>LLFA Response:</p> <p>Any subterranean constructions be it basements, or tunnels will likely have an</p>

<p>risk of flooding and cavities/dissolution features in chalk.</p> <p>Given the well-known problems with the construction of the Astra Zeneca HQ which is located directly opposite the application site, I should be grateful if the report to Planning Committee could indicate whether this is a suitable location for a construction project which envisages substantial subterranean excavation, including the proposed tunnel link between the Cancer Hospital and the main Addenbrooke's building, which is critical for patient safety?</p>	<p>impact on groundwater. From what I can tell the new building has no basement structures, so is unlikely to from that aspect to have an impact on the groundwater levels. However, if a tunnel is proposed on the new construction, this may have an impact on existing groundwater levels and any displacement of groundwater must be mitigated.</p> <p>It would be beneficial to consult the EA regarding the groundwater risks from the proposed development.</p> <p>Officer Note:</p> <p>The EA have been consulted and raise no objection relating to groundwater risks.</p>
<p>The 2018 Campus Transport Needs Review and its 2022 update indicate that, notwithstanding the delivery of Cambridge South railway station and the CSET busway, there will be an additional 4000 daily vehicle journeys to CBC by the end of this decade. This will increase congestion on the roads of Queen Edith's, with an accompanying increase in air and noise pollution. I am therefore extremely concerned to ensure that transport planning and access arrangements for the new Cancer hospital are as robust as possible. I am on the record as lacking confidence in the vehicle access arrangements for Cambridge South Station from Long Road/Robinson Way, and any additional vehicle movements along this route generated by development at CBC will only add to the problems experienced by local residents. Hence I am not reassured by the statement in 6.13 that the additional movements in the peak hour are not considered significant and so "it is not considered necessary to carry out any highway impact assessment or junction capacity modelling". I note the reference in 5.2 that "CUH is currently preparing a standalone planning application to account for the associated displaced car parking, which will provide available temporary parking spaces prior to</p>	<p>Transport Assessment Team Response:</p> <p>The Transport Assessment Team have reviewed the proposed Cancer hospital development, both as a 'stand alone' application and with the wider development of the CBC and Cambridge South Station developments in mind.</p> <p>The proposed new Cancer Hospital is effectively the replacement of an existing facility, and whilst the upgraded facility will have a higher capacity, the minimal traffic increase will be such that it would be well within daily variations on the network so as not to be noticeable.</p> <p>In the wider context, the relocation of car parking is required to facilitate construction of the new hospital. There will be no 'new' capacity built into the parking areas and thus there will be no overall increase in traffic as a result of this proposal. Indeed the application for the revised car parking seeks to reduce the park parking levels.</p> <p>The concerns over the routing of vehicles through Francis Crick Avenue and the interaction with construction traffic is noted. However, any re-routing as a result of the moving of the car parks is likely to be minimal given that Car Park 2 is already on the west side of the Campus.</p> <p>In addition, the applications for Cambridge South Station, the CSET and the Cancer Hospital will both have robust traffic</p>

<p>commencement of the CCRH development" and in 5.5 that "the car parking strategy for the CCRH is the provision of temporary car parking up until Cambridge South Station and CSET open when these car parks can be phased out." This is reassuring however, I am concerned about additional vehicle movements accessing the temporary 'blue' car park on Francis Crick Avenue during the period when there is likely to be considerable disruption on Francis Crick Avenue during the simultaneous construction of both the CSET busway and Cambridge South Station, and the cumulative impact on cyclist and pedestrian safety and comfort, and should be grateful for further consideration of this.</p>	<p>management plans which will take into consideration the needs of all users entering the CBC site. CCC have been reviewing the applications in order to ensure that safe access for vulnerable road users is maintained.</p> <p>Both CCC and CBC have a vested interest in ensuring that car borne trips to the site do not increase given the pressure on the surrounding highway network at peak times and will continue to work together to ensure that any disruption caused by construction traffic is minimised and if issues do arise, they are dealt with appropriately and swiftly.</p>
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Table 6: Ward Cllr Queries and Technical Responses

26 Planning Obligations (S106)

- 26.1 The Community Infrastructure Levy Regulations 2010 have introduced the requirement for all local authorities to make an assessment of any planning obligation in relation to three tests. If the planning obligation does not pass the tests then it is unlawful. The tests are that the planning obligation must be:
- (a) necessary to make the development acceptable in planning terms;
 - (b) directly related to the development; and
 - (c) fairly and reasonably related in scale and kind to the development.
- 26.2 The Applicant has indicated their willingness to enter into a S106 planning obligation in accordance with the requirements of the Council's Local Plan and the NPPF.
- 26.3 In this instance, the granting of planning permission for the CCRH development would be subject to the completion of a Section 106 Agreement that would secure:
- 1. Public Art Strategy (with funding of £500,000), and
 - 2. Delivery of public realm enhancements
- 26.4 The details around the Public Art Strategy are detailed in paragraphs 15.65 to 15.74 of this Report.
- 26.5 Given that a Section 106 Agreement was required due to the financial contribution for Public Art, the Applicant and officers agreed that it would be prudent to also secure Public Realm enhancements.

- 26.6 The Section 106 Agreement would secure a Public Realm Programme, meaning a programme for the delivery of the Public Realm and include details of ownership management, details of delivery, and promote public accessibility to the Public Realm.
- 26.7 For completeness, the Section 106 Agreement was also originally intended to secure temporary off-site car parking provision given the displacement / closure of existing car parks A, B and C, which currently provide 337 car parking spaces. However, as noted above, planning consent 23/01779/FUL has recently secured a temporary 10-year permission for 346 spaces, including the 337 that would be displaced by the proposed CCRH development. As such, this element has fallen away from the Section 106.
- 26.8 The planning obligations are necessary, directly related to the development and fairly and reasonably in scale and kind to the development and therefore the required planning obligation(s) passes the tests set by the Community Infrastructure Levy Regulations 2010 and would be in accordance with relevant planning policy.

27 Planning Balance

- 27.1 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).
- 27.2 The development proposals are considered to generally align with the development plan policy framework and the objectives of the continuing development of a high quality, legible and sustainable campus, as guided by Policy 17 of the Cambridge Local Plan (2018).
- 27.3 However, there is a degree of conflict with Policy 28 in respect of water management not exacerbating Cambridge's severe potable water stress as the development cannot achieve the desirable (policy compliant) full credits for category Wat01 of BREEAM. The slight departure from Policy 28 in achieving 3 out of 5 Wat01 credits is well evidenced and justified in this instance, in the view of officers, given the operational health care requirements of the development and need to remove risk to immune-compromised patients within the building.
- 27.4 Notwithstanding the Wat01 rationale, the proposed development will place demands on the potable water supply giving rise to potential harm to waterbodies and as a result has attracted a formal objection from the Environment Agency (EA).
- 27.5 The benefits and dis-benefits of the development proposals have been carefully evaluated and assessed against the development plan for the area

and the objectives of the NPPF and the presumption in favour of sustainable development.

Summary of Benefits

- 27.6 The development would provide for substantial social benefits both locally and wider through the delivery of a new hospital.
- 27.7 Paragraph 100 of the NPPF emphasises the importance of ensuring fast delivery of public service infrastructure such as hospitals.
- 27.8 Policy 17 of the Cambridge Local Plan (2018) recognises that the Cambridge Biomedical Campus is an international centre of excellence for patient care, biomedical research and healthcare education, performing a local, regional and national role in providing medical facilities and medical research and seeks to support its continued development.
- 27.9 This development proposal will provide a multi-department facility, drawing together outpatient and inpatient wards, diagnostics, and research facilities and expertise into a new, world-class hospital.
- 27.10 Crucially, the social benefits the proposed development would extend significantly beyond local benefits. The CCRH vision aspires to change the story of cancer; it will accelerate the early detection of cancer and lead the way in delivering personalised treatments that will radically improve patient outcomes. The breakthroughs and innovations resulting from the CCRH will change the way cancer is detected and treated, having a huge impact across the region, the UK, and the world.
- 27.11 The scheme also provides public realm enhancements and supports the development of the Campus. This further weighs in support of the proposals.
- 27.12 Substantial positive weight is attached to the social benefits arising from the development proposals.
- 27.13 In terms of economic benefits, national planning policy places a clear emphasis on the importance of economic growth and delivering economic benefits as a key component of sustainable development.
- 27.14 The application, if approved, will generate significant positive economic impacts during the construction and operational phases of the development. The proposals will create construction jobs and employment and during the operational phase will continue to support and develop staff, facilities and services within Addenbrookes Hospital Campus and CBC. The development would also allow for moderate growth and expansion of some of the departments it would host.
- 27.15 Significant positive weight is afforded to the economic benefits of the scheme.

- 27.16 In terms of environmental impacts, the proposed development will contribute to an improvement in habitat quality and biodiversity net gain (BNG), with an uplift in excess of 65% proposed on site.
- 27.17 Provision is also made to ensure prudent use of natural resources at the site and measures to minimise waste and pollution. Mitigation and adaptation to climate change will be facilitated through the proposed sustainability strategy and BREEAM 'Excellent' rating, fulfilling policy objectives of demonstrating excellence in sustainable development.
- 27.18 Significant positive weight is attached to these environmental benefits.

Summary of Harm

- 27.19 There is potential for the application proposals to harm waterbodies from potable water demand.
- 27.20 The objection of the Environment Agency and the reasons for their position are acknowledged.
- 27.21 The development seeks to mitigate its impact on water use, as detailed in Sections 18 and 21 of this Report. Nonetheless, a degree of impact would arise through an increase in water demand - an additional annual demand of 7,187m³, taking account of proposed mitigation measures (which accounts to just under 20,000 litres per day)).
- 27.22 In consideration of this potential impact, officers have regard to the site (Addenbrookes and CBC) forming a longstanding part of the development plan and recent Government publications on water scarcity in Greater Cambridge (see paragraph 21.10 of this Report).
- 27.23 These publications highlight the on-going collaborative work with all parties, including the Environment Agency, Cambridge Water and DEFRA, to secure resolution of the current uncertain environmental risks to waterbodies through the delivery of a WRMP by Cambridge Water to provide a sustainable, safe, sufficient supply of potable water to meet all of the planned development in the future across the Cambridge area. This includes work between water companies to ensure delivery of major new water resource infrastructure (i.e., Grafham Water transfer and a new reservoir in the Fens).
- 27.24 Officers have had regard to the updated delivery timetable for CCRH, which would likely see the hospital open in 2029.
- 27.25 Significant weight is attached to the potential harm to waterbodies from potable water demand generated by the proposed development.

Conclusion

- 27.26 In the planning balance, officers consider that the proposed development will bring significant social, economic, and environmental benefits that accord with the three dimensions of sustainable development. Crucially, the development would bring forward local, national, and global benefits for how cancer is detected and treated. Officers are of the view that the Applicants have appropriately addressed the issue of water demand and sought to minimise the environmental impacts of their scheme. Taken collectively, the social, economic, and environmental benefits of the proposal would in this instance outweigh the potential environmental harm to waterbodies.
- 27.27 Having considered the provisions of the development plan, the NPPF and the PPG, the views of statutory consultees and wider stakeholders, including the concerns of the Environment Agency, as well as all other material planning considerations, the proposed development is recommended for approval.

28 Recommendation

- 28.1 **Approve planning permission of full planning application reference 22/00240/FUL**, subject to:
- (i) the conditions and informatives set out in Section 29 of this Report;
 - (ii) the completion of a Section 106 Agreement; and
 - (iii) authority delegated to officers to carry through minor amendments to those conditions, informatives and Section 106 Agreement, prior to the issuing of the planning permission.

29 Planning Conditions & Informatives

CONDITIONS

1. Time Limit

The development hereby permitted shall be begun before the expiration of five years from the date of this permission.

Reason: In accordance with the requirements of Section 91 of the Town and Country Planning Act 1990 (as amended by Section 51 of the Planning and Compulsory Purchase Act 2004).

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:

CCRH-NBBJ-ZZ-XX-DR-A-990001 R4 (Location Plan)

CCRH-NBBJ-ZZ-XX-DR-A-990002 R3 (Site Plan)

CCRH-NBBJ-ZZ-XX-DR-A-992001 R4 (South Elevation)

CCRH-NBBJ-ZZ-XX-DR-A-992002 R4 (West Elevation)

CCRH-NBBJ-ZZ-XX-DR-A-992003 R3 (North Elevation)

CCRH-NBBJ-ZZ-XX-DR-A-992004 R2 (East Elevation)

CCRH-NBBJ-ZZ-XX-DR-A-992005 R2 (Courtyard Elevations – 01)

CCRH-NBBJ-ZZ-XX-DR-A-992006 R2 (Courtyard Elevations – 02)

CCRH-NBBJ-ZZ-01-DR-A-990101 R2 (Level 1 - Basement)

CCRH-NBBJ-ZZ-02-DR-A-990102 R2 (Level 2 - Street Level)

CCRH-NBBJ-ZZ-03-DR-A-990103 R2 (Level 3)

CCRH-NBBJ-ZZ-04-DR-A-990104 R2 (Level 4)

CCRH-NBBJ-ZZ-05-DR-A-990105 R2 (Level 5)

CCRH-NBBJ-ZZ-06-DR-A-990106 R2 (Level 6)

CCRH-NBBJ-ZZ-07-DR-A-990107 R2 (Level 7)

CCRH-NBBJ-ZZ-08-DR-A-990108 R2 (Level 8)

CCRH-NBBJ-ZZ-08-DR-A-990108 R2 (Level 9)

CCRH-NBBJ-ZZ-XX-DR-A-990002 R3 (Roof Plan)

CCRH-NBBJ-ZZ-XX-DR-A-993001 REV 2 (Section 1)

CCRH-NBBJ-ZZ-XX-DR-A-993002 REV 2 (Section 2)

LP2270-FIR-00-ZZ-DR-L-0001 P02 (Whole Site Illustrative Landscape Masterplan)

LP2270-FIR-00-ZZ-DR-L-0002 P02 (Illustrative Landscape Masterplan)

LP2270-FIR-00-ZZ-DR-L-0003 P02 (Whole Site Landscape Masterplan)

LP2270-FIR-00-ZZ-DR-L-1001 P02 (Landscape GA Sheet 1 of 3)

LP2270-FIR-00-ZZ-DR-L-1002 P01 (Landscape GA Sheet 2 of 3)

LP2270-FIR-00-ZZ-DR-L-1003 (Landscape GA Sheet 3 of 3)

LP2270-FIR-00-ZZ-DR-L-1004 (Roof Landscape)

LP2270-FIR-00-ZZ-DR-L-3001 (Terrace Landscape Plans)

LP2270-FIR-00-ZZ-DR-L-7000 (Landscape Sections – Entrance Plaza)

LP2270-FIR-00-ZZ-DR-L-7001 (Landscape Sections – Staff Cycle Parking)

LP2270-FIR-00-ZZ-DR-L-7002 (Landscape Sections – Robinson Way & Service Road)

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. Surface Water Drainage Scheme

No laying of services, creation of hard surfaces or erection of a building comprised in the development, hereby permitted, shall commence until a detailed surface water drainage scheme for the site, based on the agreed Flood Risk Assessment prepared by AECOM (ref: 60639178) dated 16th January 2023 has been submitted to and approved in writing by the Local Planning Authority. The scheme shall subsequently be implemented in full accordance with the approved details prior to occupation of the development, hereby permitted.

Reason: To prevent the increased risk of flooding, to improve and protect water quality, and improve habitat and amenity (Cambridge Local Plan 2018 policies 31 and 32).

4. Surface Water Drainage Scheme (Construction Phase)

No development, hereby permitted, 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 approved measures and systems shall be brought into operation before any development, hereby permitted, 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. Phasing

Prior to the commencement of any development, excluding demolition and enabling works, a Phasing Scheme for the delivery of the entire development hereby approved shall be submitted to and approved in writing by the Local Planning Authority

Reason: To ensure the appropriate delivery of the development (Cambridge Local Plan 2018 policies 17 and 56).

6. Dust

No development hereby permitted 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 of the development hereby permitted, has been submitted to and approved in writing by the local planning authority. The development hereby permitted shall be implemented in accordance with the approved scheme.

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

7. Phase 2 Intrusive Site Investigation & Phase 3 Remediation Strategy

No development, hereby permitted, (or phase of such development) shall commence until the following have been submitted to and approved in writing by the Local Planning Authority:

(a) A Phase 2 Intrusive Site Investigation Report based upon the findings of the Phase 1 Desk Top Study (Phase 1 Geotechnical & Geo-environmental Desk Study Report by AECOM, ref: 60639178, Rev P02, dated 16th January 2023).

(b) A Phase 3 Remediation Strategy based upon the findings of the approved Phase 2 Intrusive Site Investigation Report.

Reason: To ensure that any contamination of the site is identified and appropriate remediation measures agreed in the interest of environmental and public safety (Cambridge Local Plan 2018 policy 33).

8. Waste Materials

No material for the development hereby permitted (or phase of such development) shall be imported or reused until a Materials Management Plan (MMP) has been submitted to and approved in writing by the Local Planning Authority. The MMP shall include:

- a) details of the volumes and types of material proposed to be imported or reused on site as part of the development hereby permitted
- b) details of the proposed source(s) of such the imported or reused material
- c) details of the chemical testing for ALL material to be undertaken before placement onto the site as part of the development hereby permitted.
- d) results of the chemical testing which must show the material is suitable for use on the development hereby permitted
- e) confirmation of the chain of evidence to be kept during the materials movement, including material importation, reuse placement and removal from and to the development hereby permitted.

All development works hereby permitted will be undertaken in accordance with the approved MMP.

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

9. Archaeology

No development hereby permitted, excluding demolition, 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 hereby permitted 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).

10. Construction Management Strategy

No development, hereby permitted, shall commence until the relevant construction management strategy has been submitted to and approved in writing by the Local Planning Authority covering (i) any demolition works and (ii) the development of the application site and any adjoining land which will be used during the construction period. Such a strategy shall include the following matters:

- a. details of the area(s) subject to construction activity and the storage of materials and equipment, including details of cranes and other tall construction equipment (including the details of obstacle lighting. Such schemes shall comply with Advice Note 4 'Cranes' available at <http://www.aoa.org.uk/wpcontent/uploads/2016/09/Advice-Note-4-Cranes-2016.pdf>). All cranes proposed will need a permit issued by Cambridge Airport.
- b. control of activities likely to produce dust and smoke etc – details of temporary lighting – such details shall comply with Advice Note 2 'Lighting' (available at <http://www.aoa.org.uk/wpcontent/uploads/2016/09/Advice-Note-2-Lighting-2016.pdf>)
- c. height of storage areas for materials or equipment
- d. control and disposal of putrescible waste to prevent attraction of birds
- e. site restoration

Development shall be carried out in accordance with the approved details.

Reason: To ensure that construction work and construction equipment on the site and adjoining land does not breach the Obstacle Limitation Surface (OLD) surrounding Cambridge Airport and endanger aircraft movements and the safe operation of the aerodrome (Cambridge Local Plan 2018 policy 37).

11. Noise Attenuation

No development hereby permitted, excluding demolition or, enabling works shall commence until a demolition/construction noise and vibration impact assessment associated with the development, has been submitted to and approved in writing by the local planning authority. The assessment shall be in accordance with the provisions of BS 5228:2009 Code of Practice for noise and vibration on construction and open sites and include details of any piling and mitigation/monitoring measures to be taken to protect local residents from noise or vibration. The development, hereby permitted, shall be carried out in accordance with the approved measures.

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

12. Foul Water Scheme

No development above ground level of the development hereby permitted shall commence until a scheme for the provision and implementation of foul water drainage, including proposed connection point and discharge rate to the public network, has been submitted to and approved in writing by the Local Planning Authority. The scheme shall subsequently be implemented in accordance with the approved details prior to the occupation of any part of the development hereby permitted or in accordance with an implementation programme agreed in writing with the Local Planning Authority.

Reason: To reduce the risk of pollution to the water environment and to ensure a satisfactory method of foul water drainage (Cambridge Local Plan 2018 policies 32 and 33).

13. Materials (details required)

No development above ground level of the development, hereby permitted, shall take place until details of the reconstituted stone panels and soffits, clear glazing, glazed spandrel panels, glazed balustrades, metal louvred panels, metal panels, metal fins and trellis, metal flue cladding to be used in the construction of the development, hereby permitted, have been submitted to and approved in writing by the Local Planning Authority. The development, hereby permitted, 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)

14. Materials (scale drawings)

No development above ground level of the development, hereby permitted, shall take place until details (including plans, elevations and sections at a minimum scale of 1:20) of reconstituted stone panels and soffits, proposed metal panel

systems and metal flue cladding have been submitted to and approved in writing by the Local Planning Authority.

The development, hereby permitted, shall thereafter be carried out in accordance with the approved details.

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

15. Bird Hazard Management Plan

No development above ground of the development, hereby permitted, shall commence until a Bird Hazard Management Plan has been submitted to and approved in writing by the Local Planning Authority. The submitted Plan shall include details of:

- a. monitoring of any standing water within the site temporary or permanent.
- b. sustainable urban drainage schemes (SUDS); such schemes shall comply with Advice Note 3 'Wildlife Hazards Around Aerodromes' (available at <http://www.aoa.org.gov.uk/wp-content/uploads/2016/09/Advice-Note-3-Wildlife-Hazards-2016.pdf>)
- c. management of any flat/shallow pitched/green roofs on buildings within the site which may be attractive to nesting, roosting and "loafing" birds. The management plan shall comply with Advice Note 3 'Wildlife Hazards Around Aerodromes'
- d. reinstatement of grass areas.
- e. maintenance of planting and landscaped areas, particularly in terms of height and species of plants that area allowed to grow
- f. physical arrangements for the collection (including litter bins) and storage of putrescible waste, arrangements for and frequency of the removal of putrescible waste
- g. signs deterring people from feeding the birds.

The Bird Hazard Management Plan shall be implemented as approved and shall remain in force for the life of the development hereby permitted.

Reason: To safeguard the operations of Cambridge Airport and ensure that the implementation, management and maintenance of the planting strategy addresses the wildlife safeguarding issues whilst also providing for long-term monitoring and appropriate management (Cambridge Local Plan 2018 policy 37).

16. BREEAM Design Stage certification

Within 6 months of commencement of above ground works for the development, hereby permitted, or as soon as reasonably practicable thereafter, a BRE issued Design Stage Certificate shall be submitted to, and approved in writing by, the Local Planning Authority demonstrating that BREEAM 'excellent' as a minimum will be met, with 3 credits for Wat 01 (water consumption). Where the Design

Stage certificate shows a shortfall in credits for BREEAM 'excellent', a statement shall also be submitted identifying how the shortfall will be addressed. 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).

17. Hard and Soft Landscaping

Notwithstanding the approved plans, within 12 months of commencement of above ground works for the development, hereby permitted details of a hard and soft landscaping scheme shall be submitted to and approved in writing by the Local Planning Authority. These details shall include, where relevant:

a) proposed finished levels or contours; car parking layouts, other vehicle and pedestrian access and circulation areas; hard surfacing materials; minor artefacts and structures (e.g. Street furniture, artwork, play equipment, refuse or other storage units, signs, lighting, CCTV installations and water features); proposed functional services (e.g. drainage, power, communications cables, pipelines indicating lines, manholes, supports) above and below ground (these need to be coordinated with the landscape plans prior to being installed) and existing functional services above and below ground.

b) planting plans; written specifications (including cultivation 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;

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.

c) boundary treatments indicating the type, positions, design, and materials of boundary treatments to be erected.

d) a landscape maintenance and management plan, including long term design objectives, rainwater harvesting for landscape irrigation, management responsibilities and maintenance schedules for all landscape areas.

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

18. Tree Pits

Within 12 months of commencement of above ground works for the development, hereby permitted, full details of all tree pits, including those in planters, hard paving and soft landscaped areas shall be submitted to and approved in writing by the local planning authority and these works shall be carried out as approved. All proposed underground services will be coordinated with the proposed tree planting and the tree planting shall take location priority.

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

19. Landscape Materials

Within 12 months of commencement of above ground works for the development, hereby permitted, samples of the materials to be used in the construction of the external landscape surfaces which includes footways, paving, the courtyard and terraces and all raised planters shall be submitted to and approved in writing by the local planning authority. The development, hereby approved, shall be carried out in accordance with the approved details.

Reason: To ensure that the appearance of the external surfaces is appropriate (Cambridge Local Plan 2018 policies 55, 57 and 59)

20. Eastern Boundary Treatment

Within 12 months of commencement of above ground works for the development, hereby permitted, detailed sections and elevations of the eastern boundary including treatment of retaining walls, railings, lighting, and cycle stores shall be submitted to and approved in writing by the local planning authority. The development, hereby approved, shall be carried out in accordance with the approved details.

Reason: To ensure that the appearance of the boundary is appropriate (Cambridge Local Plan 2018 policies 55, 57 and 59)

21. Courtyard Details

Within 12 months of commencement of above ground works for the development, hereby permitted, detailed plans and sections of the ground level courtyard with details of raised planters, furniture, planting, lighting, climbing plants and associated supporting structures and, strategy for watering shall be submitted to and approved in writing by the local planning authority. The development, hereby approved, shall be carried out in accordance with the approved details.

Reason: To ensure that the appearance of the courtyard is appropriate (Cambridge Local Plan 2018 policies 55, 57 and 59)

22. Fire Hydrants

Within 12 months of commencement of above ground works for the development, hereby permitted, a scheme for the provision and location of fire hydrants to serve such development to a standard recommended by the Cambridgeshire Fire and Rescue Service shall be submitted to and approved in writing by the Local Planning Authority. The development, hereby permitted, shall not be occupied until the approved scheme has been fully implemented.

Reason: To ensure an adequate water supply is available for emergency use.

23. Glint and Glare Assessment

Within 12 months of commencement of above ground works for the development, hereby permitted, a Glint and Glare Assessment for the PV panels to be installed on the roof of the building pursuant to the development hereby permitted, shall be submitted to and approved in writing by the Local Planning Authority. Such PV panels shall be installed in accordance with the approved details.

The development, hereby permitted, shall thereafter be carried out in accordance with the approved details.

Reason: To ensure that the introduction of PV panels on the roof of the building avoid endangering the safe movement of aircraft and the operation of Cambridge Airport (Cambridge Local Plan 2018 policy 37).

24. Biodiverse Roofs

Prior to their installation, details of the biodiverse (green, blue or brown) roof(s) shall be submitted to and approved in writing by the Local Planning Authority prior to any superstructure works commencing on site. Details of the green biodiverse roof(s) shall include means of access for maintenance, plans and sections showing the make-up of the sub-base to be used and include the following:

- a) Roofs can/will be biodiverse based with extensive substrate varying in depth from between 80-150mm,
- b) Planted/seeded with an agreed mix of species within the first planting season following the practical completion of the building works (the seed mix shall be focused on wildflower planting indigenous to the local area and shall contain no more than a maximum of 25% sedum (green roofs only),
- c) The biodiverse (green) roof shall not be used as an amenity or sitting out space of any kind whatsoever and shall only be used in the case of essential maintenance or repair, or escape in case of emergency,
- d) Where solar panels are proposed, biosolar roofs should be incorporated under and in between the panels. An array layout will be required incorporating a

minimum of 0.75m between rows of panels for access and to ensure establishment of vegetation,

e) A management/maintenance plan approved in writing by the Local Planning Authority,

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

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

25. Roof Top Plant

Roof-mounted plant/equipment and flues comprised in the development, hereby permitted, shall not be installed until details have been submitted to and approved in writing by the local planning authority. Such details shall include the type, dimensions, materials and location. The development, hereby permitted, 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).

26. Surface Water Drainage Maintenance

Details for the long-term maintenance arrangements for the surface water drainage system (including all SuDS features) shall be submitted to and approved in writing by the Local Planning Authority prior to the first occupation of the building hereby permitted. The submitted details should identify runoff sub-catchments, SuDS components, control structures, flow routes and outfalls. In addition, the plan must clarify the access that is required to each surface water management component for maintenance purposes. The maintenance plan shall be carried out in full thereafter.

Reason: To ensure the satisfactory maintenance of drainage systems that are not publicly adopted, in accordance with the requirements of paragraphs 173 and 175 of the National Planning Policy Framework (2023) and Policies 31 and 32 of the Cambridge Local Plan 2018.

27. Contaminated Land (implementation of remediation)

The development, hereby permitted, (or each phase of such development where phased) shall not be occupied until the approved Phase 3 Remediation Strategy has been implemented in full.

Reason: To ensure that any contamination of the site is effectively remediated in the interests of environmental and public safety (Cambridge Local Plan 2018

policy 33).

28. Contaminated Land (verification report)

The development, hereby permitted, (or each phase of such development where phased) shall not be occupied until a Phase 4 Verification/Validation Report demonstrating full compliance with the approved Phase 3 Remediation Strategy has been submitted to and approved in writing by the Local Planning Authority in respect of such development (or relevant phase of such development, as applicable).

Reason: To demonstrate that the site is suitable for approved use in the interests of environmental and public safety (Cambridge Local Plan 2018 policy 33).

29. Bird Boxes

Prior to the occupation of the development, hereby permitted, a scheme for the provision of bat boxes and nest boxes, including provision for House Martins, shall be submitted to and approved in writing by the Local Planning Authority. The scheme shall include details of box numbers, specification and their location.

The development, hereby permitted, shall thereafter be carried out in accordance with the approved details.

Reason: To conserve and enhance ecological interests, in accordance with Policy 57 of the Cambridge Local Plan 2018.

30. Ground or Air Source Heat Pump Details

Prior to the occupation of the development, hereby approved, a layout plan for any ground works required for ground source heat pump installation or building works for air source heat pump installation' comprised in the development hereby permitted showing the location of works in relation to haul routes, trees and tree root protection zones to comply with BS 5837:2012: Trees or works in relation to the building facades and roof, shall be submitted to and approved in writing by the Local Planning Authority. The development hereby permitted shall be carried out in accordance with the approved details.

Reason: In the interests of reducing carbon dioxide emissions and to reduce potential impact of heat pump installation on landscaping, biodiversity and provision of drainage (Cambridge Local Plan policies 28, 58 and 59 and the Greater Cambridge Sustainable Design and Construction SPD 2020).

31. Cycle Parking

The development, hereby permitted, shall not be occupied or the use commenced, until details of facilities for the covered, secure parking of cycles for use in connection with the development, hereby permitted, have been submitted to and approved in writing by the Local Planning Authority. The details shall

include the means of enclosure, materials, type and layout. The approved facilities shall be provided in accordance with the approved details and shall be retained as such.

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

32. Wayfinding and Signage

Prior to occupation of the development, hereby permitted, details of wayfinding and building signage shall be submitted to and approved in writing by the local planning authority. The development, hereby permitted, 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).

33. Travel Plan

Prior to occupation of the development, hereby permitted, an updated Travel Plan based on the Cambridge Cancer Research Hospital Travel Plan (AECOM, January 2023) shall be submitted to and approved in writing by the Local Planning Authority.

The updated Travel Plan shall include details on how the new building is being included in the overall site Travel Plan and associated site-wide parking strategy alongside the methods to be used to discourage the use of the private motor vehicle and the arrangements to encourage use of alternative sustainable travel arrangements such as public transport, car sharing, cycling and walking and how the provisions of the Plan will be monitored for compliance and confirmed with the local planning authority.

The Travel Plan shall be implemented and monitored as approved, upon the occupation of the development.

Reason: In the interests of encouraging sustainable travel to and from the site (Cambridge Local Plan 2018, policies 80 and 81).

34. BREEAM Water Efficiency Calculator

Prior to the occupation of the development, hereby permitted, or as soon as reasonably practicable after occupation, evidence in the form of the BREEAM Wat01 water efficiency calculator shall be submitted to and approved in writing by the Local Planning Authority. Such evidence shall demonstrate the achievement of no less than 3 Wat01 credits. The development shall be carried out and thereafter maintained in accordance with the agreed details set out within the BREEAM Wat01 water efficiency calculator.

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

35. Water Metering and Monitoring System

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

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

36. Operational Noise

Within six months of first operation of any plant/equipment installed as part of the development, hereby permitted, and on a phased basis as necessary, a noise insulation scheme post construction/installation verification and completion report for the development as approved, incorporating details of the plant/equipment installed with measured / predicted operational noise levels and demonstrating compliance with a building and/or plant noise insulation scheme to be in accordance with the cumulative operational noise limit criteria as detailed in the submitted AECOM Acoustics report titled 'Cambridge Cancer Research Hospital - External Plant Noise Assessment: Cambridge University Hospitals NHS Foundation (Trust Project number: 60639178, 2 December 2022', unless otherwise agreed in writing, shall be submitted to and approved in writing by the Local Planning Authority.

The noise insulation/attenuation scheme verification and completion report shall include details of the mitigation of noise emissions from all plant / equipment to which it related including any emergency standby generators and all reasonably practicable measures to reduce noise during testing and operation. The plant / equipment installed as part of the development hereby permitted and any such mitigation as approved shall thereafter be maintained in accordance with the approved details.

Reason: To protect the amenity/quality of life of nearby properties and local areas (Cambridge Local Plan 2018 policy 35).

37. BREEAM Post Construction certification

Within 1 year of occupation of the development, hereby approved, unless otherwise agreed in writing, 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).

38. Unexpected Contamination

If unexpected contamination is encountered during the development works, hereby permitted, which has not previously been identified, all works hereby permitted shall cease immediately until the Local Planning Authority has been notified in writing. Thereafter, such 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, hereby permitted, 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).

39. Hours of Works

No construction or demolition work comprised in the development hereby permitted shall be carried out and no plant or power operated machinery shall be operated in the course of construction or demolition work comprised in the development hereby permitted 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 agreed in writing with the Local Planning Authority.

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

40. Demolition & Construction Deliveries

There should be no collections from or deliveries to the site during the demolition and construction stages of the development, hereby permitted, outside the hours of 0600 hours and 2000 hours on Monday to Friday, 0800 hours to 1300 hours on Saturday and at no time on Sundays, Bank or Public Holidays unless otherwise agreed in writing with the Local Planning Authority.

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

41. Servicing Collection & Delivery Times

Servicing collections and deliveries to the delivery compound / main entrance of the development hereby permitted are only permitted between 0700 to 2300 hrs, unless otherwise agreed in writing. For avoidance of doubt this does not include the arrival and departure of emergency vehicles.

Reason: To protect the amenity/quality of life of nearby properties and local areas (Cambridge Local Plan 2018 policy 35).

42. Emergency / Backup Generator Operation

Any emergency backup / standby generator installed as part of the development hereby permitted 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 no time Sunday or Public Holidays.

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

43. Ventilation Extraction, Filtration and Abatement Scheme

Ventilation of the building hereby permitted and the height above roof level / zones of gas, fume, odour and other fugitive emission extract flues and associated discharge points shall be in accordance with the design principles and standards detailed within the submitted 'Cambridge Cancer Research Hospital: Ventilation and extract statement Cambridge University Hospitals NHS Foundation Trust (Project number: 60639178, January 2023: Revision - 04 16/01/2022, AECOM)', unless otherwise agreed in writing with the Local Planning Authority.

Reason: To protect the amenity/quality of life of nearby properties and local areas (Cambridge Local Plan 2018 policy 36).

44. Artificial Lighting

The development hereby approved shall be constructed, operated and maintained thereafter in accordance with the external artificial lighting design principles and lighting level limit criteria as detailed in the submitted 'Cambridge Cancer Research Hospital - Lighting Assessment December 2022 (Revision R1, 16/01/2023 - AECOM', unless otherwise agreed in writing with the Local Planning Authority.

Reason: To protect the amenity/quality of life of nearby properties and local areas (Cambridge Local Plan 2018 policy 36).

45. Hard and Soft Landscaping (implementation)

All hard and soft landscape works approved pursuant to condition 17 shall be carried out and maintained in accordance with the approved details. The works shall be carried out prior to the occupation of any part of the development or in accordance with a programme agreed in writing with the Local Planning Authority.

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

46. Aviation Obstacle Lighting Scheme

Obstacle lights shall be placed on the chimney stacks comprised in the development, hereby permitted. These obstacle lights must be steady state red lights with a minimum intensity of 2000 candelas. Periods of illumination of obstacle lights, obstacle light locations and obstacle light photometric performance must all be in accordance with the requirements of 'CAP168 Licensing of Aerodromes' available at CAP 168 Licensing of Aerodromes (caa.co.uk).

Reason: Permanent illuminated obstacle lights are required on the development to avoid endangering the safe movement of aircraft and the operation of Cambridge Airport (Cambridge Local Plan 2018 policy 37).

INFORMATIVES

1. Archaeology Condition (WSI)

Partial discharge of the condition 9 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.

2. 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.

3. Pipes Beneath Buildings

The pipe between (chambers/manholes SW-05 and SW-06) appear to be positioned beneath a building. It is acknowledged that this system will be maintained by the client/owner and therefore will not be adopted, however this practice contradicts the principles outlined in Paragraph 8, Section C3.1 of Sewers for Adoption 7th Edition - A Design & Construction Guide for Developer which states that: 'surface water sewers and lateral drains should not normally be constructed under any building...Where it is not reasonably practicable to route the sewer around the building, surface water sewers with a nominal internal diameter of no more than 100 mm may be laid under a building, provided that the sewer takes the drainage from no more than one rainwater pipe...'

4. 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).

5. 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.

6. Greater Cambridge Sustainable Design and Construction SPD

In terms of Environmental Health related requirements, any artificial lighting, contaminated land, noise / sound, air quality and odours / fumes related impact assessments including the consideration of mitigation 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

Due regard should also be given to relevant and up to date Government / national and industry British Standards, Codes of Practice, and best practice technical guidance.

7. Food Safety

As some proposed uses include the provision of food to staff / the public, the applicant is reminded that under the Food Safety Act 1990 (as amended) such premises will need to register with Cambridge City Council as food businesses. In order to avoid additional costs, it is recommended that the applicant ensure that the kitchen, food preparation and foods storage areas comply with food hygiene legislation before construction / fit out starts. Contact the Commercial Team at Cambridge City Council on telephone number (01223) 457890 email: commercial@cambridge.gov.uk for further advice and information.

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
- [Joint written statement on addressing water scarcity in Greater Cambridge - GOV.UK \(www.gov.uk\)](#)
- [Addressing water scarcity in Greater Cambridge: update on government measures - GOV.UK \(www.gov.uk\)](#)