



Planning Committee Date	24.04.2024
Report to Lead Officer	Cambridge City Council Planning Committee Joint Director of Planning and Economic Development
Reference	23/04289/FUL
Site	Brookmount Court, Kirkwood Road, Cambridge, Cambridgeshire, CB4 2QH
Ward / Parish	Kings Hedges
Proposal	Demolition of existing buildings and structures, and erection of building (Class E(g)i/ii) with associated access, site infrastructure, landscaping and car and cycle parking provision.
Applicant	Sackville UK Property Select III (GP) No.3 Ltd
Presenting Officer	Nick Yager
Reason Reported to Committee	Major application and Third-Party Representations
Member Site Visit Date	N/A
Key Issues	1.Design and Landscape 2.Townscape, Visual Amenity 3. Transport, Highways and Parking 4. Sustainable Design
Recommendation	APPROVE subject to conditions, informatives and S106

1.0 Executive Summary

- 1.1 The application seeks full planning permission for the demolition of existing buildings and structures, and erection of building (Class E(g) i/ii) with associated access, site infrastructure, landscaping and car and cycle parking provision.
- 1.2 The proposal seeks permission to provide 7,175m² (GIA) of 'Life Sciences' (Research & Development) employment use. An additional 2,745m² of car and cycle parking space is to be provided within the basement bringing the total floorspace of the development to 9,920m².
- 1.3 A Planning Performance Agreement (PPA) was entered into with Greater Cambridge Planning Service in the summer of 2022. A series of pre application meetings were arranged and the proposal was brought before the Greater Cambridge Design Review Panel and the Greater Cambridge Disability Panel.
- 1.4 The existing buildings are shown to be not fit for purposes and this has been demonstrated by extensive marketing and shown with the existing buildings being $\frac{3}{4}$ vacant. The proposal would lead to a large increase of floor area and will replace the outdated buildings with a more sustainable, high-quality, life science (Research and Development) building.
- 1.5 In terms of townscape views in and around the site, the proposed works are considered to be appropriate to the character and appearance of the area. The scale and massing of the proposal is acceptable. The proposal would introduce an uplift in architectural quality and in the public realm. Urban Design and Landscape Officers are supportive of the proposal in this respect.
- 1.6 Several public benefits would accrue from this development. Of greatest significance would be the economic benefits from delivery the 7,175m² (GIA) of 'Life Sciences' (Research & Development) employment use of additional life science floor space. Additional benefits include the significant social and environmental benefits from improvements to the public realm, highway improvements both on and off the site, contributions to Nuns Way recreational ground, environmental benefits in the form of re-development of $\frac{3}{4}$ vacant buildings on a brownfield site, significant street landscaping benefits, highly sustainable building and biodiversity net gain increase of 68.9%.
- 1.7 The proposal would result in acceptable amenity impacts for neighbouring properties and future users of the building and would not result in any highway safety concerns.

- 1.8 Technical consultees have raised no objection to the proposal subject to conditions in terms of impacts on the amenity of any nearby occupiers or any environmental effects such as water resources, flood risk/ drainage, climate impacts or air quality impacts.
- 1.9 Officers recommend that the Planning Committee APPROVE the application subject to a S106.

2.0 Site Description and Context

None-relevant		Tree Preservation Order	
Conservation Area		Local Nature Reserve	
Listed Building		Flood Zone 1	X
Building of Local Interest		Green Belt	
Historic Park and Garden		Protected Open Space	
Scheduled Ancient Monument		Controlled Parking Zone	
Local Neighbourhood and District Centre		Article 4 Direction	
Protected Industrial Area	X		

*X indicates relevance

- 2.1 The application site is a brownfield employment site known as Brookmount Court. The site consists of three 1980s buildings in office use (Class E) and a driving test centre (Sui Generis) with associated parking situated within an employment area on the southern side of King Hedges Road. The largest of these buildings is subdivided into two units, meaning there are 4.no. office units in total onsite (Units A-D). The buildings are supported by 75 car parking spaces, with access taken from Kilmaine Close and Kirkwood Road.
- 2.2 The Site is currently partially occupied. The Driving Standards Agency (DVSA) operates from the ground floor of Building A&B at the centre of the site. Buildings C and D, which front King Hedge’s Road, have been unoccupied since 2018 despite extensive marketing by local agents.
- 2.3 The site is bound to the immediate west, south and south east by industrial and employment development as part of the Kilmaine Close/Kirkwood Road employment area, consisting of two storey sheds in various B and E Class uses with associated car parking. To the north of the site on the opposite side of Kings

Hedges Road lies the Cambridgeshire Guided Busway, Cambridge Science Park and Cambridge Regional College.

- 2.4 The area to the north and east is within the emerging North East Cambridge Area Action Plan (AAP) boundary. To the north east across Kings Hedges Road and within the AAP area is the general location for a 'Local Landmark Building'.
- 2.5 The site is separated from residential development. The nearest residential property to the site is located across King Hedges Road at approx. 45 metres from the site. To the east lies Nuns Way Recreational Ground.
- 2.6 The site is located within a Protected Industrial Area of Kings Hedges Road as identified on the Policies Map of the Cambridge Local Plan 2018. The site is also within the Cambridge Airport Safeguarding zone for height for referral for any structure to be greater than 15 metres above ground level.
- 2.7 The site has no environmental or heritage destinations. Several mature trees lie on the site front boundary with Kings Hedges Road and Kirkwood Road however, none of the trees are subject to Tree Preservation Orders.
- 2.8 The application site is located within flood zone 1 (low risk). However, surface water is shown on the boundaries of the site to the north on Kings Hedges Road and to the west on Kilmaine Close.
- 2.9 The site is located within the development framework and Cambridge City boundary. Kings Hedges Road to the north forms the boundary between Cambridge City Council and South Cambridgeshire District Council.

3.0 The Proposal

- 3.1 The application seeks full planning permission for the demolition of existing buildings and structures, and erection of building (Class E(g) i/ii) with associated access, site infrastructure, landscaping and car and cycle parking provision.
- 3.2 The proposal seeks permission to provide 7,175m² (GIA) of 'Life Sciences' (Research & Development) employment use. An additional 2,745m² of car and cycle parking space is to be provided within the basement bringing the total floorspace of the development to 9,920m².
- 3.3 The proposed development will provide a mixture of office and laboratory floorspace across 4 floors. Ancillary to the R&D use, the proposed development also provides reception space at ground floor, changing places toilet, cycle user changing rooms and shower facilities in the basement and a function room at roof level. The proposed development will provide 63no. car parking spaces at

the basement level, with access taken from Kilmaine Close. The proposed development will also provide 266 cycle parking spaces at the basement level.

- 3.4 The application has been amended and further information has been submitted to address specific requests of technical consultees and further consultations have been carried out as appropriate.

4.0 Relevant Site History

Site Planning History

Reference	Description	Outcome
20/03019/FUL	Installation of 3.no. passenger lifts within Units A and C and relocation of bin store.	Permitted 01/10/2020
17/1420/FUL	Change of use application from B1(a) office use to a car license testing centre (sui generis) use	Permitted 07/12/2017
07/0068/FUL	Erection of exhaust stack for lab extraction	Permitted 01/05/2007
C/85/0138	Erection of research and development accommodation	Permitted 27/03/1985

Wider Site History

Reference	Description	Outcome
16/1164/FUL	Erection of 1no. unit to be used as a builders' merchant (sui generis) for display, sale, storage of building, timber and plumbing supplies, plant and tool hire including outside display and storage; with associated servicing arrangements, car parking, landscaping and associated works.	Permitted 07/03/2017
16/1562/FUL	Over-cladding existing extensions with new cladding.	Permitted 26/08/2016
05/0225/FUL	Erection of industrial and warehouse units (Class B1c, B2 and B8)	Permitted 07/09/2005

following demolition of existing buildings.

C/93/0210	Installation of DERV storage tank (500 gallon capacity) on support frame.	Permitted 24/05/1993
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5.0 Policy

5.1 National

National Planning Policy Framework 2023

National Planning Practice Guidance

National Design Guide 2021

Environment Act 2021

Town and Country Planning (Environmental Impact Assessment) Regulations 2017.

Conservation of Habitats and Species Regulations 2017

Equalities Act 2010

Planning and Compulsory Purchase Act 2004

Local Transport Note 1/20 (LTN 1/20) Cycle Infrastructure Design

Technical Housing Standards – Nationally Described Space Standard (2015)

ODPM Circular 06/2005 – Protected Species

Circular 11/95 (Conditions, Annex A)

5.2 Cambridge Local Plan 2018

Policy 1: The presumption in favour of sustainable development

Policy 2: Spatial strategy for the location of employment development

Policy 5: Sustainable transport and infrastructure

Policy 28: Sustainable design and construction, and water use

Policy 29: Renewable and low carbon energy generation

Policy 31: Integrated water management and the water cycle

Policy 32: Flood risk

Policy 33: Contaminated land

Policy 34: Light pollution control

Policy 35: Human health and quality of life
Policy 36: Air quality, odour and dust
Policy 37: Cambridge Airport Public Safety Zone and Air Safeguarding
Policy 38: Hazardous installations
Policy 40: Development and expansion of business space
Policy 41: Protection of business space
Policy 42: Connecting new developments to digital infrastructure
Policy 55: Responding to context
Policy 56: Creating successful places
Policy 57: Designing new buildings
Policy 59: Designing landscape and the public realm
Policy 60: Tall buildings and the skyline in Cambridge
Policy 65: Visual pollution
Policy 69: Protection of sites of biodiversity and geodiversity importance
Policy 70: Protection of priority species and habitats
Policy 71: Trees
Policy 80: Supporting sustainable access to development
Policy 81: Mitigating the transport impact of development
Policy 82: Parking management
Policy 85: Infrastructure delivery, planning obligations and the Community Infrastructure Levy

5.3 **Neighbourhood Plan**

N/A

5.4 **Supplementary Planning Documents**

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

5.5 **Consultations**

5.6 **Access Officer – No objection**

5.7 Really good application, one of the better ones I have seen. Doors need an opening weight of less than 20 newtons. Any double doors need to be electrically opened or be asymmetrical with one leaf being a minimum of 900 mm. Reception desks, Meeting rooms, et cetera all need hearing loops designed not to interfere with other systems in the building. Glazing must have manifestations to warn visually impaired people. The glazing and flooring must be designed so as to remove glare and shadowing. I didn't notice the fire evacuation strategy for

disabled people. The installation of firefighting or fire evacuation lifts should be standard in large public buildings, emergency refuge points should be avoided in nearly every such circumstance. Toilet doors should open outwards or slide and/or have quick release bolts are needed in case somebody collapses in the toilet.

5.8 Anglia Water – No objection

5.9 There are assets owned by Anglian Water or those subject to an adoption agreement within or close to the development boundary that may affect the layout of the site. Suggested conditions and informatives to be included.

5.10 Archaeology – No objection

5.11 We do not consider it likely that the proposed development will have a significant effect on important archaeological remains and we do not consider archaeological investigation to be necessary in connection with this proposed development.

5.12 Cadent Gas – No objection

5.13 We have no objection in principle to your proposal from a planning perspective. In order to help prevent damage to our asset's an informative note.

5.14 Cambridge City Airport – No objection

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

5.16 Designing Out Crime Officer – No objection

5.17 Our office has been in early consultation with the applicants relating to a Security Needs Assessment (SNA) to achieve their Breeam HEO06 Safety and Security Credits. Advice and security recommendations have been provided. The following points have been highlighted within the security needs assessment. There will need to be a further discussion to confirm proposed measures relating to the security of both ramps and the external sunken stair well to the car park. Care should be taken to ensure that there is no conflict between lighting, trees/landscaping, and CCTV.

5.18 UK Health Security Agency (UKHSA) – No objection

- 5.19 No comments
- 5.20 **County Highways Development Management – No Objection**
- 5.21 Original Comments 05.12.2023
- 5.22 Objection – the proposal fails to show appropriate inter vehicle visibility splays from the access to proposed underground car park. Also, a requirement to provide pedestrian visibility splays on either side of the car park access. Provide a Stage 1 Road Safety Audit for the Toucan Crossing. Provide information to ensure that proposed basement walls have been designed to suitably support the adopted public highway.
- 5.23 Comments on Additional Information.
- 5.24 No objection - Following a review of the revised documents, more specifically the response to the Highway comments, the Highway Authority can confirm that the holding objection to the proposals is hereby removed as the applicant has now submitted sufficient information to demonstrate that the proposed access from the underground car park would not be detrimental to highway safety. The Highway Authority can confirm that the submitted Road Safety Audit Stage 1 is acceptable. The proposed basement retaining walls details are generally acceptable. No objection subject to conditions.
- 5.25 **County Transport Team – No Objection**
- 5.26 Original comments 05.02.2024
- 5.27 Holding Objection - Further, details are required on the cycle access and trip generation before the transport implication of the development can be fully assessed.
- 5.28 Comments on Additional Information. 14.03.2024
- 5.29 No Objection subject to Mitigation Package: Sufficient details has been presented to make a sound assessment.
- 5.30 Mitigation Required: Should the development go ahead the developer should be conditioned to provide the follows:

- A contribution of £345,000 to strategic infrastructure to be allocated to the Milton Road corridor improvement scheme.
- To implement a new pedestrian / cycle crossing over Kings Hedges Road.
- Provision of dropped kerbs at the junction of Kirkwood Close with Kilmaine Close;
- A contribution of £10,000 for additional parking restrictions in the surrounding area.
- A potential contribution of £50,000 for Travel Plan management and monitoring
- Travel Plan as a condition

5.31 **Environmental Agency – No objection**

5.32 No comment to make on the application.

5.33 **Health and Safety Executive – No objection**

5.34 From the information you have provided for this planning application it does not appear to fall under the remit of planning gateway one because the purpose of a relevant building is not met.

5.35 **Lead Local Flood Authority –No objection**

5.36 Original Comments 14.11.2023

5.37 We object to the grant of the planning permission for the reasons of hydraulic calculations, pumping, water quality and existing surface water network.

5.38 Comments on Additional Information 29.02.2024

5.39 The above documents demonstrate that surface water from the proposed development can be managed through the use of blue roofs, permeable paving and an attenuation tank, restricting surface water discharge to 22l/s for the 1 in 100-year storm + 40%CC. The LLFA is supportive of the use of permeable paving as in addition to controlling the rate of surface water leaving the site it also provides water quality treatment. Blue and green roofs also provide biodiversity benefits. Water quality has been adequately addressed when assessed against the Simple Index Approach outlined in the CIRIA SuDS Manual. Request conditions.

5.40 **Urban Design – No objection**

5.41 Original Comments 21.12.2023

- 5.42 Urban design officers have engaged with the applicant team as part of an extensive pre-application process. Officers have been involved in the selection and assessment of views for the TVIA. The scheme has also been reviewed by the independent Greater Cambridge Design Review Panel. I am satisfied that the urban design comments made during this process have been incorporated into the final design. Urban design agrees with the landscape officer's comments in relation to the TVIA methodology and the conclusions drawn.
- 5.43 The main improvements include:
- 5.44 Reducing the scale and massing of the building to ensure it does not compete with the potential landmark building which sits on the opposite side of Kings Hedge's Road within the North-East Cambridge masterplan.
- 5.45 Reducing the plinth height to 450mm to ensure that the building frontage is better integrated with the public realm along King's Hedge's Road and improving visibility and accessibility for pedestrians and cyclists.
- 5.46 Improving the layout of planters and visitor cycle spaces and landscaping treatment to the frontage to create more defined places to sit.
- 5.47 Improving the landscaping and layout to the rear to ensure servicing arrangements do not overly detract from the elevation and public realm in this area.
- 5.48 Changes to the design of the cycle ramp, including lighting and the location of entry barrier to improve safety for cyclists.
- 5.49 The inclusion of a terrace and amenity space on the roof for the wellbeing of building users.
- 5.50 Comments on Additional Information 08.01.2024
- 5.51 No objection - The additional information requested in my previous comments (21/12/23) has now been submitted and urban design can support the application subject to the conditions.
- 5.52 **Landscape Officer –No Objection**
- 5.53 Original Comments 05.12.2023

- 5.54 The proposals have benefited from a successful collaborative pre-application process with the Landscape team and responded positively when changes were needed. As a result, the final design and strategies are acceptable in landscape terms.
- 5.55 Through an iterative LVA process, views from locations agreed with the LPA as representative of visual receptors were used to create appropriate height, mass, setback and material proposals.
- 5.56 The orientation of the building causes the site frontage, where the majority of the dwelling landscape is placed to be shady in the afternoons. As a result, a rooftop terrace has also been provided as a quality amenity space for the users of the building.
- 5.57 The landscape provision creates an attractive and useable buffer between the busy Kings Hedges Road/Guided Busway and the front of the building and provides publicly accessible seating areas and planting.
- 5.58 Most of the podium and rooftop planting will be presented in large permanent planters which will include irrigation to ensure establishment and longevity. The water for the irrigation will be integrated with the site wide rainwater attenuation and harvesting system.
- 5.59 The photomontages shown in the TVIA show the progression of visibility through a series of kinetic viewpoints which were a very useful way of indicating the change in visibility as one moved along Kings Hedges Road in both directions. While not a standard visualisation technique they were a very helpful addition to the TVIA and each image was compliant with GLVIA3 methodologies and showed the views both in summer and winter.
- 5.60 The tables on pages 23 and 24 of the TVIA provide a summary of the impacts of the development on the various receptors in the area. Landscape disagrees that the impacts on OS01 will result in a beneficial outcome but rather a Moderate Adverse one. Not all impacts will be beneficial in terms of visual impact. Whilst we agree with many of the beneficial findings we do feel that a slight level of harm is caused by the scale and mass in some views, but they are in a minority and occurring in a setting which can withstand the levels of change and impact.
- 5.61 To summarise, Landscape is happy to support the development with conditions as listed above.
- 5.62 Comments on Additional Information 28.02.2024

5.63 No objection to the additional information. Landscape is happy to support the changes brought about by the change to the highway boundary and setback.

5.64 **Ecology Officer – No Objection**

5.65 Content with survey effort and baseline BNG assessment for this previously developed site. Content with assumptions made on created habitat condition to info BNG Plan. Suggested conditions to be included.

5.66 **National Highways – No objection**

5.67 No objection

5.68 **Natural England – No objection**

5.69 Based on the plans submitted, Natural England considers that the proposed development will not have significant adverse impacts on statutorily protected nature conservation sites or landscapes.

5.70 **Ministry of Defence – No objection**

5.71 I can confirm that, following review of the application documents, the proposed development would be considered to have no detrimental impact on the operation or capability of a defence site or asset. The MOD has no objection to the development proposed.

5.72 **Sustainability Officer – No objection**

The overall approach to sustainability is welcomed. A range of measures and targets for the scheme have been proposed, including:

- The integration of external shading into the façade design, with the use of fins alongside the use of low g-value glazing.
- Proposals to clad the external walls in fibre cement cladding panels with which are referred to as having cradle to cradle recyclability.
- Enhanced landscaping around the building and the use of a green roof. Note that I will leave detailed comments on the landscaping strategy to landscape colleagues.
- Targeting a BREEAM outstanding rating with a score of 93.04% using a Shell and Core assessment. This represents an improvement on the requirements of policy which is to be welcomed.

- Achievement of all 5 Wat01 credits and indeed all 9 water credits available in BREEAM. This includes Wat04 which relates to process water loads and delivering a meaningful reduction in these loads. Water recycling is to be incorporated with a number of options currently being considered. A water plant room is shown on the basement floor plan along with the location of the SuDS tank. Given the extent of water stress facing the area, bespoke condition wording related to the submission of a final water efficiency specification to achieve the required 5 Wat01 credits is recommended above.
- Achievement of the WELL Gold standard, WiredScore Gold and an ActiveScore of Gold (with aspirations for platinum for all 3).
- A functional adaptability study has been carried out to ensure that the building is adaptable to other uses.
- With regards to energy and carbon reduction, the scheme has been designed following the energy hierarchy. From an energy efficiency perspective, the scheme has been designed using LETI fabric u-values and g-values, includes the use of mechanical ventilation with heat recovery (MVHR) and uses LED lighting throughout. A 15% reduction in emissions from energy efficiency measures
- Air source heat pumps and around 124 m² of photovoltaic panels are also specified and achieve a further 14% reduction in carbon emissions. Overall, a 29% reduction in carbon emissions beyond the Part L 2021 compliant baseline is predicted (from 24 tCO₂/year to 17.1 tCO₂/year). The illustrative location of the photovoltaic panels is shown on the proposed roof plan.

This approach is welcomed, and the scheme is supported from a sustainable design and construction perspective.

5.73 **Tree Officer – No Objection**

5.74 The removal of all trees from the site is disappointing, especially the Category B trees along Kirkwood Road that contribute significantly to public amenity. However, given the pre-app consultation with landscape officers and the positive response to green improvements on site there are no formal objections.

5.75 **Environmental Health –No Objection**

5.76 The development proposed is acceptable subject to the imposition of the suggested conditions and informative.

5.77 **S106 Officer –No Objection**

5.78 Given the scale of the proposed development on this site, it is proposed that the council requests £18,000.00 (plus indexation) towards the provision of and / or improvement to the enhancement of the Informal Open Space facility (improvement to the lighting) at Nuns Way Recreation Ground, Cambridge.

5.79 **Disability Panel Meeting of 4th July 2023**

5.80 It was commented that the disabled toilet on the ground floor be brought to a more obvious location and have a sliding door.

5.81 It was mentioned that, although the term 'DDA compliant' is used to indicate adherence to the standards of the Disability Discrimination Act (2005), the Disability Discrimination Act was replaced by the Equalities Act (2010). It was suggested that seating arms be used to help people to stand up and that the seating be of varied heights with room for a wheelchair alongside. The presenters mentioned that the lifts are not evacuation lifts and that there are refuge points in the stairwells. The working spaces are currently speculative (they will be built as a kind of shell and the tenants will fit them out). In response to a query by the Chair, it was confirmed that there are between 55 – 60 car parking spaces and that, in terms of the cycle parking, there is a charging point for a mobility scooter. The Chair commented that there have been some 'hybrid' designs for the changing room of a toilet to also be used as a changing places toilet and he offered to send the presenters some appropriate links. He also mentioned that he would urge such facilities to be available for use by able bodied members of staff. The Chair concluded the meeting by thanking the presenters for the quality of the presentation.

5.82 **Design Review Panel Meeting 27th of October 2022**

5.83 The Panel supports the objective of the Columbia Threadneedle (CT) brief for this site, of providing and retaining an exemplar building that will be fit for purpose in 25 to 50 years' time. Noting that a full planning application reflecting pre-application and design review feedback is intended to be submitted by Christmas 2022, and that application material is being put together now by the design team, the Panel's fundamental recommendation is that specific sustainability targets should be embedded in its evolving design. If as landowner, CT wants other developers to look at this building and seek to emulate it, there are other specific design elements that the Panel also recommends for review. Priorities include: investigating the potential to remove the proposed podium altogether, so as to achieve the fullest possible integration of new public realm with the existing streetscape; treating the current rooftop elements as an additional, albeit set back floor; and exploring the scope to provide additional landscaping to the south of the building.

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

6.0 **Third Party Representations**

6.1 One representation in objection has cited the following reasons:

- Plans provided online state that environmental travel will be encouraged. While commendable, there will inevitably be some travel by road.
- The plans do not show how much parking will be provided, while detailing that which will be lost.
- Since parking is already a problem in the area, can the parking provision be clarified for this development.

6.2 Three representations in support have raised cited the following reasons:

- The plans from Columbia Threadneedle Investments would redevelop this underutilised site and deliver leading laboratory workspaces to address the current floorspace shortage.
- The proposed development positively contributes to the local economy which is tailored towards life sciences and enhances the existing cluster of life science facilities in Cambridge.
- The proposals are highly sustainable and will contribute a significant biodiversity net gain, using low-carbon materials throughout the design.
- . Whilst using innovative solutions to harvest rainwater and ensure that the building is fully accessible with changing places facilities for those with disabilities within the local community.

7.0 Member Representations

7.1 No member comments.

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

8.0 Assessment

8.1 Principle of Development

8.2 This application seeks planning permission for the Demolition of existing buildings and structures, and erection of building (Class E(g)i/ii) with associated access, site infrastructure, landscaping and car and cycle parking provision.

8.3 There are several other local and national policies that have relevance to the principle of development.

8.4 At a national level, chapter 6 of the National Planning Policy Framework (NPPF 2023) deals with building a strong, competitive economy.

8.5 Paragraph 85 of the NPPF 2023 states that planning policies and decisions should help create the conditions in which businesses can invest, expand and

adapt. Significant weight should be placed on the need to support economic growth and productivity, taking into account both local business needs and wider opportunities for development. The approach taken should allow each area to build on its strengths, counter any weaknesses and address the challenges of the future. This is particularly important where Britain can be a global leader in driving innovation, and in areas with high levels of productivity, which should be able to capitalise on their performance and potential.

- 8.6 Paragraph 87 of the NPPF 2023 states that planning policies and decisions should recognise and address the specific locational requirements of different sectors. This includes making provision for clusters or networks of knowledge and data-driven, creative or high technology industries; and for storage and distribution operations at a variety of scales and in suitably accessible locations.
- 8.7 Paragraph 124 of the NPPF 2023 states that planning policies and decisions should give substantial weight to the value of using suitable brownfield land within settlements for homes and other identified needs, and support appropriate opportunities to remediate despoiled, degraded, derelict, contaminated or unstable land.
- 8.8 The application site is located within the development framework boundary of Cambridge City.
- 8.9 Policy 2 of the Local Plan states the strategy will be to support Cambridge's economy, offering a wide range of employment opportunities, with particular emphasis on growth of the Cambridge Cluster of knowledge-based industries and institutions and other existing clusters in the city, building on existing strengths in 'knowledge-based' activities. Proposals that help reinforce the existing high technology and research cluster of Cambridge will be supported.
- 8.10 Policy 40 of the Local Plan states new offices, research and development and research facilities are encouraged to come forward and will be considered on their merits and alongside the policies in Section Three of the plan.
- 8.11 The site is located within Brookmount Court, which is designated as a Protected Industrial Area as identified on the Policies Map and Policy 41 of the Local Plan 2018.
- 8.12 Policy 41 of the Local Plan states that within protected industrial sites as identified on the Policies Map, development (including change of use) that would result in the loss of floorspace or land within use class B or sui generis research institutes will not be permitted unless:

a. the loss of floorspace would facilitate the redevelopment and continuation of employment uses (within B1(c), B2 or B8 use class) on the site and the proposed redevelopment will modernise buildings that are out of date and do not meet business needs;

or b. the site has been realistically marketed for a period of 12 months for employment uses (within B1(c), B2 or B8 use class), including the option for potential modernisation for employment uses (in use class B1(c), B2 or B8) and no future occupiers have been found, in which case other employment uses will be considered. If other employment uses do not prove possible, then other uses will be considered, subject to their compatibility with surrounding uses.

- 8.13 The existing buildings on site have been in use as offices (class E) and a driving test centre for the DVSA (Sui Generis). The applicant has submitted a marketing evidence statement. The site has been extensively marketed from 2016-2018 at ½ vacant and then from 2018-present at ¾ vacant. The applicant has submitted evidence to demonstrate that the space was actively marketing but the quality of the space does not match the occupiers demands. The Marketing Statement confirmed that the site has been extensively and actively marketed over 8 years by multiple agents, with only one letting being secured the Driving Test Centre. The owner has been unable to attract an office tenant to the site since 2018. Although there is a high demand for employment floor area within Cambridge due to the poor efficiency, size and outdated nature of the existing buildings there is a significant lack of interests of tenants for the existing uses of the building. The proposal would lead to an increase of approx. 7,000 sqm in total employment floorspace.
- 8.14 It is therefore considered in this case that the demolition of the existing three buildings on site is acceptable in principle. The existing buildings are not considered to be fit for purposes and this has been demonstrated by extensive marketing and shown with the existing buildings being ¾ vacant. The proposal would lead to a large increase of floor area and will replace the outdated buildings with a more sustainable, high-quality, life science (Research and Development) building.
- 8.15 There is no in-principal objection to the proposed development, which would accord with Policies 2, 40 and 41 of the Local Plan 2018 and the NPPF 2023 as noted above.
- 8.16 **Skyline of Cambridge**
- 8.17 Policy 60 of the Cambridge Local Plan (2018) aims to protect the existing skyline of Cambridge and sets out a number of criteria which need to be accorded with. Further guidance on how applicants should address each of these criteria is set

out within Appendix F of the Local Plan. The supporting text of Policy 60 states that in developing any proposals for tall buildings, developers should make reference to Appendix F of the plan, which provides a more detailed explanation of the required approach, methodology and assessment to developing and considering tall buildings in Cambridge.

- 8.18 Paragraph F.10(ii) of the Local Plan states that '*within the suburbs, buildings of four storeys and above (assuming a flat roof with no rooftop plant and a height of 13m above ground level) will automatically trigger the need to address the criteria set out within the guidance.*' The current application would trigger these thresholds and therefore Policy 60 is engaged.
- 8.19 The site is located outside of the historic core, as illustrated by Figure F.1 of Appendix F of the Local Plan. The site is a brownfield employment site, consisting of three 1980s buildings previously in use as offices, together with a driving test centre (sui generis) the existing buildings are two storeys in height. Existing units C and D are liner buildings with Units A and B being in a H shape. The immediate land uses around the site includes light and industrial and retail associated within the surrounding employment area, mostly two storey warehouses with associated car parking. To the north-west is Cambridge Regional College and Cambridge Science Park, these buildings mostly range between two and three storeys in height. Beyond to the east are residential properties mostly located in two storeys in height. While the area to the north and east of the site has been identified for redevelopment. The redevelopment is supported by the Draft North East Cambridge Area Action Plan (Draft NEC AAP), published November 2021. The Draft sets of principles to guide development to allocated areas, including height and storeys of development. The area located opposite the site is allocated as landmark building with up to 8 storeys and 25 meters in height. The remaining land opposite is allocated for typically maximum 3-6 storeys.
- 8.20 Paragraphs F.20 and F.21 of the Local Plan list a number of sites which are classified as 'Long to Medium distance views towards Cambridge' and 'Local to short distance views.' Applications for tall buildings should carefully consider other local views on key approach roads. Ultimately, applicants need to submit a document that addresses all of the assessment criteria within Appendix F. The proposal is for a for a new tall building. Therefore, the assessment needs to follow the guidance set out within Appendix F.
- 8.21 This application has been the subject of a Greater Cambridge Design Review Panel, a Disability Consultative Panel and extensive pre application discussions with officers.
- 8.22 Criterion a) of Policy 60: Location, Setting and Context

- 8.23 Paragraph F.29 states that the relationship of the proposed building, or buildings, to the surrounding context needs to be carefully examined. It lists a number of features which need to be assessed as part of a townscape, landscape and urban design appraisal.
- 8.24 The applicant has submitted a Townscape and Visual Impact Assessment (TVIA) prepared by Neaves Urbanism dated October 2023. The TVIA includes both winter and summer analysis. A series of representative views from publicly accessibility locations are provided within Figure 4.1 to 4.8 of the TVIA to assist an understanding of existing visibility, these locations are also illustrated in Figure 5 of the TVIA.
- 8.25 The TVIA illustrates that the 'strategic viewpoints' as shown within Figure F.3 of Appendix F of the Local Plan have been assessed. Strategic viewpoint 12 (view from the junction of the A10 and A14) is located to the northeast of the site just over a kilometre away. Representative view 1 of the TVIA has been taken from a viewpoint at this junction and shown in Appendix A and Appendix D of the TVIA. The proposed development is not visible from this view due to the intervening built form of the Cambridge Science Park.
- 8.26 Strategic viewpoints 4 to 9 (Coton footpath, Granchester meadows, bridge over the M11 near Trumpington, Little Tree Hill the Gogs and Lime Kiln Road) are long distance views from the west and south of the site. The TVIA confirmed that limited glimpsed views may be gained to the upper floor of the building in winter months. However, the building is not tall enough to be discernible from any other of the city greyness and would be read in conjunction with the existing built form associated with the Cambridge Science Park buildings.
- 8.27 Urban design officers have engaged with the applicant team as part of an extensive pre-application process. Officers have been involved in the selection and assessment of views for the TVIA during the pre app process and other Strategic Viewpoints were tested. However, these were not visible and therefore not included. The scheme has also been reviewed by the Independent Greater Cambridge Design Review Panel. As such, it is considered that the proposal would not result in visual harm upon the skyline of Cambridge when viewed from the 'strategic viewpoints' as shown in Figure F.3 of Appendix F.
- 8.28 The proposal is more visible from short-medium views. The TVIA contains photomontages to show the change of visibility through a series of kinetic viewpoints, the location of the viewpoints can be seen within Figure 5 of the TVIA. The photomontages show views in both the summer and winter and show visuals for the area's allocated within the Draft NEC APP Masterplan and the proposed landmark building. Visual receptors were also located at these viewpoints.

- 8.29 Viewpoints 2a, 2b, 2c are located along Kings Hedges Road to the southeast of the site. The photomontages provided for these views shows approaching the building in the context of two storey residential buildings. The views show that the proposal would in keep with the surrounding townscape noting that the proposed development is set back from the street scene providing a positive active frontage to Kings Hedges Road. Views of the upper floor would be present at some points higher than the exiting residential properties. However, some of the views would be concealed by existing vegetation. Further, the landmark building would be retained as the more prominent feature in this setting.
- 8.30 Viewpoints 3a, 3b, 3c are located along Kings Hedges Road to the northeast of the site. The photomontages provided for these views shows approaching the building in the context of the nearby residential properties and the Travis Perkins buildings. When traveling along Kings Hedges Road the upper storeys of the proposal becomes more prominent over the ridge height of the Travis Perkins building. Although the building does become more prominent the active frontage and building being located set back frontage provides an area of the public realm that enhances the townscape.
- 8.31 Viewpoints 4 and 5 and located within the surrounding residential properties to the southwest of the site, Armitage Way and Amwell Road. The photomontages demonstrate that there would be glimpsed views of the top of the proposed building in the winter months behind the intervening vegetation and built form. These views are not considered to materially alter the townscape due to more minor views.
- 8.32 Viewpoint 6 has been taken from a footpath within Nuns Way Park, close to the residential properties that frame the south-west boundary of the park. The photomontages show that the upper floors of the proposed building would be visible particularly in winter months behind the existing treeline within the park. The Landscape Officer commented that the impacts of this view will not result in a beneficial outcome but a rather a moderate adverse one due to the scale and massing. However, the Landscape Officer then stated that this is occurring within a setting which can withstand the level of change noting the building will be viewed in the context of the Draft NEC APP masterplan. Further, the building has been well designed with the façade fins to help blend into the context of the mature trees.
- 8.33 Viewpoints 7 and 8 are taken to the southeast of the site. There are some limited views of the proposal in the winter from however, these views relatively minor.
- 8.34 Viewpoint 9 is located at St Kilda Avenue so the southeast of the site shows that there would be views of the upper floor of the proposal located above the two

storey residential properties and a three-storey flat block. These views are not considered to be overly prominent or out of context.

- 8.35 Viewpoint 10 is taken from the north of the application site taken from the Cambridge Science Park from a combined footpath/cycleway. These views are the most prominent within the townscape as are taken in front of the building. Although there is some screening by vegetation, the proposed building scale and mass is largely noticeable within the townscape. The glazing of the building is broken up by the external vertical fins, which extends to the top of the building's shoulders. Further, the landmark building would screen the western side of the proposed building. The large scale and massing of the proposal is noticeable and will lead to some slight level of harm however, the location of the building is within an area that can withstand the level of change.
- 8.36 Viewpoint 11 is taken from outside Cambridge College, along the western pavement of Kings Hedges Drive. The proposed development would be seen taller in context than the existing Travis Perkins Building. Although the building is taller it is considered that does create an improving feature upon the skyline and the building does not out of character with the context.
- 8.37 The TVIA also contains VU.City model shot locations shown at approx. 500 meters or so away from the application site. Shot locations A, B, C, E and F confirm the proposed building cannot be seen from these locations due to screening by existing building or vegetation. Location D confirms there would be some minor glimpses from the rooftops above the vegetation. Overall, these the proposal will not be harmful in the more medium length views.
- 8.38 Through the TVIA process the visual receptors tested in order to create the proposal appropriate in terms of height, mass, setback and material. The tables on pages 23 and 24 of the TVIA provide a summary of the impacts on the development on the visual receptors. The table concludes that the proposal would lead to either moderate and beneficial effects and minor beneficial effects. Whilst officers agree with many of the beneficial findings, we do feel that there is a slight level of harm caused by the scale and mass in some of the more prominent views. However, there are in the minority and occurring in a setting which can withstand the level of change and impact.
- 8.39 In summary, the site cannot be seen from the longer strategic views. In the more medium length views of approx. 500 meters or so the site either cannot be seen and if so, just glimpses from the rooftops above the vegetation. Some of the more shorter-term views do lead to substantial changes at some points such as the view from the Cambridge Science Park, however, the site is located within an area that can withstand the level of change and impact. The submitted TVIA and accompanying photomontages clearly sets out the implications of the proposal in

respect to the local context of the area, and demonstrates the impact which would result, as directed by criterion a) of Policy 60

8.40 Criterion b) of Policy 60: Impact upon the historic environment

8.41 The application site does not fall within or near any listed buildings or conservation area. Therefore, due to separation by distance the proposal will not lead to any material harm upon any historic environments. The proposal is therefore in accordance with criteria b) of Policy 60 of the Local Plan.

8.42 Criterion c) of Policy 60: Scale, Massing and Architectural Quality

8.43 Paragraph F.40 of Appendix F states that proposal should demonstrate through drawings, sections, models, computer-generated images (CGIs) etc., the design rationale of the building and how the form, materials and silhouette of the building will deliver a high-quality addition to the city which will respond positively to the local context and skyline.

8.44 In addition to the TVIA, the applicant has submitted a Design and Access Statement (DAS) prepared by The Fairhurst Design Group dated October 2023. This document outlines the rationale behind the architectural qualities and design approach for the proposal.

8.45 The proposed single building is of a fair-sized scale and massing. The building would be constructed of four storeys in height with a ground floor basement area for car and cycle parking and on the roof top area which would consist of plant machinery, PV panels, a function room, lifts, and roof terrace. The total width of the front northern elevation measures 77.0 meters, the total height of the upper roof measures 22.0 metres, the fourth-floor height measures 17.4 meters and the depth is 22.8 meters. To the front of the building towards Kings Hedges Road consists of an entrance terrace, podium and soft landscaping areas. To the rear lies a service yard and including a ramp down to the basement and soft landscaping areas.

8.46 The proposed development is for a single building of a larger scale and massing than the existing buildings. However, this must be taken into consideration with the surrounding context. To the northeast of the site across Kings Hedges Road and within the AAP area is the general location for a 'Local Landmark Building' in the draft Northeast Cambridge AAP. This is indicated to up to 25 meters in height. Although the Local Landmark Building is only in draft form the proposal is considered to appear subservient and appropriate in height and context.

- 8.47 The proposed building is set back from the front adjacent highway by 11.8 meters. This allows for a landscaping, podium and outdoor seating to be located in front of proposed building. Further, by the building being set back from the adjacent highway prevents an overly imposing effect upon the street scene and wider townscape. The rooftop plant and function room being also set back from the northern edge, reducing the visual prominence along King Hedges Road. The building is of an attractive high-quality design. The glazing around the building is broken up by the vertical fins and the colour of the fins of the building façade reflects the mature tree cover present around the landscape and helps to blend the building within the context. In terms of massing, the proposed building has been designed to have a long and low façade.
- 8.48 The information provided in respect to criterion c) is acceptable given the scale and massing of the building in relation to the context of the site. The application has successfully demonstrated that the proposal would provide a development of high architectural quality and an acceptable scale and massing. As such, the proposal is in accordance with criterion c) of policy 60.
- 8.49 Criterion d) of Policy 60: Amenity and Microclimate
- 8.50 Criterion d) requests tall buildings to respect the amenities of neighbouring properties, in regards to overlooking, overshadowing and overbearing impacts. These matters will be discussed in further detail under the below section 'Amenity'.
- 8.51 Criterion e) of Policy 60: Public Realm
- 8.52 The design of space around buildings is crucial in the creation of a good public realm. Tall buildings need to be sensitively located so that they relate well to the space around them.
- 8.53 The proposal will lead to considerable improvements to the public realm. Landscaping will be situated on three sides of the building that are all visible by the public realm. The landscaping to the front by Kings Hedges Road will create a high-quality space, informal meeting space and outdoor seating that can be used by pedestrians.
- 8.54 The servicing and delivery and vehicle access via Kilmaine Close has been designed with landscaping to enhance the public realm and to make visually a high quality of design. The side of the building facing Kirkwood Road is set back from the road with a designated cycle ramp which is also accompanied with soft landscaping planting.

8.55 During the pre app discussion officers requested to reduce the height of the podium to 450mm to ensure that the buildings frontage is better integrated with the public realm along King's Hedges Road and improving visibility and accessibility for pedestrians and cycling. This revisions accords with the comments made by the Design Review Panel.

8.56 In summary, the information has been provided in order that the proposal will lead to enhancements to the public realm in this instance and is in accordance with criterion e) of Policy 60.

8.57 Conclusion

8.58 In conclusion, the application contains a sufficient level of information within the TVIA and supplementary photomontages and DAS, which successfully demonstrates that the proposed roof extension would not significantly intrude the skyline of Cambridge and would in fact be an enhancement. The proposal is therefore in accordance with Policy 60 and the guidance as set out within Appendix F of the Cambridge Local Plan 2018.

8.59 **Design, Layout, Scale and Landscaping**

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

8.61 These policies build upon the principles outlined within the above section in respect of Policy 60.

8.62 The proposals scale, design and massing are suitable within the context, as explained above. The layout consists of a basement level including car parking cycle parking and a lift. The ground floor includes an entrance terrace, reception, two units, a service yard and ramp to car park to basement to the rear. A first, second and third floor level each comprising of two units and a rooftop with a biodiversity green roof, roof terrace, function rooms and MEP plant spaces. The internal layout has been designed to accommodate a range of possible Life Sciences needs and occupiers. Emergency access staircases are provided in the western and eastern ends of each floor. The proposed layout is acceptable.

8.63 Landscaping

- 8.64 The proposal has an entrance terrace podium and landscaping located in front of the building. Landscaping has also been introduced to the rear of the building around the service yard and ramp to the basement. Further, a rooftop terrace with additional landscaping has been provided as an additional quality amenity space for the users of the building.
- 8.65 The front facing landscaped podium and terrace at ground floor level creates an attractive and useable buffer between the busy Kings Hedges Road/Guided Busway and the front of the building and provides publicly accessible seating areas and planting. This is an improvement to the public realm as will lead to an improvement in the overall character and will also provide a functional amenity space. Most of the podium and roof planting will be presented in large permanent planters which will include irrigation to ensure establishment and longevity. The water for the irrigation will be integrated within the site's rainwater attenuation and harvesting system.
- 8.66 The proposal has benefited from a successful collaborative pre-application process with the Landscape Officer and responded positively when changes were needed.
- 8.67 As a result, the final design and strategies are acceptable as confirmed with a no objection from the Landscape Officer. The Landscape Officer suggested conditions of Hard and Soft Landscaping, Tree Pits and Biodiverse Roofs, which is reasonable in this instance.
- 8.68 Materials
- 8.69 The entrance terrace is stated to have grey colour walls and paving, external walls will be constructed with fibre cement cladding panels, glazing areas are minimised with no more than 40% of the building's envelope will be glazed and architectural fins will be constructed PPC aluminium. The Urban Design Officer requested that conditions should be applied for additional information on the materials, these will be applied.
- 8.70 Design Review Panel
- 8.71 The proposal went before the Greater Cambridge Design Review Panel on the 27th of October 2022. The panel confirmed support for the objective of the scheme. The Design Review Panel suggested priorities that included the removal of the proposal podium so as to achieve the fullest possible integration of the new public realm, treating the current rooftop as an additional, albeit set back floor area exploring the scope to provide additional landscaping to the south of the building.

- 8.72 The podium has been significantly lowered to 450mm which then ensures that the building frontage is better integrated with the public realm along King's Hedge's Road and improving visibility and accessibility for pedestrians and cyclists. Further, improvements have been made to the layout of the planters along the front terrace and visitor cycle spaces and landscaping treatment to the frontage to create a more defined place to sit and enjoy. A rooftop terrace has also been provided as an additional quality amenity space for the users of the building set back from the front facing area. Additional landscaping has been provided to the south of the building around the service yard improving the quality of the public realm.
- 8.73 Overall, the proposed development is a high-quality design that would contribute positively to its surroundings and be appropriately landscaped. The proposal is compliant with Cambridge Local Plan (2018) policies 55, 56, 57, and 59 and the NPPF.
- 8.74 **Trees**
- 8.75 Policy 59 and 71 seeks to preserve, protect and enhance existing trees and hedges that have amenity value and contribute to the quality and character of the area and provide sufficient space for trees and other vegetation to mature. Para. 136 of the NPPF seeks for existing trees to be retained wherever possible.
- 8.76 The application site is not located within any Tree Preservation Orders (TPOs) nor are any of the tree's protected by virtue by being located within a conservation area. The application is accompanied by a Tree Survey and Arboricultural Impact Assessment dated October 2023.
- 8.77 The Council's Tree Officer has advised that the removal of all trees from the site is disappointing, especially the Category B trees along Kirkwood Road that contribute significantly to public amenity. However, given the pre-app consultation with landscape officers and the positive response to green improvements on site there are no formal objections.
- 8.78 The proposal would lead to removal of four trees set facing along Kirkwood Road and two trees in the site for the ramp down to the basement. Four of these trees are identified as being Category C (low value), one tree is identified as Category B (moderate value) and one is identified as Category U (unretainable).
- 8.79 Consequently, the removal of these trees is considered to cause some minor harm end of harm to the character. Although this is regrettable this must be balanced by the significant landscape improvements, biodiversity net gain, public realm and ecological enhancements that the proposal will bring to the area. It

should also be noted that the four front facing trees facing on to Kings Hedges Road will remain and conditions of tree protection measures and arboricultural accordance with the method statement will be applied to ensure that these trees are protected retained.

8.80 Subject to conditions as appropriate, the proposal would accord with policies 59 and 71 of the Local Plan.

8.81 **Carbon Reduction and Sustainable Design**

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

8.83 Policy 28 states development should take the available opportunities to integrate the principles of sustainable design and construction into the design of proposals, including issues such as climate change adaptation, carbon reduction and water management. The same policy requires new residential developments to achieve as a minimum water efficiency to 110 litres pp per day and a 44% on site reduction of regulated carbon emissions and for non-residential buildings to achieve full credits for Wat 01 of the BREEAM standard for water efficiency and the minimum requirement associated with BREEAM excellent for carbon emissions.

8.84 Policy 29 supports proposals which involve the provision of renewable and / or low carbon generation provided adverse impacts on the environment have been minimised as far as possible.

8.85 The application is supported by a Design and Access Statement, BREEAM Pre Assessment, Sustainability Statement and an Energy and Carbon Reduction Statement.

8.86 The overall approach sustainability is supportable. A range of measures and targets for the scheme have been proposed including:

- Proposals to clad the external walls in fibre cement cladding panels with which are referred to as having cradle to cradle recyclability.
- The integration of external shading into the façade design, with the use of fins alongside the use of low g-value glazing.
- Enhanced landscaping around the building and the use of a green roof.

- Targeting a BREEAM outstanding rating with a score of 93.04% using a Shell and Core assessment. This represents an improvement on the requirements of policy which is to be welcomed.
- Achievement of all 5 Wat01 credits and indeed all 9 water credits available in BREEAM. This includes Wat04 which relates to process water loads and delivering a meaningful reduction in these loads. Water recycling is to be incorporated with a number of options currently being considered. A water plant room is shown on the basement floor plan along with the location of the SuDS tank. Given the extent of water stress facing the area, bespoke condition wording related to the submission of a final water efficiency specification to achieve the required 5 Wat01 credits is recommended above.
- Achievement of the WELL Gold standard, WiredScore Gold and an ActiveScore of Gold (with aspirations for platinum for all 3).
- A functional adaptability study has been carried out to ensure that the building is adaptable to other uses.
- With regards to energy and carbon reduction, the scheme has been designed following the energy hierarchy. From an energy efficiency perspective, the scheme has been designed using LETI fabric u-values and g-values, includes the use of mechanical ventilation with heat recovery (MVHR) and uses LED lighting throughout. A 15% reduction in emissions from energy efficiency measures
- Air source heat pumps and around 124 m² of photovoltaic panels are also specified and achieve a further 14% reduction in carbon emissions. Overall, a 29% reduction in carbon emissions beyond the Part L 2021 compliant baseline is predicted (from 24 tCO₂/year to 17.1 tCO₂/year). The illustrative location of the photovoltaic panels is shown on the proposed roof plan.

8.87 The application has been subject to formal consultation with the Council's Sustainability Officer who raises no objection to the proposal stating the approach is welcome, and the scheme is supported from sustainable design and construction perspective. The Sustainability Officer suggested conditions of BREEAM Design Stage Certification, BREEAM Post Construction Certification which is considered to be acceptable in this instance. Additionally, officers have suggested a water-in-use condition and the materials condition to include consideration of the Urban Heat Island effect.

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

8.89 **Water Management and Environmental Impacts**

8.90 Water Environment (Water Framework Directive) (England and Wales) Regulations 2017 Regulation 33 places a statutory duty on public bodies, including district councils, to have regard to the river basin management plan for that district.

- 8.91 Paragraph 20 of the NPPF sets out that 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, and climate change mitigation and adaptation.
- 8.92 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.
- 8.93 Paragraph 180 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.”
- 8.94 The Planning Practice Guidance (PPG) also contains a section on water supply, wastewater, and water quality. This highlights that the Water Environment Regulations 2017 set out requirements to, amongst other things, protect, enhance and restore water bodies to ‘good’ status (NPPG, 34-001-20161116).
- 8.95 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, but that there are exceptions that may require water supply to be considered through the planning application process, including whether a plan requires enhanced water efficiency in new developments (NPPG, 34-016- 20140306). Cambridge LP 2018 policies 28 and 31 provide for the water efficiency related exception allowing for water supply to be considered.
- 8.96 More generally, and whilst not forming part of a consultation response to this application, the EA have set out that reductions in water use and increases in supply are required to mitigate the risk to water bodies and ensure abstraction is at a sustainable level. Cambridge Water’s draft Water Resource Management Plan (dWRMP24) is intended to ensure there is a sustainable supply of potable water to meet existing and planned demand, however the EA have significant unresolved concerns about the ability of Cambridge Water to achieve this. These set out that the risk of deterioration to water bodies is most acute in the period 2025-2032, where Cambridge Water rely on demand management options.
- 8.97 Noting the Governments recent establishment of a Water Scarcity Group, the EA’s response to the revised dWRMP24 makes clear that although there is now a significant focus at a national level to resolve Cambridge’s water scarcity issues and the associated risk of deterioration, at this point in time, a satisfactory suite of measures required to overcome the EA’s and Natural England objections to the dWRMP24 have not been confirmed.

- 8.98 In this case, and given the scale of the development (7,175m² of Life Sciences and a total increase of 9,920m²), the applicant has provided supporting information which demonstrates that the increased pressure on water resources would be very low. The impacts can be minimised with planning conditions which are based upon a water strategy / water cycle study. It is notable that the EA have not objected to the application.
- 8.99 The proposal seeks achievement of all 5 Wat01 credits and indeed all 9 water credits available in BREEAM. This includes Wat04 which relates to process water loads and delivering a meaningful reduction in these loads. Water recycling is to be incorporated with a number of options currently being considered. A water plant room is shown on the basement floor plan along with the location of the SuDS tank. The site will meet the requirements for Policy 28 of the Cambridge Local Plan, with full credits achieved for Wat 01 (Water Consumption), demonstrating a 55% improvement in water consumption.
- 8.100 The Council's Sustainability Officer has raised no objection to the application subject to a suite of compliance conditions ensuring the water efficiency measures are implemented. The impacts can be minimised with planning conditions which are based upon a water strategy / water cycle study. It is notable that the EA have not objected to the application.
- 8.101 The application will result in a very small increase in water demand which will cumulatively add to the strain on water resources and the environment more generally, however, officers are of the view that the applicants have, within their control, appropriately addressed the issue of water demand and sought to minimise the environmental impacts of their scheme. Overall, accepting that there will be some very limited harm arising from additional strain on water resources, this matter is for Committee in exercising their planning judgement when weighing in the balance the planning benefits of the scheme that would arise. Officers' view is that the planning balance in this regard is favourable, in consideration of the requirements and the extent of the scheme's compliance with policies 28, 31 and 70, the Greater Cambridge Sustainable Design and Construction SPD 2020 and NPPF and NPPG advice as set out above.

8.102 **Biodiversity**

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

- 8.104 In accordance with policy and circular 06/2005 'Biodiversity and Geological Conservation', the application is accompanied by an Ecological Appraisal and a Biodiversity Net Gain Report.
- 8.105 The application has been subject to formal consultation with the Council's Ecology Officer, who raises no objection to the proposal. The Ecological Officer stated that they were content with survey effort and baseline Biodiversity Net Gain (BNG) plan. The proposed landscaping including green roof provides a potential BNG in excess of the mandatory 10% BNG requirement. The submitted report states that given the limited extent of biodiversity value the site currently holds the proposal would lead to a BNG increase of 68.9%. The detailed delivery, final BNG percentage and monitoring can be secured via the standard BNG condition.
- 8.106 The Ecological Officer then requested that the proposed species-specific enhancements are captured within the standard bird and bat box condition to detail number, locations and specification, with reference to Biodiversity SPD, this condition is considered to be reasonable.
- 8.107 The Ecological Officer stated that proposed S106 contribution for lighting improvements on Nuns Way Recreation ground. This is supported but provided the new lighting scheme seeks to reduce existing lux levels onto path boundary vegetation and trees within the park that provide foraging and commuting corridors for local bat species. This is noted, when drafting the s106 it will be noted that the lighting installed should be ecological sensitive.
- 8.108 Natural England confirmed a no objection and stated that based on the plans submitted, Natural England considers that the proposed development will not have significant adverse impacts on statutorily protected nature conservation sites or landscapes.
- 8.109 In consultation with the Council's Ecology Officer, subject to an appropriate conditions, officers are satisfied that the proposed development would not result in adverse harm to protected habitats, protected species or priority species and achieve a biodiversity net gain. Taking the above into account, the proposal is compliant with 57, 69 and 70 of the Cambridge Local Plan (2018).
- 8.110 **Water Management and Flood Risk**
- 8.111 Policies 31 and 32 of the Local Plan require developments to have appropriate sustainable foul and surface water drainage systems and minimise flood risk. Paras. 159 – 169 of the NPPF are relevant.

- 8.112 The application site is located within flood zone 1 (low risk). There is however, surface water flooding shown on the boundaries of the site to the north Kings Hedges Road and the west Kilmaine Close.
- 8.113 The applicants have submitted the following documents in relation to Water Management and Flood Risk;
- Flood Risk Assessment, Delta-Simons, Dated: October 2023
 - Sustainable Urban Drainage Systems Strategy Part 1, Heyne Tillet Steel, Rev: 2, Dated: January 2024
 - Sustainable Urban Drainage Systems Strategy Part 2, Heyne Tillet Steel, Rev: 2, Dated: January 2024
 - Sustainable Urban Drainage Systems Strategy Part 3, Heyne Tillet Steel, Rev: 2, Dated: January 2024 Flood Risk Assessment by Delt-Simons, dated Dated: October 2023,
- 8.114 The application has been subject to formal consultation with Anglian Water, the Environment Agency and the Lead Local Flood Authority, with no objection raised to the proposed development, subject to conditions requiring details of surface water drainage.
- 8.115 The Local Lead Flood Authority (LLFA) were consulted on the proposal and confirmed a no objection in principle to the proposed development. The submitted documents demonstrate that surface water from the proposed development can be managed through the use of blue roofs, permeable paving and an attenuation tank, restricting surface water discharge to 22l/s for the 1 in 100-year storm + 40%CC. The LLFA is supportive of the use of permeable paving as in addition to controlling the rate of surface water leaving the site it also provides water quality treatment. Blue and green roofs also provide biodiversity benefits.
- 8.116 In consultation with the Lead Local Flood Authority and other relevant technical consultees, officers consider it reasonable and necessary to impose a condition requiring a detailed design of the surface water drainage scheme for the site to ensure the development can be adequately drained and that there is no increase flood risk on or off site. The condition will include the requirement to provide details of maintenance/adoption of the surface water drainage system.
- 8.117 A condition requiring details of how additional surface water run-off from the site will be avoided during the construction phase is also considered necessary to ensure surface water is managed appropriately during construction.
- 8.118 In terms of foul water drainage, no objection has been raised by Anglian Water.

- 8.119 Officers consider it reasonable and necessary to impose a condition requiring the submission of a scheme for the provision and implementation of foul water drainage to reduce the risk of pollution to the water environment and to ensure a satisfactory method of foul water drainage for the site.
- 8.120 Subject the recommended conditions, officers are satisfied that the applicants have suitably addressed the issues of water management and flood risk, and subject to conditions the proposal is in accordance with Local Plan policies 31 and 32 and NPPF advice.
- 8.121 **Highway Safety and Transport Impacts**
- 8.122 Policy 80 supports developments where access via walking, cycling and public transport are prioritised and is accessible for all. Policy 81 states that developments will only be permitted where they do not have an unacceptable transport impact.
- 8.123 Para. 115 of the NPPF advises that development should only be prevented or refused on highways grounds if there would be an unacceptable impact on highway safety, or the residual cumulative impacts on the road network would be severe.
- 8.124 The application is supported by a Transport Assessment, Transport Traffic Construction Management Plan, Road Safety Audit and Transport Modelling.
- 8.125 The location is very well connected to Cambridge City cycle network, with segregated cycle routes along the Cambridge Guided Busway (CGB). Links have recently been constructed to Waterbeach along the Mere Way, with future provision of the Waterbeach greenway, and cycle routes into Cambridge along Milton Road to be constructed. There are existing cycle lanes on Kings Hedges Road, as well as a network of paths and routes that connect to Arbury Road.
- 8.126 The applicant has established the trip generation for the existing building, and the proposed building to then outline the increase in trips to and from the building. The methodology is agreed with the County Council.
- 8.127 The existing buildings generate 37 two-way vehicle trips in the AM peak and 33 in the PM peak. The proposed building will generate fewer vehicle trips with 33 two-way trips in the AM peak and 23 in the PM peak. This is lower than the existing and conforms to the requirements of the Transport Position Statement.

- 8.128 The total person two-way trips are expected to be 87 in the AM peak and 60 in the PM peak. Of these in the AM peak 20 are cycles, 10 walking and 18 by bus.
- 8.129 The proposed building is adjacent to the area of the North East Cambridge (NEC) Area Action Plan (AAP). The transport infrastructure is being improved in the area, which will enable the car mode share to fall, and for additional development to come forward in a way that would enable trips to and from the area to be by non-car modes.
- 8.130 The development will increase the number of pedestrian, cycle and public transport trips to the site. The Transport Evidence Base determines that with the additional infrastructure in the area then it is possible for the additional development in the area to be bought forward.
- 8.131 The application has been subject to formal consultation with Cambridgeshire County Council's Local Highways Authority and Transport Assessment Team, who raise no objection to the proposal subject to conditions and S106 mitigation. Additional information transport and highway information was provided through the application process to overcome concerns raised.
- 8.132 Subject to conditions and S106 mitigation as applicable, the proposal accords with the objectives of policy 80 and 81 of the Local Plan and is compliant with NPPF advice.
- 8.133 **Cycle and Car Parking Provision**
- 8.134 Cycle Parking
- 8.135 The Cambridge Local Plan (2018) supports development which encourages and prioritises sustainable transport, such as walking, cycling and public transport. Policy 82 of the Cambridge Local Plan (2018) requires new developments to comply with the cycle parking standards as set out within appendix L. To support the encourage sustainable transport, the provision for cargo and electric bikes should be provided on a proportionate basis.
- 8.136 Most of the cycle parking is within the basement and is accessed via a cycle only ramp from the cycle path at the front of the building. A total of 266 cycle parking spaces are provided for the full site with 40 of these at the front of the site, which will be available for visitors and staff.

- 8.137 The cycle parking provided is in excess of the Cambridge cycle parking standards of 1 space per 30sqm, which would require 239 spaces. With a potential 179 staff in the building at any one time this allows for all staff to cycle.
- 8.138 The cycle parking is proposed to be a mixture of Sheffield stands and double stackers, with lockers, showers and changing facilities to be provided. This will help to encourage staff to cycle to and from work. A condition is applied to provide specific details of the cycle facilities prior to occupation.
- 8.139 The applicant is proposing to provide a new Toucan crossing over Kings Hedges Road. This will improve accessibility to the building and cycle parking for pedestrians and cyclists. It is noted that the crossing design has been agreed by Highways Development Management.
- 8.140 Car parking
- 8.141 Policy 82 of the Cambridge Local Plan (2018) requires new developments to comply with, and not exceed, the maximum car parking standards as set out within appendix L.
- 8.142 The proposal would lead to 63 car parking spaces on site within the basement. The provision of 63 car parking spaces is a reduction from the current provision of 75 parking spaces on the site, and is one car parking space per 114 sqm. This aligns with the NEC AAP policy, and restricts the mode share by car and follows the guidance of the Transport Position Statement. The car parking will be allocated to those with limited mobility and car sharing in priority.
- 8.143 The Transport Assessment details the trip rates and accumulation of use of the car park throughout the day. This shows that the car park is expected to have sufficient capacity and that there will not be any overspill parking on surrounding streets.
- 8.144 The Greater Cambridge Sustainable Design and Construction SPD outlines the standards for EV charging at one slow charge point 1 per 1,000m² of floor space for fast charging points; 1 per 2 spaces for slow charging points and passive provision for the remaining spaces to provide capability for increasing provision in the future. Electric Charging has been included as a condition.
- 8.145 Subject to conditions, the proposal is considered to accord with policy 82 of the Local Plan and the Greater Cambridge Sustainable Design and Construction SPD.
- 8.146 **Amenity**

- 8.147 Policy 35 and 55 seek to preserve the amenity of neighbouring and / or future occupiers in terms of noise and disturbance, overshadowing, overlooking or overbearing and through providing high quality internal and external spaces.
- 8.148 Further, part d of Cambridge City Local Plan Policy 60 protects against adverse amenity and microclimate outcomes stating that application should be assessed to demonstrate that there would be adequate sunlight and daylight within and around the proposed development.
- 8.149 The application is accompanied by a Daylight/Sunlight Technical Note prepared by Hollis dated October 2023.
- 8.150 The application site immediate context comprises of industrial, and retail uses to the east, west and south with the Cambridge Science Park to the north over Kings Hedges Road. The nearest residential buildings to the site are approx. 46 metres away to the east being 198a Kings Hedges Road, and circa 90 meters away to the west, comprising the house to the east of Amwell Road.
- 8.151 The Daylight/Sunlight Technical note confirmed that that the proposed development will not cause any adverse impacts on the levels of daylight and sunlight received by the nearest adjacent dwelling (198a Kings Hedges Road). The report states that the results of the test fully meet the BRE guide target criteria for all windows and rooms in the nearest residential property of 198a Kings Hedges Road.
- 8.152 The proposed upper-floor windows would be used by the life sciences, and it is not considered that given the commercial use of these there would be any impairment of neighbouring privacy in terms of overlooking.
- 8.153 Following the pre application discussions the proposal now includes a roof top terrace. Conditions are applied that the terraced is used only during working hours, a privacy screen details and no applied music to ensure the terrace will not harm the amenity of nearby properties.
- 8.154 The proposal would not lead any harm to any residential properties within the nearby locality. The proposal, therefore, meets the policy requirement of Local Plan Policy 60.
- 8.155 **Construction and Environmental Impacts**

- 8.156 Policy 35 guards against developments leading to significant adverse impacts on health and quality of life from noise and disturbance. Noise and disturbance during construction would be minimized through conditions restricting construction hours and collection hours to protect the amenity of future occupiers. These conditions are considered reasonable and necessary to impose.
- 8.157 The applicant has provided an Air Quality and Odour Risk Assessment prepared by Delta-Simons dated October 2023.
- 8.158 The Council's Environmental Health team have assessed the application and confirmed the application is acceptable subject to the imposition of the conditions of noise – plant/ machinery/ equipment, operation collection and deliveries, odour and noise control: specialist equipment, EV charge point scheme, artificial lighting. Further, conditions are suggested on submission of preliminary contamination assessment, submission of site investigation report and remediation strategy, implementation of remediation, completion report, material management plan, unexpected contamination and construction management plan.
- 8.159 All of these conditions are recommended by officers to safeguard the amenities of neighbouring properties and future occupiers. An informative is recommended for the demolition/ construction noise and vibration.
- 8.160 Overall, it is considered that for the above reasons, and subject to the above conditions, the proposed development would not result in any significant noise impact, pollution or disturbance upon the amenities of the neighbouring properties. As such, the proposal is in accordance with Policy 35 of the Cambridge Local Plan 2018.
- 8.161 Summary
- 8.162 The proposal adequately respects the amenity of its neighbours and of future occupants and is considered that it is compliant with Cambridge Local Plan (2018) policies 35.
- 8.163 **Third Party Representations**
- 8.164 The remaining third-party representations not addressed in the preceding paragraphs are summarised and responded to in the table below:

Third Party Comment	Officer Response
<p>Plans provided online state that environmental travel will be encouraged, there will inevitably be some travel by road.</p> <p>The plans do not show how much parking will be provided, while detailing that which will be lost.</p> <p>Since parking is already a problem in the area, can the parking provision be clarified for this development.</p>	<p>The proposal would lead to 63 car parking spaces on site within the basement. The provision of 63 car parking spaces is a reduction from the current provision of 75 parking spaces on the site and is one car parking space per 114 sqm.</p> <p>The submitted Transport Assessment details the trip rates and accumulation of use of the car park throughout the day. This shows that the car park is expected to have sufficient capacity and that there will not be any overspill parking on surrounding streets.</p> <p>The development will increase the number of pedestrian, cycle and public transport trips to the site.</p> <p>The development will provide significant Transport improvements by contributions to the wider area.</p>
<p>The plans from Columbia Threadneedle Investments would redevelop this underutilised site and deliver leading laboratory workspaces to address the current floorspace shortage.</p>	<p>This is noted, the redevelopment of the site to delivery laboratory workspaces shortages and this is a benefit of the scheme.</p>
<p>The proposed development positively contributes to the local economy which is tailored towards life sciences and enhances the existing cluster of life science facilities in Cambridge</p>	<p>The economic benefits of the proposal to the local economy and science facility in Cambridge are clear benefits of the scheme.</p>
<p>The proposal is highly sustainable and will contribute to a significant biodiversity, using low-carbon materials throughout the design.</p>	<p>The sustainability benefits and ecological net gain are included as benefits to the proposal within the planning balance.</p>
<p>Whilst using innovative solutions to harvest rainwater and ensure that the building is</p>	<p>The sustainability benefits of providing rainwater harvesting is a benefit of the scheme. Further, it is</p>

fully accessible with changing places facilities for those with disabilities within the local community.	acknowledged the building is fully accessible and the proposal has been before the disability panel.
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8.165 Planning Obligations (S106)

8.166 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.

8.167 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.

8.168 Policy 85 states that planning permission for new developments will only be supported/permitted where there are suitable arrangements for the improvement or provision and phasing of infrastructure, services and facilities necessary to make the scheme acceptable in planning terms.

8.169 Heads of Terms

8.170 The Heads of Terms (HoT’s) as identified are to be secured within the S106 and are set out in the summary below:

Obligation	Contribution / Term	Trigger
Transport	A total contribution of £345,000 to strategic infrastructure to be allocated to the Milton Road corridor improvement scheme.	Prior to commencement
		Prior to Commencement

Nuns Way Recreational Ground	£18,000.00 towards the provision to the enhancement of the Informal Open Space Facility at Nuns Way Recreational Ground	
S106 Administration, Monitoring and Compliance	£2,200 towards the monitoring and administration of the S106. Additional further fee of £500 for each instance where the Council is required to provide written confirmation of an obligation.	

- 8.171 Cambridgeshire County Council Transport Assessment Team commented that the development will increase the number of pedestrian, cycle and public transport trips to the site. The Transport Evidence Base determines that with the additional infrastructure in the area then it is possible for the additional development in the area to be bought forward.
- 8.172 The Transport Assessment Team has set out that a financial contribution is required as part of the proposal development. A total contribution of £345,000 to strategic infrastructure to be allocated to the Milton Road corridor improvement scheme. Of this a sum of £10,000 for additional parking restrictions in the surrounding area, to implement a new Toucan crossing over Kings Hedges Road, to implement a new dropping crossing at the junction of Kirkwood Close with Kilmaine Close and a potential contribution of £50,00 to be used for a Travel Plan management and monitoring. The applicants have not agreed to the total figure and all of the mitigation sought and wish to further negotiate and agree the mitigation package. As part of the recommendation on this application, officers seek delegated authority to settle the final S106 transport package in consultation with the County Council.
- 8.173 Cambridge City Council Developer Contributions Monitoring Unit commented on the proposal that the proposal is adjacent to Nuns Way Recreation Ground. Given the scale of the proposed development on this site, it is proposed that the council requests £18,000.00 (plus indexation) towards the provision of and / or improvement to the enhancement of the Informal Open Space facility (improvement to the lighting) at Nuns Way Recreation Ground, Cambridge. As mentioned above the Ecological Officer requested that the improvement to the lighting are ecological sensitive this is noted and will be included.
- 8.174 The planning obligations are necessary, directly related to the development and fairly and reasonably in scale and kind to the development and therefore the Planning Obligation passes the tests set by the Community Infrastructure Levy

Regulations 2010 in are in accordance with policy 85 of the Cambridge Local Plan (2018).

8.175 **Other Matters**

8.176 Bins

8.177 Policy 57 requires refuse and recycling to be successfully integrated into the proposal. The application contains a Site Waste Management Plan prepared by Savills dated October 2023. The location of the Bin Store is to the rear of the building near the loading zone at a suitable location for collection. The Management Plan confirms that onsite waste will be managed in accordance with the council's RECAP Waste Management Design Guide. A refuse management plan is included as a condition.

8.178 In light of the above, the proposal is considered to comply with Policy 57 in this regard.

8.179 Disability Access

8.180 The proposal went before the Greater Cambridge Disability Panel on the 4th of July 2023. The chair was overall impressed by the quality of the presentation. The Access Officer was consulted and stated that that the application is one of the better proposals he has seen. He stated that the doors need to an opening weight of less than 20 newtons, any double doors need to be electrically opened or be asymmetrical with one leaf a minimum of 900mm. Reception desks, meeting rooms need hearing loops, manifestation to warn visually impaired people, the glazing and flooring must be designed so as to remove glare and shadowing, toilet doors should open outwards or slide and/ or have a quick release bolt and a fire evacuation strategy for disabled people. These points will be included as informatives to remind the applicant of the required building control regulations.

8.181 The proposed development will have two disabled access lifts and four of the no.63 car parking spaces at basement level are for blue badge spaces. The front ramps and steps align with the main entrance. The front revolving doors and accessible doors have equal prominence and a good visual link from entrances to reception desk. Overall, the proposal is acceptable in terms of Disability Access following positive responses from the Greater Cambridge Disability Panel and the Access Officer.

8.182 Other Consultees

- 8.183 The Crime Prevention commented providing the following advice that there will need to be a further discussion to confirmed proposed measures relating to the security of both ramps and the external sunken stair well to the car park, care should be taken to ensure that there is no conflict between lighting, trees/landscaping and CCTV. A condition will be applied to ensure that these security measures are taken into consideration.
- 8.184 Archaeological Officer commented on the proposal that they do not consider it likely that the proposed development will have a significant effect on important archaeological remains and do not consider archaeological investigation to be necessary in connection with this proposed development.
- 8.185 The Ministry of Defence commented that after following review of the application documents, the proposed development would be considered to have no detrimental impact on the operation or capability of a defence site or asset. The MOD has no objection to the development proposed.
- 8.186 Cambridge City Airport commented that the proposed development has been examined from an aerodrome safeguarding perspective in accordance with the UK Regulation (EU) No 139/2014 and could conflict with safeguarding criteria unless any planning permission granted is subject to the suggested condition of Bird Hazard Management Plan, this condition has been applied. An informative is also included on the operation of cranes during the construction phase. The proposal is therefore in accordance with Policy 37 of the Local Plan.
- 8.187 A condition will be applied for the provision and location of fire hydrants.
- 8.188 **Planning Conditions**
- 8.189 Members attention is drawn to following key conditions that form part of the recommendation:

Condition no.	Detail
1	Start date
2	Approved Plans
3, 4	Surface Water Drainage
5	Bird Hazard Management Plan
6, 7, 20, 21	Land Contamination
8	Materials Management Plan
9	Construction Management Plan
10	Tree Pits
11	Traffic Management Plan
12	Proposed Basement Retaining

13	Foul Water Drainage
14, 22, 23, 24 45, 45b 46	Water Efficiency and Sustainability and water in use (45b)
15	Biodiversity Enhancements
16	Hard and Soft Landscaping
17,18	Materials and Sample Panes
19	Fire Hydrant
25	BNG
26	Green Roofs
27	Travel Plan
28	Dropped Curves
29	Transport Assessment Statement
30	Servicing and Management of Refuse Plan
31	Cycle Parking Details
32	Details of Signage
33	Noise Insulation
34	Ventilation Systems
35	Electric Vehicle Charging
36	Artificial Lighting
37, 38	Privacy Screens Terrace and Amplified Music on Terrace
39	Security Details and Measures
40	Hours of External Rooftop
41	Lighting Construction
42	Unexpected Land Contamination
43	Service Collection
44	Falls and Levels
47, 48	Tree Protection Measures
49	Ecological Accordance
50	Permitted Development Restrictions on Change of Use

8.190 **Planning Balance and Conclusion**

8.191 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).

8.192 The scale and massing of the proposal represents an increase in presence of building form on the site in a prominent location. The visual impact, however, is considered acceptable and the site capable of accommodating a densification of urban form. With this brings a more sustainable and higher quality building design which also improves the public realm. The proposal would result in the

loss of four trees set facing along Kirkwood Road and two trees in the site for the ramp down to the basement. Consequently, the removal of these trees is considered to cause some minor harm end of harm to the character. Although this is regrettable this must be balanced by the significant landscape improvements, biodiversity net gain, public realm and ecological enhancements that the proposal will bring to the area.

- 8.193 In terms of water usage, officer acknowledge that Integrated Water Management Study for the Greater Cambridge Local Plan indicates that groundwater abstraction is placing significant pressure on water bodies (including chalk streams) that are sensitive to abstraction, and there is a risk of causing deterioration in the ecology if groundwater abstraction increases. In this case and given the scale of the development (7,175m² of Life Sciences and a total increase of 9,920m²), the applicant has provided supporting information which demonstrates that the increased pressure on water recourses would be very low. Impacts can be minimised through the use of planning conditions.
- 8.194 The harm identified above is judged to be outweighed by the substantial public benefits that would accrue from the development. Of greatest significance would be the economic benefits from delivery the 7,175m² (GIA) of 'Life Sciences' (Research & Development) employment use of additional life science floor space. Further, improvements include significant social benefits from the public realm, highway improvements both on and off the site, contributions to Nuns Way Recreational Ground, contributions to the surrounding transport networks and environmental benefits in the form of re-development of $\frac{3}{4}$ vacant buildings on a brownfield site, significant street landscaping benefits, highly sustainable building and biodiversity net gain increase of 68.9%.
- 8.195 Taking the above into consideration, it is considered that the public benefits that would accrue from the proposed development clearly outweigh the harm identified.
- 8.196 Having taken into account the provisions of the development plan, NPPF and NPPG guidance, the views of statutory consultees and wider stakeholders, as well as all other material planning considerations, the proposed development is recommended for approval.

10.0 Recommendation

10.1 Approve subject to:

-The planning conditions as set out below with minor amendments to the conditions as drafted delegated to officers.

-Satisfactory completion of a Section 106 Agreement which includes the Heads of Terms (HoT's) as set out in the report with minor amendments to the Heads of Terms and the final S106 mitigation package including amounts and scope delegated to officers.

11.0 Planning Conditions

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

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

3. No laying of services, creation of hard surfaces or erection of a building shall commence until a detailed design of the surface water drainage of the site has been submitted to and approved in writing by the Local Planning Authority. Those elements of the surface water drainage system not adopted by a statutory undertaker shall thereafter be maintained and managed in accordance with the approved management and maintenance plan.

The scheme shall be based upon the principles within the agreed;

- Sustainable Urban Drainage Systems Strategy Part 1, Heyne Tillet Steel, Rev: 2, Dated: January 2024
- Sustainable Urban Drainage Systems Strategy Part 2, Heyne Tillet Steel, Rev: 2, Dated: January 2024
- Sustainable Urban Drainage Systems Strategy Part 3, Heyne Tillet Steel, Rev: 2, Dated: January 2024
- CCTV Drainage Survey, Sewer Surveys UK, Ref: 0502, Dated: 11th January 2024
- Flood Risk Assessment, Delta-Simons, Dated: October 2023

and shall also include:

- a) Full calculations detailing the existing surface water runoff rates for the QBAR, 3.3% Annual Exceedance Probability (AEP) (1 in 30) and 1% AEP (1 in 100) storm events;

- b) Full results of the proposed drainage system modelling in the above-referenced storm events (as well as 1% AEP plus climate change), inclusive of all collection, conveyance, storage, flow control and disposal elements and including an allowance for urban creep, together with an assessment of system performance;
- c) Detailed drawings of the entire proposed surface water drainage system, attenuation and flow control measures, including levels, gradients, dimensions and pipe reference numbers, designed to accord with the CIRIA C753 SuDS Manual (or any equivalent guidance that may supersede or replace it);
- d) Full detail on SuDS proposals (including location, type, size, depths, side slopes and cross sections);
- e) Site Investigation and test results to confirm infiltration rates;
- f) Details of overland flood flow routes in the event of system exceedance, with demonstration that such flows can be appropriately managed on site without increasing flood risk to occupants;
- g) Demonstration that the surface water drainage of the site is in accordance with DEFRA non-statutory technical standards for sustainable drainage systems;
- h) Full details of the maintenance/adoption of the surface water drainage system;
- i) Permissions to connect to a receiving watercourse or sewer;
- j) Measures taken to prevent pollution of the receiving groundwater and/or surface water

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

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

Reason: To ensure surface water is managed appropriately during the construction phase of the development, so as not to increase the flood risk to adjacent land/properties or occupied properties within the development itself; recognising that initial works to prepare the site could bring about unacceptable impact in accordance with Cambridge Local Plan (2018) policies 31 and 32.

5. Development shall not 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: - 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’

The Bird Hazard Management Plan shall be implemented as approved, on completion of the development and shall remain in force for the life of the building. No subsequent alterations to the plan are to take place unless first submitted to and approved in writing by the Local Planning Authority.

Reason: It is necessary to manage the site in order to minimise its attractiveness to birds which could endanger the safe movement of aircraft and the operation of Cambridge Airport in accordance with Cambridge Local Plan (2018) Policy 37.

6. No development (or phase of), or any investigations required to assess the contamination of the site, shall commence until a Phase 1 Desk Top Study and a Phase 2 Site Investigation Strategy have been submitted to and approved in writing by the Local Planning Authority.

Reason: To ensure that risks from land contamination to the future users of the land and neighbouring land are identified and to ensure that the development can be carried out safely without unacceptable risks to workers, neighbours and other offsite receptors as well as to controlled waters, property and ecological systems (Cambridge Local Plan 2018 policy 33).

7. No development (or phase of) 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 approved Phase 1 Desk Top Study.

(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. No material for the development (or phase of) 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

b) details of the proposed source(s) of the imported or reused material

c) details of the chemical testing for ALL material to be undertaken before placement onto the site.

- d) results of the chemical testing which must show the material is suitable for use on the development
- 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.

All works 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. No development, including demolition, shall commence until a site wide Demolition and Construction Environmental Management Plan (DCEMP) has been submitted to and approved in writing by the Local Planning Authority.

The DCEMP shall include the consideration of the following aspects of demolition and construction:

- a) Demolition, construction and phasing programme.
- b) Contractors' access arrangements for vehicles, plant and personnel including the location of construction traffic routes to, from and within the site, details of their signing, monitoring and enforcement measures.
- c) Construction/Demolition hours which shall be carried out between 0800 hours to 1800 hours Monday to Friday, and 0800 hours to 1300 hours on Saturday and at no time on Sundays, Bank or Public Holidays, unless in accordance with agreed emergency procedures for deviation.
- d) Delivery times and collections / dispatches for construction/demolition purposes shall be carried out between 0800 to 1800 hours Monday to Friday, 0800 to 1300 hours on Saturdays and at no time on Sundays, bank or public holidays, unless otherwise agreed in writing by the Local Planning Authority
- e) Soil Management Strategy having particular regard to potential contaminated land and the reuse and recycling of soil on site, the importation and storage of soil and materials including audit trails.
- f) Noise impact assessment methodology, mitigation measures, noise monitoring and recording statements in accordance with the provisions of BS 5228-1:2009+A1:2014 Code of Practice for noise and vibration control on construction and open sites.
- g) Vibration impact assessment methodology, mitigation measures, monitoring and recording statements in accordance with the provisions of BS 5228-2:2009+A1:2014 Code of Practice for noise and vibration control on construction and open sites. Details of any piling construction methods / options, as appropriate.
- h) Dust mitigation, management / monitoring and wheel washing measures in accordance with the provisions of Control of dust and emissions during

construction and demolition - Greater Cambridge supplementary planning guidance 2020.

- i) Use of concrete crushers.
- j) Prohibition of the burning of waste on site during demolition/construction.
- k) Site artificial lighting including hours of operation, position and impact on neighbouring properties.
- l) Drainage control measures including the use of settling tanks, oil interceptors and bunds.
- m) Screening and hoarding details.
- n) Access and protection arrangements around the site for pedestrians, cyclists and other road users.
- o) Procedures for interference with public highways, including permanent and temporary realignment, diversions and road closures.
- p) External safety and information signing and notices.
- q) Implementation of a Stakeholder Engagement/Residents Communication Plan, Complaints procedures, including complaints response procedures.
- r) Membership of the Considerate Contractors Scheme.

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

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

10. No development shall take place until full details of all tree pits, including those in planters, hard paving and soft landscaped areas have been submitted to and approved in writing by the local planning authority and these works shall be carried out as approved. All proposed underground services will be coordinated with the proposed tree planting and the tree planting shall take location priority.

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

11. No demolition or construction works shall commence until the details of the proposed basement retaining walls are submitted to and agreed 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 or in accordance with an implementation programme agreed in writing with the Local Planning Authority.

Reason: in the interests of highway safety (Cambridge Local Plan 2018, policies 80 and 81).

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

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

14. Prior to the commencement of development above slab level, a scheme for biodiversity enhancement shall be submitted to and approved in writing by the local planning authority. The scheme shall include details of bat and bird box installation, hedgehog connectivity, habitat provision and other biodiversity enhancements, including how a measurable net gain in biodiversity will be accomplished, when it will be delivered and how it will be managed. The approved scheme shall be fully implemented within the agreed timescale following the substantial completion of the development unless, for reasons including viability or deliverability, it is otherwise agreed in writing by the local planning authority.

Reason: To provide ecological enhancements in accordance with Cambridge Local Plan 2018 policies 57, 59 and 69, the Greater Cambridge Shared Planning Biodiversity SPD 2022 and NPPF paragraphs 8, 180, 185 and 186.

15. No development above ground level, other than demolition, shall commence until details of a hard and soft landscaping scheme have been submitted to and approved in writing by the Local Planning Authority. These details shall include:

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 (these need to be coordinated with the landscape plans prior to being installed) and existing functional services above and below ground (e.g. drainage, power, communications cables, pipelines indicating lines, manholes, supports); retained historic landscape features and proposals for restoration, where relevant

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, management responsibilities and maintenance schedules for all landscape areas.

All hard and soft landscape works 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. If within a period of five years from the date of the planting, or replacement planting, any tree or plant is removed, uprooted or destroyed or dies, another tree or plant of the same species and size as that originally planted shall be planted at the same place as soon as is reasonably practicable, unless the Local Planning Authority gives its written consent to any variation.

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

16.No development shall take place above ground level, other than demolition, until details of the materials to be used in the construction of the development have been submitted to and approved in writing by the Local Planning Authority. The submission shall include evidence of the consideration of the albedo effect on the urban heat island. Development shall be carried out in accordance with the approved details.

Reason: To ensure that the external appearance of the development does not detract from the character and appearance of the area and in the interests of not increasing the Urban Heat Island effect. (Cambridge Local Plan 2018 policies 55, 57).

17.No brickwork above ground level shall be laid until a sample panel has been prepared on site detailing the choice of brick, bond, coursing, special brick patterning, mortar mix, design and pointing technique. The details shall be submitted to and approved in writing by the Local Planning Authority. The approved sample panel is to be retained on site for the duration of the works for comparative purposes, and works will take place only in accordance with approved details.

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

18.Unless an alternative trigger is otherwise agreed in writing by the local planning authority, no development above ground level, other than demolition and enabling/utility diversion works, shall commence until a scheme for the provision and location of fire hydrants to serve the development to a standard recommended by the Cambridgeshire Fire and Rescue Service has been submitted to and approved in writing by the Local Planning Authority. The development shall not be occupied until the approved scheme has been implemented.

Reason: To ensure an adequate water supply is available for emergency use (Cambridge Local Plan (2018) Policy 85).

19. The development (or each phase of the 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).

20. The development (or each phase of the 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.

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).

21. Unless an alternative trigger is otherwise agreed, the development hereby approved shall not be occupied until a BRE issued post Construction Certificate has been submitted to, and approved in writing by the Local Planning Authority, indicating that the approved BREEAM rating has been met. If such a rating is replaced by a comparable national measure of sustainability for building design, the equivalent level of measure shall be applicable to the proposed development.

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

22. The development hereby approved shall not be used or occupied until evidence in the form of the BREEAM Wat01 water efficiency calculator has been submitted to and approved in writing, demonstrating achievement of 5 Wat01 credits. The development shall be carried out in accordance with these agreed details.

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

23. Within 6 months of commencement of development or in accordance with an alternative trigger otherwise agreed in writing by the local planning authority, 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 maximum credits for Wat 01 (water consumption). Where the Design Stage certificate shows a shortfall in credits for BREEAM 'excellent', a statement shall also be submitted identifying how the shortfall will be addressed. If such a rating is replaced by a comparable national measure of sustainability for building design, the equivalent level of measure shall be applicable to the proposed development.

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

24. Prior to occupation of any part of the scheme hereby approved, a Biodiversity Net Gain (BNG) Scheme, shall be submitted to and approved in writing by the Local Planning Authority. The BNG Scheme shall be implemented in full and subsequently managed and monitored in accordance with the approved details. Monitoring data shall be submitted to the LPA in accordance with DEFRA guidance and the approved monitoring period / intervals.

Reason: To provide ecological enhancements in accordance with the NPPF 2023 para 174, Cambridge Local Plan 2018 policies 59 and 69, and the Greater Cambridge Shared Planning Biodiversity SPD 2020.

25. Prior to occupation 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)

26. Prior to first occupation of the building hereby permitted shall commence until a Travel Plan has been submitted to and approved in writing by the Local Planning Authority. The Travel Plan shall specify: the methods to be used to discourage the use of the private motor vehicle and the arrangements to encourage use of alternative sustainable travel arrangements such as public transport, car sharing, cycling and walking 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).

27. Prior to the first occupation of the development the existing dropped kerbs along the Kilmaine Close frontage of the site and the redundant vehicular access on Kirkwood Road shall be raised to full height kerbs (except at the proposed access points) and the footway shall be reinstated in accordance with a scheme to be agreed with the Local Planning Authority in consultation with the Highway Authority.

Reason: In the interests of highway safety (Cambridge Local Plan 2018, policies 80 and 81).

28. Prior to first occupation the highway improvement works included within the submitted Transport Assessment Statement prepared by Vectors dated October 2023, unless otherwise agreed by the Local Planning Authority.

Reason: for the safe and effective operation of the highway (Cambridge Local Plan 2018, policies 80 and 81).

29. Prior to the first occupation of the new building hereby approved, a delivery and servicing plan, including the management of refuse, shall be submitted to and approved in writing by the Local Planning Authority. Deliveries and servicing of the retail units shall be managed in accordance with the approved details thereafter.

Reason: In order to ensure the use of the building is well managed, does not give rise to significant amenity issues for nearby residents and does not impact highway safety (Cambridge Local Plan 2018 policies 35, 56 and 81).

30. Notwithstanding the approved plans, no occupation of a building shall take place until details of the storage provision for all cycles and scooters for that building, including non-standard cycles, such as cargo bikes, and electric bikes, as well as details of the mechanism to raise the double tier cycle parking shall be submitted to and approved in writing by the Local Planning Authority. The approved cycle parking provision shall be installed and made available in accordance with the approved plans prior to the occupation of the relevant building. The cycle facilities shall thereafter be retained and shall not be used for any other purpose.

Reason - To ensure appropriate provision for the secure storage of bicycles in accordance with Policy 82 of the Cambridge Local Plan 2018.

31. Prior to occupation of the development, full details of the proposed signage including any signage relating to cycles shall be submitted to and approved in writing by the local planning authority. The development shall be carried out in accordance with the approved details.

Reason: To ensure that the appearance and siting of signage is appropriate in accordance with Policy 82 of the Cambridge Local Plan 2018.

32. No operational plant, machinery or equipment shall be installed until a noise insulation / mitigation scheme as required has been submitted to and approved in writing by the local planning authority. Any required noise insulation/mitigation shall be conducted as approved and retained as such.

The combined rating level of sound emitted from all fixed plant and/or machinery associated with the development at the use hereby approved shall not exceed the plant noise rating levels specified within the submitted GEO Cambridge Noise Survey Report titled "Noise Impact Assessment", prepared by Scotch Partners and dated October 2023.

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

33. Prior to the installation of any ventilation / extract systems, and on a phased basis as necessary, a ventilation / extract scheme to include details of equipment and systems for the purpose of extraction / discharge, filtration, abatement and control of odours and smoke / fumes, and a noise insulation / mitigation scheme as required for any associated plant / equipment, shall be submitted to and approved in writing by the local planning authority. The ventilation / extraction scheme details as approved shall be installed before the use hereby permitted is commenced and shall be retained thereafter.

Reason: To protect the amenity of nearby properties from odour and smoke / fumes (Cambridge Local Plan 2018, policy 36).

34. Prior to the installation of any electrical services, an electric vehicle charge point scheme demonstrating provision of dedicated active slow electric vehicle charge points with a minimum power rating output of 3kW to car parking spaces, designed and installed in accordance with BS EN 61851 (or as superseded) shall be submitted to and approved in writing by the Local Planning Authority.

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

The active electric vehicle charge point scheme as approved shall be fully installed prior to first occupation and maintained and retained thereafter.

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

35. Prior to the installation of any artificial lighting, an artificial lighting scheme shall be submitted to and approved in writing by the local planning authority. The scheme shall include details of any artificial lighting of the site and an artificial lighting impact assessment with predicted lighting levels at proposed and existing residential properties shall be undertaken. Artificial lighting on and off site must meet the Obtrusive Light Limitations for Exterior Lighting Installations contained within the Institute of Lighting Professionals Guidance Notes for the Reduction of Obtrusive Light - GN01-21 (or as superseded).

The approved lighting scheme shall be installed, maintained and operated in accordance with the approved details / measures.

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

36. Prior to first use of the external rooftop terrace hereby permitted, details of the means of privacy screens including levels of obscure glazing or other measures to protect neighbouring properties from being harmfully overlooked from these spaces shall be submitted to and approved in writing by the Local Planning Authority. The privacy measures shall be installed prior to first use of the terraces and remain in perpetuity for the lifetime of the development.

Reason: In the interests of neighbour amenity (Cambridge Local Plan (2018) Policies 55.

37. Acoustic / unamplified music and the playing of amplified music / voice is prohibited within all roof terraces.

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

38. Prior to first occupation security details and measures of both ramps and the external sunken stair well to the car park shall be submitted to and approved in writing by the Local Planning Authority. These security measures shall be installed prior to the first occupation and remain in perpetuity for the lifetime of the development.

Reason: In the interests of neighbour amenity (Cambridge Local Plan (2018) Policies 55).

39. The external rooftop terrace only be used by patrons and staff between the hours of 08:00-20:00hrs Monday to Sunday and shall be clear of patrons and staff outside these hours. Any waste / glass removal required and the cleaning of these areas including the clearance and the movement of any tables and seating / chairs shall be undertaken during these times only.

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

40. Lighting schemes required during construction and for the completed development shall be of a flat glass, full cut off design, mounted horizontally, and shall ensure that there is no light spill above the horizontal unless otherwise agreed in writing with the Local Planning Authority.

Reason: To avoid endangering the safe operation of aircraft through confusion with aeronautical ground lights or glare in accordance with Cambridge Local Plan (2018) Policy 37.

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

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

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

42. All service collections / dispatches from and deliveries to the approved development including refuse / recycling collections during the operational phase shall only be permitted between the hours of 0700 to 2300 hrs.

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

43. All hard paved areas that abut the public highway be constructed so that their falls and levels are such that no private water from the site drains across or onto the adopted public highway. Please note that the use of permeable paving does not give the Highway Authority sufficient comfort that in future years water will not drain onto or across the adopted public highway and physical measures to prevent the same must be provided.

Reason: for the safe and effective operation of the highway (Cambridge Local Plan 2018, policies 80 and 81).

44. Water efficiency standards for the scheme shall be carried out in accordance with the target to achieve 5 BREEAM Wat01 credits and wider water efficiency specification contained within the submitted Sustainability Statement, Scotch Partners LLP, October 2023.

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).

45. The development hereby approved shall be carried out in line with the sustainability targets and commitments set out in the Sustainability Statement, Scotch Partners LLP, October 2023. The measures proposed to achieve these targets shall be fully installed prior to the occupation of the proposed development. Any amendments to the agreed Sustainability Statement shall be submitted to and agreed in writing by the local planning authority prior to their implementation. The development hereby approved shall not be occupied until a post construction statement confirming that the water efficiency provisions as set out in Sustainability Statement, Scotch Partners LLP, October 2023 have been fully implemented.

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

- 45b Prior to first occupation a comprehensive water metering and monitoring system shall be installed and commissioned within the building to quantify at least daily: the total volume of mains water used, the total volume of greywater reclaimed and the total volume of rainwater used. The metering and monitoring system shall be retained in use for the lifetime of the development. Metering and monitoring data shall be provided in accordance with and no later than 21 days of any request from the Local Planning Authority.

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

46. The approved tree protection methodology will be implemented throughout the development and the agreed means of protection shall be retained on site until all equipment, and surplus materials have been removed from the site. Nothing shall be stored or placed in any area protected in accordance with approved tree protection plans, and the ground levels within those areas shall not be altered nor shall any excavation be made without the prior written approval of the local planning authority. If any tree shown to be retained is damaged, remedial works as may be specified in writing by the local planning authority will be carried out.

Reason: To satisfy the Local Planning Authority that trees to be retained will not be damaged during any construction activity, including demolition, in order to preserve arboricultural amenity in accordance with section 197 of the Town and Country Planning Act 1990 and Cambridge Local Plan 2018 Policy 71: Trees.

47. If any tree shown to be retained on the approved tree protection methodology is removed, uprooted, destroyed or dies within five years of project completion, another tree shall be planted at the same place and that tree shall be of such size and species, and shall be planted at such time, as may be specified in writing by the local planning authority.

Reason: To satisfy the Local Planning Authority that arboricultural amenity will be preserved in accordance with section 197 of the Town and Country Planning Act 1990 and Cambridge Local Plan 2018 Policy 71: Trees.

48. All ecological measures and/or works shall be carried out in accordance with the details contained in the submitted Ecological Appraisal prepared by Aspect Ecology dated October 2023.

Reason: To conserve and enhance ecological interests. (Cambridge Local Plan 2019 policy 57).

49. The premises shall be used for Class E (g) i/ii 'Life Sciences' (Research and Development) employment use and no other purpose (including any other purpose in Class E) of the Town and Country Planning (Use Classes) Order 1987 (as amended) (or in any provision equivalent to that Class in any statutory instrument revoking and re-enacting that Order with or without modification) without the grant of express planning consent from the Local Planning Authority.

Reason: To ensure that the site remains as an active employment use in accordance with Cambridge Local Plan 2018 Policy 41.

Informatives

1. Infiltration rates should be worked out in accordance with BRE 365/CIRIA 156. If infiltration methods are likely to be ineffective then discharge into a watercourse/surface water sewer may be appropriate; however soakage testing will be required at a later stage to clarify this.
2. 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).
3. 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.

4. The noise and vibration sections within DCEMP will need to include the following:

a) An assessment of the significance of the noise impact due to the demolition/construction works and suitable methods for this are to be found in BS 5228:2009 Part 1 Annex E - Significance of noise effects. It is recommended that the ABC method detailed in E.3.2 be used unless works are likely to continue longer than a month then the 2-5 dB (A) change method should be used.

b) An assessment of the significance of the vibration impact due to the demolition/construction works and suitable methods for this are to be found in BS 5228:2009 Part 2 Annex B - Significance of vibration effects.

If piling is to be undertaken then full details of the proposed method to be used is required and this should be included in the noise and vibration reports detailed above.

Following the production of the above reports a monitoring protocol should be proposed for agreement with the Local Planning Authority. It will be expected that as a minimum spot checks to be undertaken on a regular basis at site boundaries nearest noise sensitive premises and longer term monitoring to be undertaken when:-

- Agreed target levels are likely to exceeded
- Upon the receipt of substantiated complaints
- At the request of the Local Planning Authority / Environmental Health following any justified complaints.

5. In the event that the Planning Authority is so minded as to grant permission to the proposal please add an informative to the effect that the granting of a planning permission does not constitute a permission or licence to a developer to carry out any works within, or disturbance of, or interference with, the Public Highway, and that a separate permission must be sought from the Highway Authority for such works.

6. Cadent Gas Ltd own and operate the gas infrastructure within the area of your development. Prior to carrying out works, please register on www.linesearchbeforeudig.co.uk to submit details of the planned works for review, ensuring requirements are adhered to.

7. The Local Planning Authorities reminds the application that the following necessary disability access measures should be taken into consideration.
 - Doors need an opening weight of less than 20 newtons.
 - Any double doors need to be electrically opened or be asymmetrical with one leaf being a minimum of 900 mm.
 - Reception desks, Meeting rooms, et cetera all need hearing loops designed not to interfere with other systems in the building.
 - Glazing must have manifestations to warn visually impaired people. The glazing and flooring must be designed so as to remove glare and shadowing.
 - The installation of firefighting or fire evacuation lifts should be standard in large public buildings, emergency refuge points should be avoided in nearly every such circumstance.
 - Toilet doors should open outwards or slide and/or have quick release bolts are needed in case somebody collapses in the toilet.

8. Given the nature of the proposed development it is possible that a crane may be required during its construction. Cambridge City Airport would, therefore, draw the applicant's attention to the requirement within the British Standard Code of Practice for the safe use of Cranes, for crane operators to consult the aerodrome before erecting a crane in close proximity to an aerodrome. This is explained further in Advice Note 4, 'Cranes and Other Construction Issues' (available at <http://www.aoa.org.uk/policy-campaigns/operations-safety/> and CAA CAP1096 Guidance to crane users on aviation lighting and notification (caa.co.uk). Please note that cranes with heights above 55m AOD may require further specialist assessments.

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 Local Plan 2018
- Cambridge Local Plan SPDs