



## **24/01079/FUL – 440 Cambridge Science Park, Milton, Cambridge, South Cambridgeshire**

### **Application details**

**Report to:** Joint Development Control Committee

**Lead Officer:** Joint Director of Planning and Economic Development

**Ward/parish:** Milton and Waterbeach

**Proposal:** Erection of a Research and Development / Office building (use Class E) and associated landscaping, car and cycle parking, infrastructure works and plant.

**Applicant:** The Master, Fellows and Scholars of Trinity College Cambridge

**Presenting officer:** Mairead O'Sullivan

**Reason presented to committee:** This is an application for full planning permission in North-East Cambridge, relating to a non-residential building where the floor space to be created is more than 1000 square metres, for which there are third party representations on planning grounds contrary to the officer recommendation of approval.

**Member site visit date:** N/A

**Key issues:** 1. Height, scale and massing

2. Impact on Transport Infrastructure

**Recommendation:** Approve subject to:

- i. the conditions and informatives as detailed in this report, with delegated authority to officers to carry through minor amendments to those conditions

and informatives (and to include others considered as appropriate and necessary) prior to the issuing of the planning permission, and:

- ii. the prior completion of a Section 106 Agreement under the Town and Country Planning Act 1990 with delegated authority to officers to negotiate, settle and complete such an Agreement as referenced in the Heads of Terms within this report including any other planning obligations considered appropriate and necessary to make the development acceptable in planning terms.

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### 1. Executive summary

- 1.1 The application seeks full planning permission for the erection of a Research and Development / Office building (use Class E) and associated

landscaping, car and cycle parking, infrastructure works and plant. The site is an undeveloped plot in the western part of Cambridge Science Park. The site is bounded by the central area of open space within Cambridge Science Park to the south, an access road to the west and existing low density employment buildings to the north and west.

- 1.2 The site lies within the area which is covered by the emerging North East Cambridge Area Action Plan (NEC AAP). The NEC AAP is being prepared by the Councils. A 'Regulation 19 Proposed Submission' was published in November 2021 which is effectively a final draft of the NEC AAP which the Councils propose to adopt. Prior to formal public consultation on the Proposed Submission AAP, the Councils paused the AAP process until a decision has been made on the separate Development Consent Order (DCO) process for the proposed relocation of the Cambridge Water Recycling Centre (CWRC). It is anticipated that the DCO decision will be issued by the Secretary of State by the end of October 2024.
- 1.3 The NEC AAP does not yet have sufficient weight to be considered a significant material consideration in the determination of this application. The National Planning Policy Framework (NPPF 2023) and the South Cambridgeshire Local Plan 2018 therefore form the basis for the determination of this application.
- 1.4 The proposal comprises a 5 storey building plus plant enclosure and flues with a combination of laboratory and associated office space. The main building provides 11,135sqm floorspace and would be 27m in height to the top of the plant enclosure. The application supporting document sets out that there is no known end user and details of multiple options of how the building could be divided up internally and let have been provided.
- 1.5 The main building is a rectangular shape with a central courtyard and roof terrace to the south elevation. The building is clad in a second skin which incorporates fins that manage solar gain by responding to the solar conditions on each elevation. The primary entrance to the building is from the central area of open space that runs through the science park thus prioritises pedestrian access to the building. The building is considered to be distinctive and high quality subject to final details of materials and details of how the fins would be cleaned and maintained.
- 1.6 The building would break the skyline when viewed from the Mere Way; an off-road pedestrian and cycle route which runs from the north of the city to Landbeach which is also a strategic viewpoint identified in the North East. This is an evolving viewpoint with other development coming forward also likely to impact on this view. The tree planting scheme for the north and

west of the building has been amended as part of the application to secure suitably large tree species to help soften the building and help contribute to greening the edge of the city when viewed from the Mere Way. The tree planting scheme as amended is considered appropriate mitigation.

- 1.7 The development includes a high quality landscape scheme including the roof terrace, courtyard southern forecourt, an element of the existing central area of open space within the science park and a soft landscaped car park space area. The landscape design is acceptable subject to conditions.
- 1.8 The proposal would promote sustainable access to the site through the provision of a new shared cycle and pedestrian path providing access to the site. Cycle parking is provided in bespoke stores to the north of the building. The level of cycle parking and types of stands provided are policy compliant. Heads of Terms have been agreed in principle for the provision of a strategic transport financial contribution as sought by Cambridgeshire County Council. This contribution will be less the cost of the new cycleway on site as the cycleway will benefit other users of Cambridge Science Park.
- 1.9 The site proposes low levels of car parking on site and utilises some additional car parking spaces in nearby under-used car parks on surrounding sites. The Transport Assessment Team are satisfied with the level of parking proposed in terms of the impact on Milton Road. The approach of utilising other car parks is novel but supported subject to seeing the final details as part of a Parking Management Plan condition.
- 1.10 The development would be highly sustainable in terms of energy and water use. The application is currently targeting BREEAM 'Excellent' with the potential to reach 'Outstanding'. The development is highly water efficient through the use of fixtures and fittings, the landscape design and through the use of water recycling. The application would achieve a minimum of 20% Biodiversity Net Gain (BNG) on site.
- 1.11 The proposals would create over 11,000 sqm of new research and development floor space (Use Class E). The proposals will create construction jobs and employment within the development. Positive weight is afforded to these economic benefits.
- 1.12 Officers recommend that the Joint Development Control Committee agrees with the recommendations as set out in Section 26 below and approves the application.

## **2. Site description and context**

- 2.1 The site is a currently undeveloped plot within Cambridge Science Park; located in the western side of the park. Cambridge Science Park is a commercial area which comprises 152 acres of land including landscaped parkland and employs approx. 7,500 people. The site lies adjacent to the green spine which runs through the centre of the Science Park.
- 2.2 The proposed site measures 7,340 sqm (0.734ha). The site is a rectangular plot which is predominantly grass lawn with hedgerows on the eastern and southern edges. The red line plan extends into the green corridor to the south of the development plot. The element of the green corridor within the red line is an area of green space with a gravel path and semi-formal tree planting.
- 2.3 To the north of the site unit 436. This is a three storey unit finished in brick, and glass with plant on the roof. To the west of the site is the access road which will provide vehicular access to the site. It connects with King's Hedges Road and is a cul-de-sac which leads to unit 436. Further west is unit 430. This is a three storey brick building with metal cladding to the top floor and a buff cladding around the windows and doors. To the east of the site is unit 290. Unit 290 is a 2.5 storey rendered building with a slate roof. All of the surrounding uses are office or research and development (use class E)
- 2.4 The application site has had outline permission (S/0179/13/OL) to be developed as office/R&D use but the proposal was never implemented and has now elapsed.
- 2.5 The site falls within the area covered by the Northeast Cambridge Area Action Plan (NEC AAP). The site lies wholly within the administrative boundaries of South Cambridgeshire District Council. The site lies in Flood Zone 1.

## **3. The proposal**

- 3.1 The application seeks full planning permission for the erection of a Research and Development / Office building (use Class E) and associated landscaping, car and cycle parking, infrastructure works and plant. The proposed development is part of phase VI of Cambridge Science Park or Cambridge Science Park West.
- 3.2 The proposed building would be 27m in height comprising of 5 storeys plus plant enclosure and flues. Gross external Area (GEA) is 14,062 sqm)

Gross Internal Area (GIA) is 13,128sqm. Net Internal Area (NIA) is 11,135sqm. The building would be split into laboratory and associated officespace at an approx. 60/40 split. There is no intended end user of the building and information has been provided to demonstrate that the building could be subdivided to facilitate multiple tenants.

- 3.3 The building is clad with fins, from the first floor up. which manage solar gain. The spacing of the fins varies on each elevation to respond to the solar conditions on each side of the building. The fins are rigid and would be made a composite material; details of which would be provided by condition. The ground floor is not clad and has a large amount of glazing.
- 3.4 The main entrance of the building will be from the green corridor which runs through prioritising pedestrian access. The primary entrance is a large glazed element which fronts the central area of open space within the Science Park and backs on to the courtyard. Cyclists will access to the building will be from the north adjacent to the cycle parking pavilions. Improvements to the public realm are proposed to allow cycles to access the site via a new shared cycle and pedestrian path ensuring no conflict with cars when turning right into the site. Cycle parking is provided in bespoke pavilions with facilities to support cyclists provided in the northern part of the building.
- 3.5 A comprehensive landscape scheme has been provided showing hard and soft landscaping for the site. This includes a landscaped courtyard, an element of the existing central area of open space which runs through the science park which will be enhanced, the swale to the west of the site and a roof terrace.
- 3.6 50 car parking spaces are proposed on site including 6 disabled bays. An additional 60 spaces will be utilised from nearby underused carparks on the science park.
- 3.7 The application has been amended to address representations and consultation responses from the Lead Local Flood Authority (LLFA), Ecology Officer, Landscape Officer and Urban Design Officer and further consultations have been carried out as appropriate.
- 3.8 The application is supported by:
- Plans
  - Design and Access Statement
  - Planning Statement
  - Landscape Visual Assessment
  - Landscape plans

- Public art strategy
- Transport Assessment
- Travel Plan
- Parking management plan (cycle & car)
- Biodiversity Management Plan and Biodiversity Net Gain Calculation
- Ecological Impact Assessment
- Noise assessment
- Air Quality Assessment
- Land contamination Assessment
- Utilities Assessment
- Fire Statement form
- Waste Design Toolkit
- Flood Risk Assessment
- Drainage Strategy
- Sustainability Statement
- Water Conservation Strategy
- Energy Statement
- Statement of Community Engagement
- Daylight / Sunlight Assessment
- Heads of terms
- Tree survey and Arboricultural Assessment
- Health Impact Assessment
- Archaeological desk-based Assessment

3.9 The following documents have been amended through the course of the application:

- SuDs report
- Updated BNG and ecology information submitted including plan of existing and proposed trees
- Updated site plans have been provided in response to urban design and landscape comments
- Revised cycle parking layouts have been provided including potential future expansion to the cycle parking store
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#### 4. Relevant site history

Reference	Description	Outcome
S/0179/13/OL	Erection of three buildings totalling 13,800 sqm of B1a and B1b floorspace on Plots 420, 430 & 440 of Phase VI of Cambridge Science Park.	Granted permission 2013

23/02764/SCRE	EIA Screening Opinion under the Town and Country Planning (Environmental Impact Assessment) Regulations 2017 for 13,000 sqm of employment floor space in buildings up to maximum 27 metres in height <sup>3</sup> with associated car parking, cycle parking and landscaping	EIA screening not required – opinion issued 25 September 2023
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Table 2 Relevant site history

## 5. Policy

### 5.1 National policy

#### **Draft National Planning Policy Framework (Consultation Document) July 2024**

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

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

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

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

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



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

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

National Planning Policy Framework December 2023

National Planning Practice Guidance

National Design Guide 2019

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

Circular 11/95 (Conditions, Annex A)

EIA Directives and Regulations - European Union legislation with regard to environmental assessment and the UK's planning regime remains unchanged despite it leaving the European Union on 31 January 2020

Conservation of Habitats and Species Regulations 2017

Environment Act 2021

ODPM Circular 06/2005 – Protected Species

Equalities Act 2010

## **5.2 South Cambridgeshire Local Plan (2018)**

S/1 – Vision

S/2 – Objectives of the Local Plan

S/3 – Presumption in Favour of Sustainable Development

S/5 – Provision of New Jobs and Homes

CC/1 – Mitigation and Adaption to Climate Change

CC/3 – Renewable and Low Carbon Energy in New Developments

CC/4 – Water Efficiency

CC/6 – Construction Methods

CC/7 – Water Quality

CC/8 – Sustainable Drainage Systems

CC/9 – Managing Flood Risk

HQ/1 – Design Principles

HQ/2 – Public Art and New Development

NH/2 – Protecting and Enhancing Landscape Character

NH/4 – Biodiversity  
NH/6 – Green Infrastructure  
E/1 - New Employment Provision near Cambridge – Cambridge Science Park  
E/9 - Promotion of Clusters  
SC/2 – Health Impact Assessment  
SC/9 – Lighting Proposals  
SC/10 – Noise Pollution  
SC/11 – Contaminated Land  
SC/12 – Air Quality  
TI/2 – Planning for Sustainable Travel  
TI/3 – Parking Provision  
TI/8 – Infrastructure and New Developments

### **5.3 Supplementary Planning Documents (SPD)**

Biodiversity SPD – Adopted February 2022

Greater Cambridge Sustainable Design and Construction SPD – Adopted January 2020

Cambridgeshire Flood and Water SPD – Adopted November 2016

The following SPDs were adopted to provide guidance to support previously adopted Development Plan Documents that have now been superseded by the South Cambridgeshire Local Plan 2018. These documents are still material considerations when making planning decisions, with the weight in decision making to be determined on a case-by-case basis:

Health Impact Assessment SPD – Adopted March 2011

Landscape in New Developments SPD – Adopted March 2010

Public Art SPD – Adopted January 2009

### **5.4 Other guidance**

Biodiversity Checklist for Land Use Planners in Cambridgeshire and Peterborough (2001).

Cambridge and Milton Surface Water Management Plan (2011)

Cambridge and South Cambridgeshire Level 1 Strategic Flood Risk Assessment (2010)

Cambridgeshire and Peterborough Waste Partnership (RECAP): Waste

Cambridgeshire Design Guide For Streets and Public Realm (2007)

Cycle Parking Guide for New Residential Developments (2010)

## **5.5 North East Cambridge Area Action Plan (NEC AAP)**

5.1 CCC and SCDC are jointly preparing an Area Action Plan (AAP) for Northeast Cambridge (NEC). The wider Northeast Cambridge site is in one of the last remaining significant brownfield sites in Greater Cambridge.

### **AAP background**

5.2 Policy 15 (Cambridge Northern Fringe East and new railway Station Area of Major Change) of the Cambridge Local Plan (2018) and Policy SS/4 of the South Cambridge Local Plan (2018) has allocated the area for high-quality mixed-use development, primarily for employment uses such as B1, B2 and B8, as well as a range of supporting commercial, retail, leisure and residential uses (subject to acceptable environmental conditions).

5.3 The local plans do not specify the amount of development, site capacities, or timescales for development, deferring such matters to the preparation of the joint AAP. This is because the planning of the area is dependent on the relocation of the CWWTP which has been determined as a Nationally Significant Infrastructure Project (NSIP) which requires Anglian Water to submit a Development Consent Order (DCO) application to the Planning Inspectorate (PINS).

5.4 A DCO application was accepted for examination by the Planning Inspectorate (PINS) in April 2023. The examination began in October 2023 and concluded in April 2024. The Examining Authority appointed by PINS has now sent their report to the Secretary of State with their recommendation. This is currently being reviewed by the Secretary of State, who is expected to make a final decision by the end of October 2024. It should be noted that there is a six week judicial review period following the Secretary of State's decision.

5.5 Since the local plans were adopted, CCC as landowner, in partnership with Anglian Water as owners of the CWWTP, has sought to secure funding, through the Housing Infrastructure Fund (HIF), to relocate the CWWTP.

5.6 The vacated CWWTP site, together with land around the new Cambridge North station, the Cambridge Business Park, St John's Innovation Park, the Cambridge Science Park and other land, will provide the opportunity for the creation of a new urban quarter to the city.

5.7 The councils recognise that the component parts of the NEC area will be developed out separately and at different times, potentially several years apart. While the councils wish to see early delivery on NEC, the councils also consider that it is important that the ambition in the adopted Local Plan for comprehensive mixed-use development is achieved.

### **AAP Stage Reached**

5.8 The AAP has already been the subject of three rounds of public consultation and has been refined at each stage having regard to matters raised by respondents. In addition, a full suite of evidence and topic papers has been prepared:

- Issues and Options – 8th December 2014 – 2nd February 2015
- Issues and Options – 11th February – 25th March 2019
- Draft Area Action Plan– 27th July – 5th October 2020

5.9 A Proposed Submission AAP was prepared and reported to the councils (South Cambridgeshire District Council Cabinet 10th January 2022, Cambridge City Council Planning and Transport Scrutiny Committee 11th January 2022), where the Proposed Submission AAP was considered and agreed for future public consultation. This next stage is contingent upon the separate DCO being concluded.

5.10 Both councils fully endorse the AAP vision, strategic objectives, spatial strategy, and policies. However, the proposals within the Proposed Submission AAP are predicated upon the WWTP being relocated – and therefore contingent on the DCO for the relocation of WWTP being approved by the Secretary of State.

5.11 Until the DCO process is concluded, and the relocation project authorised to commence, the AAP process is paused.

### **AAP Status**

5.12 The Proposed Submission AAP has not been the subject of publication and consultation but does not yet have sufficient weight to be considered a significant material consideration in the determination of this application. It therefore has limited weight. In the 23 April 2024 Brookgate Decision Letter, the Secretary of State agreed with the Planning Inspector that the NECAAP should attract very limited weight.

### **AAP Evidence Base**

5.13 A full suite of evidence base studies has nevertheless been prepared for the AAP. These have been reported to the relevant committees of the councils.

alongside the Proposed Submission AAP and are published on the councils' shared planning webpages: [North East Cambridge AAP Document Library \(greatercambridgeplanning.org\)](http://NorthEastCambridgeAAPDocumentLibrary(greatercambridgeplanning.org))

- 5.14 These studies are considered to provide evidence of the existing context of NEC and its surrounds. The evidence base provides background information and the Councils' direction of travel and as such the documents may be a relevant consideration which attracts weight if and to the extent that it is material to the application of adopted development plan policies.

## **5.6 Environmental Impact Regulations (EIA)**

- 5.15 The application proposals fall within Schedule 2, Class 10 (a) "industrial estate development" of the Town and Country Planning (Environmental Impact Assessment) Regulations 2017 ('The Regulations').
- 5.16 Schedule 2 of the Regulations describes certain types of development where EIA may be required if the development has the potential likelihood to give rise to 'significant' environmental effects, and the thresholds in Schedule 2 are met. The proposed development site meets the threshold as it exceeds 0.5 hectares.
- 5.17 A screening opinion was submitted to the council in July 2023. The development was not determined to be an Environmental Impact Assessment development in accordance with schedule 3 of the Town and Country Planning (Environmental Impact Assessment) Regulations 2017 (as amended).

## **6. Consultations**

### **Milton Parish Council**

- 6.1 No recommendations.

### **Cambridgeshire Quality Panel (CQP) Review Panel (Meeting of 30 May 2023 and follow up chairs review 12 September 2023)**

- 6.2 The original panel review on 5 September offered the following comments:
- Suggest the courtyard should be larger so it gets adequate light
  - Need to better resolve the front and back of the building
  - Need to be bolder with landscape and a tree strategy should be worked up.
  - Arrival spaces should be more legible. Better wayfinding is needed in the park (central area of open space within the Science Park).

- Cycle parking needs to be high quality and better integrated with the building using materials.
- The ground floor looks compressed.
- Consider reducing car parking provision.
- Assess energy generation potential
- Remove tree from roof terrace

6.3 The members of the chairs review were impressed by the amount of work done and how the applicant responded to CQP's comments. Their comments can be summarised as follows:

- the Panel is concerned about the lack of an overall masterplan for the redevelopment of the Science Park.
- The scheme aims to be exemplar and could become a model for other sites
- A tree planting strategy for the wider site is needed.
- The individual landscape elements are well designed but there are detailed comments about how the landscape can be developed to better embed the building in the plot and into its context within the science park.
- The family of pavilions approach to cycle parking is welcomed and this approach could be used for other elements such as street furniture.
- The careful consideration of the courtyard and comparative study with other courtyards is welcomed. Further consideration of sun shading on some of the courtyard elevations is needed. There is an opportunity for a marker tree in the south east corner.
- The panel had some questions about the details of the sun shading including how the corner elements work, how the fins are maintained and how rainwater run-off will be managed.

### **Joint Development Control – developer pre-app briefing 20 September 2023**

6.4 Members had the following questions and comments:

- Queried how many sqm of space there would be per employee.
- Queried if the landscaping would fit into the masterplan.
- Asked what consideration had been given to passive cooling of the building.
- Encouraged the developer to be more ambitious with their sustainability measures.
- Expressed concerns about the longevity of bulb planting.
- Asked developers to consider cargo bike parking.
- Would have liked to see comparison in height to building nearby.
- Asked if there were parking spaces on site.
- Asked how many Electric Vehicle (EV) charging points were on site.

- Queried if a ground source heat pump could be used.
- Queried the attractiveness of the building.
- Asked what the building materials for construction of the building would be.
- Queried the lifespan of the building.
- Asked where the front door was.
- Queried how disabled access to the building works.
- Stated that a car parking management strategy was needed in relation to the offsite car parking.

### **Disability consultative Panel (meeting of 5 September 2023)**

6.5 The panel appreciated the comprehensive presentation that the applicant provided. The panel offered the following comments:

- Seats should have different heights, some with arms and there should be space alongside for wheelchairs.
- Pleased with the attention of detail to the external works and planting but noted the need for resin bound gravel around the disabled bays to help wheelchair users access the entrance to the building.
- The importance of evacuation processes was emphasised.
- Highlighted that there should be resting points at 100m intervals between the site and nearest bus stop.
- Explained that disabled cyclists often struggle with two tier spaces
- The use of contrasting colours on walls/door frames was suggested. A clear font to be used on signs.
- Suggested that a hybrid changing places toilet be explored as part of the design.

### **County Highways**

6.6 No objection: A condition is requested requiring compliance with the submitted Traffic Management Plan.

### **County Transport Team**

6.7 No objection to application but conditions are recommended to mitigate issues. These include a contribution to strategic infrastructure for local transport improvement schemes, implementation of an improved cycle and pedestrian route to the building, a car park management plan and travel plan conditions.

### **Environment Agency**

6.8 No comments received.

## **Lead Local Flood Authority**

- 6.9 The LLFA objected to the application as submitted due to lack of information. Additional surface water treatment was required for the access road. Further information about the flows that the rain gardens can accept was needed. The rainfall calcs listed in the drainage strategy were not provided. A second comment from the LLFA on the amended submission requests details of calculation for different summer and winter storm types.
- 6.10 No objection: the applicant has provided further information to address the LLFA comments. Conditions are recommended requiring the submission of a detailed operational surface water drainage design and a construction surface water drainage plan. Informatives are also requested.

## **Anglian Water**

- 6.11 No objection: Details of foul drainage should be conditioned.

## **Urban Design Team**

- 6.12 Further information is requested to understand how the proposal relates to the immediate context.
- 6.13 No objection: The additional information satisfactorily addresses concerns raised in the previous urban design comments. Conditions are recommended.

## **Landscape Officer**

- 6.14 Further information is needed around the canopy cover adjacent to the building to help mitigate the impact of the building in long views. Further details of the planting plans to integrate the site with the central area of open space within the science park are needed. Details of the thresholds between the site are needed. A plant mix that can tolerate wet conditions in the swale are needed. Details of the green roof to the external pavilions are required. Other elements of the scheme require further information which can be provided through condition.
- 6.15 The updated submission resolved the concerns raised in the initial comments. The landscape officer has a few points of clarification. Conditions are recommended.



## **Sustainability Officer**

- 6.16 No objections. Conditions are recommended in relation to water efficiency, grey water/rainwater harvesting and compliance with the proposed energy statement.

## **Ecology Officer**

- 6.17 The first comment requested clarification on the number of trees and their location in the site, It also requested clarification on the different redline boundaries shows on the BNG/EIA plans and the proposed landscaping plans.
- 6.18 No objection: The updated information provides clarity. Conditions are recommended requiring a construction ecological management plan, an ecologically sensitive lighting strategy, details of BNG and details of ecological enhancements to the site.

## **Tree Officer**

- 6.19 No objection: Request a condition requiring details of tree protection.

## **County Archaeology**

- 6.20 No objection: Records indicate the site is in an area of high archaeological potential however nearby investigations have produced limited results. No further information is required.

## **Environmental Health**

- Air quality
- 6.21 No objection: Recommend a construction dust management plan is secured through a planning condition. No further information is needed in relation to the operational phase of development.
- Contaminated land
- 6.22 No objection: Recommend a planning condition for 'unexpected contamination' as a backup if contamination is encountered during the construction process.
- Noise
- 6.23 No objection: Conditions recommended in relation to construction/delivery hours and piling. Informatives are recommended in relation to air source heat pumps and construction noise/dust.

## **Cambridge City Airport**

- 6.24 No objection to proposal but request a condition requiring further information should a crane be needed as part of construction.

## **Defence Infrastructure Organisation (DIO) Safeguarding Team (Ministry of Defence)**

- 6.25 No objection.

## **Police Architectural Liaison Officer**

- 6.26 Encourage the applicant to submit a secured by design application as believe the development could attain accreditation with consultation. The site lies within a research park which benefits from 24hr security and a lower instance of crime and disorder.
- 6.27 Detailed recommendations are provided in relation to CCTV coverage, access controls, external and internal door specs, external lighting, hedge heights and wayfinding.

## **Fire Authority (Cambridgeshire Fire and Rescue)**

- 6.28 No Objection: A fire hydrants condition is requested. Access and facilities for the Fire Service should also be provided and any buildings over 11 metres in height not fitted with fire mains requires aerial appliance access

## **7. Third party representations**

- 7.1 1 representation has been received.
- 7.2 Those representation raises the following issues:
- The construction traffic management plan suggests HGVs will adversely impact on deliveries to manufacturing/distributing occupier in 418 Cambridge Science Park
  - Construction traffic has the potential to cause gridlock at peak times
  - Construction traffic should be from the north of the site or have more restrictive hours.

## **8. Local Groups**

- 8.1 Cambridge Cycling Campaign (Camcycle) has made a representation to the application on the following grounds:
- Cycle parking meets the minimum requirement rather than being exemplar

- Object to the high level of two tier stands
- Need to consider how accessible cycle parking spaces can be protected for those who most need them
- There is no clear information about how the cycle access parking will be delivered

8.2 Cambridge Past Present and Future (CPPF) has made a representation objecting to the application on the following grounds:

- The height, mass and bulk, do not deliver a high-quality addition
- The height exceeds the NEC AAP policy
- Concerned about the baseline transport data from 2022 as it is influenced by covid.
- The on-site car parking provision needs to be justified given there is a surplus of car parking on the science park.
- Support the landscape parkland which strengthens the green corridor through the science park.

8.3 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.

## **9. Response to pre-application panels and briefings**

Landscape and courtyard

9.1 The proposed landscape scheme has been developed throughout the pre-app process following feedback from Cambridgeshire Quality Panel and the GCSP Landscape Officer.

9.2 The courtyard and its scale and function were discussed extensively during the pre-application process. Concerns were initially raised regarding the usability of the space, particularly in relation to light and ambient temperatures. However, the design team justified the design of the space by emphasising its function as a space to move through on arrival to the building, a source of light and visual amenity, as well as a ventilation and cooling structure for overlooking offices and lab spaces, as well as an occasional space to 'linger' on hotter days.

9.3 The Cambridgeshire Quality Panel welcomed the consideration of the courtyard and comparative study with other courtyards to help inform the design. A marker tree was included in response to the panel's comments. The layout of the building has been amended so that the entrance is set back and glazed which relates better to the courtyard. Mounding has been included which will provide additional visual interest. has included the provision of a tree within the courtyard.

9.4 The applicant provided comparative studies of other roof terraces to demonstrate that it is a usable size. The original proposals showed a tree at roof level. Cambridgeshire Quality Panel suggested that this be removed as it was not realistic. The proposals now include movable furniture and planters to offer maximum flexibility of use of the roof terrace space.

#### Cycle parking

9.5 The initial proposal for cycle parking was to the south of the building however there were concerns that this would lead to conflicts between cyclists and pedestrians accessing the building. This resulted in the cycle stores being relocated to the north of the building. The overall mix of stand types has been amended to ensure that they are policy compliant.

#### Accessibility and legibility

9.6 In response to comments from the disability panel, the proposal has been amended to incorporate resin bound gravel around the disabled parking bays which will provide a bound service access to the building for wheelchair users of these spaces. The building would have level access and two cores which provide lift access to all floors.

#### Car parking

9.7 The design intention has always been to ensure that the car park does not appear like a standard car park and that it contributes to the soft landscape around the building. The majority of the car park would be finished in loose gravel with concrete wheel stops to protect planting. The final method for delineating parking will be conditioned but the applicant has suggested that this would be infill concrete block pavers, contrasting gravel or markers on wheel stops; all of which would be suitable solutions in keeping with the landscaping design for the site.

#### Sustainability

9.8 The development has had strong sustainability aspirations from the beginning. Officers have encouraged the applicant to demonstrate that the sustainability goals are achievable. The building uses the cooling hierarchy and an all-electric approach to heating and cooling. The external fins manage solar gain. The building is highly water efficient. The sustainability measures exceed current policy requirements.

9.9 The building is targeting BREEAM 'Excellent' with aspirations to achieve BREEAM 'Outstanding'. The development is on track to be WELL enabled. The NABERS UK Design for Performance approach has been adopted although there are currently no official certification schemes for laboratory buildings. The design has considered embodied carbon and intends to

have a minimum 100-year life span. This includes the consideration of maintenance and replacement of elements of the building over its lifespan, the use of a hybrid concrete timber structure to reduce carbon and consideration of buildability and disassembly for ease of material reuse at the end of the development.

- 9.10 Cambridgeshire Quality Panel in their chairs review feedback state the scheme aims to be exemplar and could become a model for other sites coming forward in the area.

## **10. Assessment**

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

- Principle of development
- Design, layout, scale and landscaping
- Trees
- Carbon reduction and sustainable design
- Biodiversity
- Water resource
- Water management and flood risk
- Transport and Access
- Car and cycle parking
- Third party representations
- Planning obligations
- Other matters
- Planning balance
- Recommendation
- Planning conditions

## **11. Principle of Development**

- 11.1 Paragraph 11 of the NPPF (2023) states that decisions should apply a presumption in favour of sustainable development. For decision taking this means approving development proposals that accord with an up-to-date development plan without delay subject to assessing whether any adverse impacts of doing so would significantly and demonstrably outweigh the benefits, when assessed against the policies in the NPPF (2023) taken as a whole.

- 11.2 Policy S/5 of the South Cambridgeshire Local Plan (2018) sets out the need for 22,000 additional jobs to support the Cambridge Custer. Policy S/6 states that development will be in the following order of preference a)

on the edge of Cambridge, b) at new settlements, c) in Rural Centres and Minor Rural centres.

- 11.3 Policy E/1 of the South Cambridgeshire Local Plan supports appropriate proposals for employment development on Cambridge Science Park where they enable to continued development of the Cambridge Cluster. Policy E/9 also supports the development of employment clusters and highlights the edge of Cambridge as a suitable location.
- 11.4 The site is located within a designated Area of Major Change, defined in Policy SS/5 (Cambridge Northern Fringe East and new railway Station) and shown in 6 of the South Cambridgeshire Local Plan (2018).
- 11.5 Policy SS/4 states that “Cambridge Northern Fringe East and the new railway station will enable the creation of a revitalised, employment focussed area centred on a new transport interchange” and allocates the land for “high quality mixed-use development, primarily for employment uses such as B1, B2 and B8, as well as a range of supporting commercial, retail, leisure and residential uses...”
- 11.6 Policy SS/4 also states that all proposals should:
- a) take into account existing site conditions and environmental and safety constraints;
  - b) demonstrate that environmental and health impacts (including odour) from the Cambridge Water Recycling Centre can be acceptably mitigated for occupants;
  - c) ensure that appropriate access and linkages, including for pedestrians and cyclists, are planned for in a high quality and comprehensive manner;
  - d) where development is proposed, provide for appropriate ecological mitigation, compensation and enhancement measures either on- or off-site; and
  - e) ensure that due consideration has been given to safeguarding the appropriate future development of the wider site.
- 11.7 The criteria of policy SS/4 of the South Cambridgeshire Local Plan (2018) that are relevant to this particular site will be addressed throughout the report.

## **12. Design, layout, scale and landscaping**

- 12.1 Paragraphs 126, 130 and 131 of the NPPF (2023) advise that developments should aim to achieve well-designed, sustainable places that function well, are visually attractive, create a strong sense of plans and optimise the potential of the site.

- 12.2 Policy HQ/1 'Design Principles' provides a comprehensive list of criteria by which development proposals must adhere to, requiring that all new development must be of high-quality design, with a clear vision as to the positive contribution the development will make to its local and wider context
- 12.3 Policies NH/2, NH/6 and SC/9 are relevant to the landscape and visual impacts of a proposal. Together they seek to permit development only where it respects and retains or enhances the local character and distinctiveness of the local landscape and its National Character Area (NCA). The application lies within the area covered by the NEC AAP. The proposed submission AAP currently attracts limited weight as a material consideration in decision making. The evidence base studies prepared to support the AAP are considered to provide evidence of the existing context of the area and provide information which attracts weight if it is material to adopted development plan policies.
- 12.4 The NEC Landscape Character and Visual Impact Assessment (LCVIA) is one of the evidence base documents which carries weight in decision making. The NEC LCVIA provides an appraisal of the existing landscape character and tests the potential effects of high, medium and low development height scenarios at the Site from a series of viewpoints. The high scenario was found to have a major effect, the medium scenario was found to have a moderate effect and the low option was found to have a minor/negligible effect. The site falls within Area 7 of the LCVIA which is identified as being suitable for the Low/Medium height option of up to 18m.
- 12.5 The District Design Guide SPD (2010) and Landscape in New Developments SPD (2010) provide additional guidance.

### **Design**

- 12.6 The building has a distinct design being clad in fins from first floor level up. The building itself has a very regular form. The fins are then attached as an outer skeleton to the building. The fins manage solar gain by responding to the solar conditions on each elevation. This results in a greater density of fins on the two southern elevations. The material will appear solid when viewed from the outside but have a level of transparency when viewed from inside the building allowing for views out. Some precedent buildings have been provided to demonstrate how the fins would work. The final material choice is being considered and details will need to be provided by condition (**condition 25 - materials**). A condition is recommended requiring details of how the fins will be cleaned and maintained to ensure that the outer skin

of the building continues to be maintained to a high standard (**condition 26 – fin management and maintenance**).

- 12.7 The ground floor of the building is not clad and includes a large amount of glazing which allows for a level of transparency at street level. Some further plans and images have been provided during the course of the application which show ground floor transparency in response to comments from the Urban Design Officer. The Urban Design Officer has confirmed that these are satisfactory, and that the proposal would have an adequate level of natural surveillance. The landscaping scheme has been designed to work with the building form and layout to allow for views in and out and ground floor; this is considered in further detail in the landscape section below. The entrance is totally glazed fronting onto the park and backing onto the courtyard which allows green through views. Details of rooftop plant are required by condition (**condition 28 – rooftop plant**).
- 12.8 The proposed building is of a high-quality. The fins create a distinctive while also functional design. Subject to material details, details of how the fins would be maintained and details of rooftop plant the proposal is considered acceptable in terms of design and compliant with South Cambridgeshire Local Plan (2018) policy HQ/1 and the NPPF (2023).

### **Layout**

- 12.9 The building prioritises pedestrian access with the primary entrance to the building being from the park. Cyclists will enter the building from the north where they will come to the supporting facilities such as showers and lockers. Cyclists can then continue into the rest of the building from here or come into the courtyard and access the remainder of the building from the glazed entrance pavilion off the park. The courtyard will act as a natural confluence point for users of the building.
- 12.10 As the building is accessed through the park and as it has a separate access point for pedestrians and cyclists, a wayfinding strategy is required by condition (**condition 33 – wayfinding strategy**). This should detail how pedestrians will be guided through the park to the building and how cyclists will be guided from the guided busway onto the shared cycle path and on to the cycle pavilions to the north of the building.
- 12.11 The building has a flexible layout which allows it to be occupied by a single occupier or split into multiple separate and independent spaces to let. The floorspace is split between lab space and associated write up space. The applicant has provided plans which show that the internal layout can be let in multiple different arrangements.



- 12.12 In response to comments received by the disability panel, the applicant has included resin bound gravel to the disabled parking bays which means that wheelchair users will have a bound surface to provide access between their parking space and the entrance to the building. Both entrances and all of the external pavilions will have level access. There are accessible toilets on every floor and a changing places room is included with the cycling facilities on the ground floor.
- 12.13 The building is well laid out. It would be accessible throughout. Details of a wayfinding strategy are required to ensure that access arrangements are legible. The proposal layout is acceptable and compliant with South Cambridgeshire Local Plan (2018) policy HQ/1 and the NPPF (2023).

### **Scale**

- 12.14 The building would have 5 storeys plus a plant enclosure. It would be 27m in height to the top of the plant enclosure with flues which protrude an additional 3.75m. The building is significantly larger than the surrounding buildings within the science park, which are typically 3 storeys (varying between 12.5m and 15m in height) in scale with a large amount of surface car parking, and forms part of the latest phase of development at the science park.). The proposal seeks to maximise plot usage and provide low levels of car parking on site. As noted above, the building is laid out to prioritise pedestrian access.
- 12.15 The representation on behalf of CPPF raising concerns that the height exceeds the NEC AAP policy is noted. However, this policy currently attracts very limited weight. Notwithstanding this position, the building height, has however, been assessed against the relevant policies of the Local Plan and the NPPF (2023).
- 12.16 A draft landscape and visual impact assessment was produced as part of the pre-application discussions to help inform the scale, massing and design of the building. A final version has been submitted as part of the planning application and the Landscape Officer is in agreement with the findings of the report which does not raise any objections based on landscape and visual effects subject to securing some taller planting on the northern and eastern edges of the site.
- 12.17 The Urban Design Officer notes that although the height is significantly taller than the surrounding buildings, the site lies in an area of change and intensification of land use and as a result height and massing of the proposed building is considered acceptable. They note that the massing is

generally considered acceptable subject to a well detailed façade with refined external materials/finishes. Material details will be provided by condition (**condition 25 - materials**).

- 12.18 The immediate areas around the site will inevitably experience a high magnitude of change as the proposal is for a large building however the impacts are considered acceptable.
- 12.19 The primary concern in landscape and visual terms is the building's impact on viewpoint 12: Mere Way. At year 1 and year 15 this impact would be moderate in significance and adverse in nature. This view will evolve over time with other tall buildings likely to come forward on adjacent sites. The Landscape Officer noted in her original comments that some additional large scale planting should be provided on site to help soften any views of the site from the Mere Way.
- 12.20 In response to the Landscape Officer's comments, the proposed tree planting mix to the north and west of the building has been amended during the application to include some larger trees. These trees will be large, semi-mature Liquidambar Styraciflua (Liquidambar/Sweetgum, 4.5-5m height on day 1) and Ulmus Columnella (a type of Dutch elm that is resistant to Dutch elm disease, 3.5-4m on day 1) in the swale and Tilia Platyphyllos (Lime tree, approx. 5m height on day 1) to the north of the building. These tree species will be provided through the landscape condition (**condition 23 – bespoke hard and soft landscape condition**) to ensure that suitably sized trees are provided to soften views of the building.
- 12.21 Although the proposed building is of a greater scale than surrounding development, it is considered to have an acceptable relationship with the immediate context of Cambridge Science Park. The proposed building will break the sky line when viewed from the Mere Way which would result in a moderate adverse impact on landscape character and visual amenity. This is an evolving view with other development coming forward on the science park at a scale that will also be prominent from this view point. The proposed tree planting to the north and west of the building are considered to adequately soften the building and mitigate the impact of the height of the building when viewed from the Mere Way. The proposed scale is therefore considered acceptable and compliant with South Cambridgeshire Local Plan (2018) policies HQ/1, and SC/9 and the NPPF (2023).

## Landscape

- 12.22 The application includes a detailed and high-quality landscape scheme which has been considered in great detail as part of the pre-application process. Some minor amendments and clarifications have been provided in response to comments received from the Landscape Officer as part of this planning application. The proposal incorporates several different elements of landscaping: the courtyard, swale, southern forecourt, roof terrace existing park, car park and servicing area.
- 12.23 The courtyard acts as an arrival space to the building, a source of light and visual amenity for users of the building and as a cool external space to use on warm days. It also allows for cross ventilation of the building. It comprises a green space with tree planting and landforms as well as a seating area. Final planting details can be provided by condition (**condition 23 – bespoke hard and soft landscape condition**). A landscape management condition is recommended (**condition 19 – landscape maintenance**). This will need to consider how the courtyard landforms will be managed to ensure they are successful.
- 12.24 The swale is located on the north western edge of the site. The tree planting mix here has been amended during the application process to include some taller trees to help soften and filter views of the building from the Mere Way as discussed in the scale section above. These trees have been grouped to reflect the internal configuration of the building. The trees will be semi-mature with a canopy that is above the windows at ground floor to ensure they don't block views thus allowing for visual permeability in and out of the building. The final planting mix other than the trees can be provided through condition (**condition 23 – bespoke hard and soft landscape condition**). Details of tree pits are required by condition (**condition 21 - tree pits**).
- 12.25 The landscape design of the southern forecourt is supported. Further details of the planting mix and street furniture are required by condition (**condition 23 – bespoke hard and soft landscape condition**).
- 12.26 The size and approach to planting of the roof terrace has been clarified. The architect has provided the example of the roof terrace on their offices in London as an example of a similar sized roof spaces that is well used. The roof terrace is considered to be a suitable size. Planting will be in movable planters to allow for maximum flexibility of the space.
- 12.27 The inclusion of an element of the existing park within the site is welcome. The new path introduced within the park will be loose gravel so that it is in

keeping with the remainder of the park. Details of planting mix and street furniture will be secured by condition (**condition 23 – bespoke hard and soft landscape condition**).

- 12.28 The on-site car parking spaces will be predominantly loose gravel to provide a soft surround to the building which is in keeping with the pavilion in the park vision for the site. Pre-cast concrete wheel stops will be provided to protect the landscaping to the west of the parking spaces. The parking space delineation detail will be provided through condition but will be either contrasting gravel, infill concrete block pavers or makings on the wheel stops. The landscape treatment for the car parking is considered acceptable and in keeping with the wider design principles for the site.
- 12.29 The external pavilions house the cycle parking and external plant. These are a family of stores which are designed to relate to the main building. The external pavilions are bespoke structures which would have green roofs (details required by **condition 20 - green roofs**). The stores would be constructed from timber with a lattice framework and fibre cement skin. Details of materials are to be provided by **condition 25 - materials**.
- 12.30 The Landscape Officer raises concerns around the relationship between the plant store pavilion on the application site and plot 436 as they consider that the store being hard on the boundary creates an awkward space on the adjacent site. The applicant has discussed providing climbers on this elevation with the occupiers of plot 436 (who would need to give their consent to access for maintenance purposes), but this has not been secured. Whilst some greenery on this elevation would have been beneficial to soften the impact on plot 436, the pavilion would be a high-quality bespoke structure with a green roof, and as a result this relationship is considered to be acceptable.
- 12.31 The proposed landscape scheme is high quality and relates well to the surrounding context. The landscape design is considered acceptable and compliant with South Cambridgeshire Local Plan (2018) policies HQ/1, NH/2 and SC/9 and the NPPF (2023) subject to condition.

### **Public Art**

- 12.32 The application includes a high-level public art strategy within the Design and Access Statement. This was also discussed as part of the pre-application process. The proposal is for a series of related pieces within the park with a further piece within the courtyard to tie in with the building. This approach is considered acceptable in principle. Further details of public art are required by condition (**condition 27 – public art**).

## **Conclusion**

- 12.33 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 South Cambridgeshire Local Plan (2018) policies HQ/1, HQ/2, NH/2 and SC/9 and the NPPF (2023).

## **13. Trees**

- 13.1 Policies NH/2, NH/4 and HQ/1 seek to preserve, protect and enhance existing trees and hedges. Para. 131 of the NPPF (2023) seeks for existing trees to be retained wherever possible.
- 13.2 The application is accompanied by a tree survey and Arboricultural Assessment.
- 13.3 The Council's Tree Officer has advised that the proposals are acceptable from an arboricultural perspective subject to a tree protection detail condition (**Condition 24 – tree protection**)
- 13.4 Subject to condition, the proposal would accord with policies NH/2, NH/4, HQ/1 of the Local Plan.

## **14. Carbon reduction and sustainable design**

- 14.1 Paragraph 152 of the NPPF (2023) advises that the planning system should support the transition to a low carbon future in a changing climate.
- 14.2 The Councils' 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 can respond to climate change as required by policy CC/1.
- 14.3 Policy CC/3 'Renewable and Low Carbon Energy', requires that Proposals for new dwellings and new non-residential buildings of 1,000m<sup>2</sup> or more will be required to reduce carbon emissions by a minimum of 10% using on-site renewable energy and low carbon technologies.
- 14.4 The application is supported by an Energy Statement and Sustainability Statement.
- 14.5 The documents consider the whole life carbon approach to decision making. They outline that the building would have a high-performance façade with a 44% glazing ratio and fixed external shading fins in response

to the orientation of the building. The proposal uses the cooling hierarchy to mitigate overheating. The building is all electric with an air source heat pump for heating and cooling and an extensive PV array. The energy statement includes a detailed energy monitoring and metering strategy. The BREEAM design stage assessment demonstrates the building is currently achieving a score of 82.1% which is a rating of 'Excellent' with the potential to achieve 'Outstanding'. The Energy Statement demonstrates a 19.8% carbon emissions reduction which is above Building Regulations Part L compliance.

- 14.6 The application has been subject to formal consultation with the Council's Sustainability Officer who raises no objection to the proposal subject to a condition requiring compliance with the measures outlined in the Energy Statement (**Condition 8 - Energy Statement compliance**).
- 14.7 The applicants have suitably addressed the issue of sustainability and renewable energy and subject to conditions the proposal is compliant with Local Plan policies CC/1 and CC/3 and the Greater Cambridge Sustainable Design and Construction SPD 2020.

## **15. Biodiversity**

- 15.1 Para 174 of the NPPF (2023) advises that decisions should contribute to and enhance the natural and local environment by providing net gains for biodiversity.
- 15.2 The Environment Act 2021 and the Councils' Biodiversity SPD (2022) require 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 accords with policy NH/14 which outlines a primary objective for biodiversity to be conserved or enhanced and provides for the protection of Protected Species, Priority Species and Priority Habitat.
- 15.3 In accordance with policy and circular 06/2005 'Biodiversity and Geological Conservation', the application is accompanied by a Biodiversity Management Plan which sets out that a 22.47% net gain in biodiversity is proposed. This includes 1.46 urban tree units, 0.80 mixed scrub units and 0.58 grassland units.
- 15.4 The application has been subject to formal consultation with the Council's Ecology Officer, who raises no objection to the proposal and recommends several conditions to ensure the protection of species and the estimated biodiversity net gain is delivered (**condition 15 – ecological**

**enhancement, condition 6 Landscape and ecological management plan, condition 17 BNG credits, condition 18 ecological sensitive lighting).**

15.5 In consultation with the Council's Ecology Officer, subject to an appropriate condition, officers are satisfied that the proposed development complies with policy NH/14, the Biodiversity SPD 2022, the requirements of the Environment Act 2021 and 06/2005 Circular advice.

## **16. Water resources**

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

16.2 Para 174 of the NPPF (2023) advises that decisions should contribute to and enhance the natural and local environment by providing net gains for biodiversity.

16.3 Paragraph 20(b) and (c) of the NPPF (2023) requires that strategic policies should, amongst other things, set out a strategy for and make sufficient provision of infrastructure for water supply, for the conservation and enhancement of the natural environment, climate change mitigation and adaptation.

16.4 Paragraph 159 of the NPPF (2023) requires 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.

16.5 Paragraph 180(e) of the NPPF (2023) requires 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."

16.6 The Planning Practice Guidance (PPG) includes guidance on water supply, wastewater, and water quality. The Water Environment Regulations 2017 sets out requirements, amongst other things, to protect, enhance, and restore water bodies to 'good' status (PPG, Paragraph: 001 Reference ID: 34-001-20161116).

- 16.7 The PPG goes on to describe how water supply should be considered through the planning application process, setting out that water supply should normally be addressed through strategic policies, although exceptionally may require water supply to be considered through the planning application process, including whether a plan requires enhanced water efficiency in new developments (PPG, Paragraph: 016 Reference ID: 34-016-20140306).
- 16.8 Policy CC/4 of the South Cambridgeshire District Plan relates to water efficiency.
- 16.9 The EA have been consulted on the application but have not provided any comments.
- 16.10 On 06 March 2024 central Government published two statements on the issue of water resources in the Greater Cambridge Area: - Joint written statement on addressing water scarcity in Greater Cambridge - GOV.UK ([www.gov.uk](http://www.gov.uk)) - Written ministerial statement on Addressing water scarcity in Greater Cambridge: update on government measures - GOV.UK ([www.gov.uk](http://www.gov.uk)) These two documents are material planning considerations which carry some weight; the level of that weight is a matter of planning judgment for Committee as the decision maker
- 16.11 The joint statement on water scarcity in Greater Cambridge details in paragraphs 4 to 6 that:

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

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



work from Anglian Water, to develop a new reservoir in the Fens. We are committed to working together to support this longer-term work in our respective roles.

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

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

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

(emphasis added)

The scheme is intended to provide greater certainty through:

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

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

16.14 The issue of water resource has been considered as part of the Brookgate planning appeal at Land North of Cambridge North Station. This was a recovered appeal with the final decision being made by the Secretary of State (SofS) in April 2024. The Planning Inspector recommended

permission be granted subject to conditions and obligations contained in the S106 agreement.

- 16.15 The SofS agreed with the Inspector's conclusions and recommendations. He did not consider that the Inspector's proposed optional planning condition in respect of delaying building occupation until the draft WRMP has been approved was necessary, finding that matters relating to water supply and quality to be neutral in the planning balance.
- 16.16 The Brookgate appeal decision is a material consideration which can be given significant material weight at the present time - since it provides an up-to-date assessment of how to approach the issues of water capacity and quality in greater Cambridge and is a decision of the SofS which deals with current government policy statements (including the March 2024 Joint Statement on addressing water scarcity in Greater Cambridge). The Greater Cambridge Shared Planning Services is now applying this approach. A series of conditions in relation to water monitoring and water efficiency measures details are being applied to relevant planning applications.
- 16.17 The applicant has provided a Water Conservation Statement. This details that the building will be highly water efficient through a reduction in demand and the reuse of water. The building will include low flow fixtures and fittings. Grey and rainwater harvesting and reuse of air handling unit condensate will be used for WC flushing. The proposal is currently achieving BREEAM maximum credits under Wat01 plus the exemplary credit. The water conservation measures outlined in the water conservation statement should ensure an improvement over baseline conditions of over 70%. The daily water consumption when the building is utilised at the maximum laboratory/office ratio, using the standard Wat 01 water consumption per person is 4,829 l/day (4.23m<sup>3</sup>/day)
- 16.18 The landscape scheme has been developed to minimise the need for irrigation. Trees will need watering only during the establishment period. The shrub and herbaceous plants will be drought tolerant only needing water when there is a shortage of natural rainfall.
- 16.19 The water conservation strategy demonstrates that the proposed development would be highly water efficient. The Sustainability Officer is satisfied with the proposal. Conditions are recommended requiring the implementation of water efficiency measures, water monitoring and the submission of details of grey and rainwater harvesting (**condition 9 water efficiency compliance, condition 10 grey water harvesting details,**

**condition 11 rain water harvesting details, condition 36 water monitoring)**

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

**17. Water management and flood risk**

- 17.1 Paragraph 167 of the NPPF (2023) states that when determining any planning applications, local planning authorities should ensure that flood risk is not increased elsewhere.
- 17.2 Policies CC/7, CC/8 and CC/9 of the South Cambridgeshire Local Plan require developments to have appropriate sustainable foul and surface water drainage systems and minimise flood risk.
- 17.3 The site is in Flood Zone 1 and is therefore considered at low risk of flooding.
- 17.4 The applicants have submitted a Flood Risk Assessment and Drainage Strategy. Additional information, in the form of a SuDS report and additional hydraulic calculations, has been provided during the course of the application to address comments from the LLFA.
- 17.5 The LLFA has advised that the applicant has demonstrated that surface water from the proposed development can be managed using a combination of swales, permeable paving, rain gardens and geocellular attenuation, discharging from site via flow control at a controlled rate of 1l/s into the existing surface water sewer. The flooding that occurs in the 1 in 100 year plus +40% climate change allowance is very small in volume and contained within the site. The applicant has also provided a detailed maintenance plan outlining maintenance and adoption detail of all surface water drainage features. Conditions are recommended in requiring the submission of a detailed operational surface water drainage design and a construction surface water drainage plan (**condition 13 operational surface water drainage condition 14 construction surface water drainage**).
- 17.6 Anglian Water has no objection to the development subject to a condition requiring details of foul drainage (**condition 12 foul drainage**).

- 17.7 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 CC/7, CC/8 and CC/9 and NPPF (2023) advice.

## **18. Transport and Access**

### **Northeast Cambridge Transport Position Statement**

- 18.1 A Transport Position Statement (TPS dated February 2021) has been issued by the County Council regarding development in Northeast Cambridge. The County's approach is informed by the transport evidence base for the emerging NECAAP, including the A10 Study, which establishes that Milton Road is already at capacity.
- 18.2 The studies recommend the application of a vehicle trip budget in preference to providing additional highway capacity to accommodate new growth. The trip budget works by calculating the existing peak trips generated within the area and apportioning these to the individual sites.
- 18.3 The purpose of the TPS is to ensure that development proposals within Northeast Cambridge that come ahead of the NECAAP submission, do not prejudice or frustrate the delivery of the strategic transport solution or wider development aspirations of the NECAAP area.
- 18.4 Paragraph 111 of the NPPF (2023) 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.
- 18.5 Policy HQ/1 states that proposals must provide safe and convenient access for all users and abilities to public buildings and spaces, including those with limited mobility or those with impairment such as sight or hearing.
- 18.6 Policy TI/2 requires developers to demonstrate adequate provision will be made to mitigate the likely impacts of the proposed development and, for larger developments, to demonstrate they have maximised opportunities for sustainable travel, and provided a Transport Assessment and Travel Plan.
- 18.7 The applicant has submitted a Transport Assessment (TA) and a Framework Travel Plan (FTP) to support the proposal.

## Transport Assessment and Framework Travel Plan

- 18.8 The applicant has forecast that there would be 502 employees and 352 people in the building on a typical day (70% occupancy taking into consideration sickness, leave and working from home). The Transport Assessment Team are satisfied with this forecast and with the TRICS data for the science park which has been used in the Transport Assessment.
- 18.9 Limiting the number of car parking proposed for the building will constrain the vehicle trip budget for the site in line with the aspirations of the NEC AAP. This results in a vehicle trip generation of 31%, and an increase in the cycle mode share from 33% in the 2022 survey to 42%, 13% walking and 11% by bus and train combined. The Transport Assessment Team are satisfied with the Trip generation.
- 18.10 A prior to occupation travel plan is recommended by the Transport Assessment Team (**condition 29 travel plan**). A parking management plan is required by condition (**condition 30 parking management plan**) to ensure that the details of how on and off-site car parking will be managed are agreed; this is considered in the car parking section below.

### Transport mitigation

- 18.11 The Transport Assessment Team note that the widening of the footway to provide improved cycle access to the site would form part of the transport mitigation for the site. A condition requiring this to be completed within six months of occupation of the building is recommended (**condition 34 cycle way completion**). The Transport Assessment Team is also requesting a contribution for strategic infrastructure. This would be allocated to the Chisholm Trail and Milton Road corridor improvement schemes. The cost of the improved cycleway is to be deducted from the strategic infrastructure contribution as the cycleway will also benefit other users. Further details are provided in section 22 below.

### Access

- 18.12 The main cycle route to the building will be from the busway leading along Cambridge Science Park Milton Road to the site. The application proposes to provide a shared pedestrian and cycle path along the western edge of the site by widening the existing footway. This will allow cyclists to access the site without and conflict with vehicles when turning left into the site. The Transport Assessment Team welcomes this improvement. Most pedestrians will access the site from the pedestrian path through the central green spine of the science park. As noted above, a wayfinding

strategy is required by condition (**condition 33 wayfinding**) to ensure that suitable signage is provided to guide pedestrians and cyclists to the building.

- 18.13 Vehicular access to the site would from the western arterial road within the science park. As detailed in section 19 below, 60 of the car parking spaces for the site will be in adjacent car parks of plots 400, 406 and 410. These users will park and then walk to the site. The Travel Plan (**condition 29 travel plan**) will deal with the allocation of spaces to ensure any users with any mobility issues can be allocated a car parking space on site. Six accessible parking spaces are provided on site.
- 18.14 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. The proposal is compliant with policies HQ/1 and TI/2 of the Local Plan and is compliant with NPPF (2023) advice.

## **19. Car and cycle parking provision**

- 19.1 Policies HQ/1 and TI/3 of the South Cambridgeshire Local Plan (2018) set out that car and cycle parking provision should be provided through a design-led approach in accordance with the indicative standards set out in Figure 11 of the Local Plan.

### **Cycle parking**

- 19.2 TI/3 requires 1 cycle space per 30sqm of business floorspace. The supporting text advises that cycle parking should be covered and in a convenient, secure location, with visitor parking located as near as possible to the main entrance of buildings. All cycle parking should be designed and located to minimise conflict between cycles, pedestrians and vehicles. As the proposal is for a lab building rather than office building bespoke cycle parking numbers have been agreed to reflect the mode share as set out as part of the Transport Assessment submitted as part of this application.
- 19.3 The cycle parking numbers have been amended since submission as the original proposal did not provide a sufficient number of Sheffield stands. The revised proposals include a total of 32 Sheffield stands; 8 enlarged stands and 24 standards stands. This meets with the minimum requirement for 20% of the stands to be Sheffield/enlarged stands. A condition is recommended requiring details of the cycle stands (**condition 31 cycle parking details**). The two-tier racks should have lift assist and this detail can be provided through condition.

Stand type	Number of cycle parking spaces	Percentage of total
Sheffield stands	32	21%
Enlarge Sheffield stands	8 (included in the 32 Sheffield stands)	5%
Two-tier stands	122	79%
<b>Subtotal</b>	<b>154</b>	<b>100%</b>
Cargo bike delivery spaces	2	n/a
Visitor spaces (Sheffield Stands)	20	n/a

19.4 The applicant has also provided a plan showing that future expansion of the cycle parking spaces to provide 190 spaces is possible through the loss of 3 car parking spaces on site.

19.5 The objection from Camcycle is noted however the proposed cycle parking is policy compliant. The building will be managed and therefore allocation of larger cycle spaces for those who need them will be possible. Further details can be provided through the Travel Plan condition (**condition 29 travel plan**).

### **Car parking**

19.6 The supporting text to Policy TI/3 advises that the Council encourage innovative solutions such as shared parking areas, for example where there are a mix of day and night uses, car clubs and provision of electric charging points and that a developer must provide clear justification for the level and type of parking proposed and will need to demonstrate they have addressed highway safety issues.

19.7 50 car parking spaces are proposed on site. The site will also use an additional 60 spaces from the surrounding sites of 400, 406 and 410. These car parks have been surveyed and have been found to have capacity to provide the additional spaces required as current car park use is 50% of lower. The total parking is lower than the previously approved 131 spaces for a smaller building on this site (permission ref S/0179/13). The applicant intends to provide a final parking management plan prior to occupation and this information will be required to be provided through

condition (**condition 30 parking management plan**). 6 disabled parking bays are provided on site in the southern part of the car park nearest the entrance to the building.

- 19.8 The Transport Assessment Team support the off-site approach to car parking.
- 19.9 The Greater Cambridge Sustainable Design and Construction SPD outlines the standards for EV charging at 1 per 1,000m<sup>2</sup> 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. The proposed car parking will include 50% EV charging points from day 1 and the remaining 50% will be enabled for charging to be added in the future and is therefore policy compliant.
- 19.10 Subject to conditions, the proposal is considered to accord with policies HQ/1 and TI/3 of the Local Plan and the Greater Cambridge Sustainable Design and Construction SPD.

## **20. Construction and Environmental Health Impacts**

- 20.1 Part e) of paragraph 174 of the NPPF (2023) states that planning policies and decisions should contribute to and enhance the natural and local environment by preventing new and existing development from contributing to, being put at unacceptable risk from, or being adversely affected by, unacceptable levels of soil, air, water or noise pollution or land instability.
- 20.2 Paragraph 185 of the NPPF (2023) advises that planning decisions should aim to avoid noise giving rise to significant adverse impacts on health and quality of life resulting from new development, as well as limiting the impact of light pollution on local amenity.
- 20.3 Paragraph 186 of the NPPF (2023) advises that opportunities to improve air quality should be identified, such as through traffic and travel management.
- 20.4 Policy SC/11 (Contaminated Land) of the South Cambridgeshire Local Plan (2018) states that development will be permitted where it is demonstrated that there will be no adverse health impacts to future occupiers from ground contamination resulting from existing/previous uses of the area.
- 20.5 Policy SC/9 (Lighting Proposals) of the South Cambridgeshire Local Plan (2018) states that development proposals that include new external lighting



or changes to existing external lighting will be permitted where it can be demonstrated that, amongst other things, upwards or intrusive light spillage is minimised particularly at sites on the edge of Cambridge.

- 20.6 Policies CC/6 (Construction Methods) and SC/10 (Noise Pollution) of the South Cambridgeshire Local Plan (2018) states that development will be permitted where it is demonstrated that it will not lead to significant adverse effects and impacts on health and quality of life / amenity from noise and vibration.
- 20.7 policies CC/6 (Construction Methods) and SC/12 (Air Quality) of the South Cambridgeshire Local Plan (2018) states that development will be permitted where it is demonstrated that it will not lead to significant adverse effects and impacts on health, the environment or amenity from polluting or malodorous emissions, or dust or smoke emissions to air.
- 20.8 Policy HQ/1 (n), sets out that proposals must protect the health and amenity of occupiers and surrounding uses from development that is overlooking, overbearing or results in a loss of daylight or development which would create unacceptable impacts such as noise, vibration, odour, emissions and dust.
- 20.9 The Council's Environmental Health Team have assessed the application.

### **Contaminated land**

- 20.10 A ground investigation report has been submitted to support the application. The report concludes that there is no requirement for remediation. The Environmental Health team recommends the standards unidentified contamination condition in case any contamination is encountered during the construction process (**condition 3 unexpected contamination**).

### **Air Quality**

- 20.11 An Air Quality Assessment has been provided. This confirmed that with suitable measures, impacts from construction would not be significant. Standards construction dust management condition is recommended (**condition 4 dust**). The trips associated with the operational phase of the development will not reach the threshold for a full air quality assessment. The development includes EV charging provision and will utilise an all-electric approach. The operational phase of development is therefore considered acceptable in terms of air quality impact.

## Noise

- 20.12 A noise assessment supports the application. The site has a relatively high background noise due to proximity to the A14 which will mask the impact of any noise from plant on the site. A compliance condition is recommended requiring any plant noise insulation to be in accordance with the details in the noise assessment (**condition 6 operational noise**). Standards construction hours and piling conditions are recommended (**condition 5 construction hours, condition 7 piling**).

## Lighting

- 20.13 The site is in a commercial area and therefore lighting would not impact on residential amenity. However, both the landscape officer and ecologist have recommended that details of lighting are conditioned to ensure that it is in keeping with the landscape design and not harmful to ecology. A lighting condition has been recommended (**condition 18 lighting**).

## Construction Traffic

- 20.14 The Highway Authority confirms that the roads within the site are not adopted highway. A construction traffic management plan has been submitted with the application. The Highway Engineer has reviewed this document and considers it satisfactory. A compliance condition is recommended. (**condition 32 construction traffic management**)

## Summary

- 20.15 The proposal adequately respects the amenity of its neighbours and of future occupants. Subject to conditions, the proposal is compliant with policy HQ/1 and the District Design Guide 2010. The associated construction and environmental impacts would be acceptable in accordance with policies CC/6, SC/9, SC/10, SC/12 SC/11 and SC/12 of the South Cambridgeshire Local Plan.

## 21. Third party representations

- 21.1 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
The height, mass and bulk, do not deliver a high-quality addition	See assessment at paragraphs 12.14-12.19.

The height exceeds the NEC AAP policy	The policies within the NECAAP hold no weight as this is not adopted policy.
Cycle parking meets the minimum requirement rather than being exemplar	Cycle parking is policy compliant.
Object to the high level of two tier stands	The level of two-tier stands is policy compliant
Need to consider how accessible cycle parking spaces can be protected for those who most need them	This can be considered as part of the Travel Plan ( <b>condition 29</b> )
There is no clear information about how the cycle access parking will be delivered	Details of the proposed widened path to provide a shared pedestrian and cycle access are provided in the appendices to the Transport Assessment. A condition requires it to be completed within 6 months of occupation of the building. <b>condition 34 cycle way completion</b>
The on site car parking provision needs to be justified given there is a surplus of car parking on the science park.	The level of car parking proposed is based on the transport assessment. The proposal provides a low level of car parking on site by utilising nearby underused car parks on the car park to provide 60 of the required car parking spaces.
Concerned about the baseline transport data from 2022 as it is influenced by covid.	The applicant has agreed the baseline transport data with the Transport Assessment Team who have no objection to the proposal subject to conditions and S106 contributions.
The construction traffic management plan suggests HGVs will adversely impact on deliveries to manufacturing/distributing occupier in 418 Cambridge Science Park.	The highway authority is satisfied with the submitted construction traffic management plan. A compliance condition is recommended ( <b>condition 32 construction traffic management</b> )
Construction traffic has the potential to cause gridlock at peak times.	The highway authority is satisfied with the submitted construction traffic management plan. A compliance condition is recommended ( <b>condition 32 construction traffic management</b> )

Construction traffic should be from the north of the site or have more restrictive hours.	The highway authority is satisfied with the submitted construction traffic management plan. A compliance condition is recommended ( <b>condition 32 construction traffic management</b> )
Support the landscape parkland which strengthens the green corridor through the science park.	Noted.

Table 3 Officer response to third party representations

## 22. Planning obligations (S106)

- 22.1 The Community Infrastructure Levy Regulations 2010 have introduced the requirement for all local authorities to make an assessment of any planning obligation in relation to three tests. If the planning obligation does not pass the tests, then it is unlawful. The tests are that the planning obligation must be:
- a) necessary to make the development acceptable in planning terms;
  - b) directly related to the development; and
  - c) fairly and reasonably related in scale and kind to the development.
- 22.2 The applicant has indicated their willingness to enter into a S106 planning obligation in accordance with the requirements of the Council's Local Plan and the NPPF (2023).
- 22.3 Policy TI/8 'Infrastructure and New Developments' states that Planning permission will only be granted for proposals that have made suitable arrangements for the improvement or provision of infrastructure necessary to make the scheme acceptable in planning terms. The nature, scale and phasing of any planning obligations and/or Community Infrastructure Levy (CIL) contributions sought will be related to the form of the development and its potential impact upon the surrounding area.

### Heads of terms

- 22.4 The Proposed Heads of Terms (HoT's) as identified are to be secured within the S106 and are set out in the summary table below:

Obligation	Contribution / Term	Trigger	Amount
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Strategic Transport	Strategic transport	Within 6 months of occupation of the site (TBC)	£860,255.50 (the cost of the widened cycle path, new crossing and new footway would be deducted from this cost)
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Table 4 Heads of terms for S106 agreement

## Strategic Transport

22.5 The Transport Assessment Team requests a contribution for strategic infrastructure to mitigate the transport impact of the development. The calculation is based on the methodology used to calculate strategic transport contributions in other sites recently approved in the North East Cambridge area. This would be allocated to the Chisholm Trail and Milton Road corridor improvement schemes. The cost of the improved cycleway which is being provided as part of the development as shown in drawing KMC 23006/002 Rev B (**condition 34 cycleway completion**) would be deducted from the strategic infrastructure contribution as the cycleway will also benefit other users. The cost of the cycleway will be agreed with Cambridgeshire County Council. This route can be deducted from the overall contribution because it is considered to be a local infrastructure improvement which will be of benefit to other users of the area not just the buildings occupants.

22.6 The planning obligation is necessary, directly related to the development and fair and reasonably in scale and kind to the development and therefore the required planning obligation passes the tests set by the Community Infrastructure Levy Regulations 2010 and are in accordance with Policy TI/8 of the South Cambridgeshire Local Plan (2018).

## 23. Other matters

23.1 Fire hydrants  
Cambridgeshire Fire and Rescue recommends a condition to provide details of fire hydrants. (**condition 35 fire hydrants**)

23.2 Archaeology  
The Historic Environment Team have confirmed that although the site lies in an area of archaeological potential, recent investigations in the area have produced limited works so no further information is needed.

Cambridge Airport

23.3 Cambridge Airport highlight that they will need to be notified if a crane is required as part of development on site. An informative is included to make the applicant aware.

## **24. Planning balance**

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

24.2 The NPPF (2023) is a material consideration which must be taken into account where it is relevant to a planning application. This includes the presumption in favour of sustainable development found in paragraph 11 of the NPPF, which requires approving development proposals that accord with an up-to-date development plan without delay, or any adverse impacts of doing so would significantly and demonstrably outweigh the benefits, when assessed against the policies in the NPPF taken as a whole.

24.3 The NPPF lists the three dimensions to sustainable development: economic, social and environmental. These dimensions are interdependent and need to be pursued in mutually supportive ways to achieve sustainable development.

24.4 The benefits and dis-benefits of the development proposals have been evaluated against the objectives of the NPPF and the presumption in favour of sustainable development, as summarised below.

### **Economic Objective**

24.5 The NPPF places a clear emphasis on the importance of economic growth and delivering economic benefits as a key component of sustainable development.

24.6 The proposals will deliver over 11,000 square metres of new Research and Development floorspace (use class E) and create construction jobs and employment. Given the need in Greater Cambridge for additional office and laboratory space, and the demand for such further space, officers consider that the economic benefits of the proposed development should be afforded considerable positive weight in the decision-making process.

### **Social Objective**

24.7 The NPPF places a clear emphasis on the importance of supporting strong, vibrant and healthy communities.

- 24.8 The social benefits of the scheme arising from the provision of new jobs is considered to be of major significance.
- 24.9 The agreed transport mitigation package including the provision of a new shared cycle way within Cambridge Science Park will also bring social benefits, through prioritising sustainable travel modes to the development.
- 24.10 The social benefits arising from the development proposals are afforded major significance.

**Environmental Objective**

- 24.11 The NPPF places a clear emphasis on protecting and enhancing the built and historic environment; including making effective use of land, improving biodiversity, using natural resources prudently, minimising waste and pollution, and mitigating and adapting to climate change, including moving to a low carbon economy.
- 24.12 In relation to the environmental role of sustainability, the proposed parameters of the development demonstrate that the site can appropriately accommodate the quantum of development proposed with a moderate adverse impact on landscape character and visual amenity from one of the strategic viewpoints at Mere Way. This view is evolving with emerging development at the science park and the tree planting proposed on site is considered adequate mitigation to soften views of the development from the Mere Way.
- 24.13 The proposed development will contribute to improvements in habitat quality and a net gain in biodiversity to a minimum of 20%.
- 24.14 The trip budget and modal share are agreed with the Transport Assessment Team. The agreed transport mitigation package and new cycleway within Cambridge Science Park will also bring environmental benefits, through prioritising sustainable travel modes to the development.
- 24.15 Whilst the development will result in harmful impacts on the area in terms of short term noise and disturbance as the development is completed and disruption through the implementation of the traffic mitigation, this would be minimised and mitigated through the implementation of construction management plans, and as such carries moderate weight.
- 24.16 Officers are of the view that the environmental benefits outweigh the dis-benefits, particularly given the high-quality landscape scheme and level of tree planting proposed. As such, moderate weight can be attached to the environmental benefits of the scheme.

### **Summary**

- 24.17 Overall, the proposed development will bring significant measurable economic, social and environmental public benefits that accord with the three dimensions of sustainable development set out in the NPPF. The proposal would be a highly sustainable, high-quality design, providing over 20% BNG and prioritising sustainable transport modes.
- 24.18 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 subject to conditions and completion of a Section 106 Agreement.

### **Conclusion**

- 24.19 The application is consistent with the policies of the development plan for the area. This is principally owing to the site being allocated for development in the adopted Cambridge and South Cambridgeshire Local Plans.
- 24.20 Having examined the development proposals against other material planning considerations, none are identified that would on their own, or in combination, lead officers to consider recommending refusal of planning permission for the Application.
- 24.21 Officers' analysis, as set out in this report, triggers the 'presumption in favour of sustainable development' set out in Paragraph 11 of the NPPF, which means approving development proposals that accord with an up-to-date development plan without delay.
- 24.22 Furthermore, the direction at Section 38 (6) of the 2004 Planning Act that the proposed development 'must be made in accordance with the development plan unless material considerations indicate otherwise' points firmly towards the granting of planning permission in this case.
- 24.23 Officers have carefully considered all the issues raised by the planning applications, including evidence and opinions submitted on behalf of the applicants, the contributions of consultees, wider stakeholders and members of the public.
- 24.24 Having also taken into account the provisions of the development plan, the NPPF and PPG, section 70 of the Town and Country Planning Act 1990, section 38[6] of the Planning and Compulsory Purchase Act 2004, and the



views of statutory consultees and wider stakeholders, as well as all other material planning considerations, the proposed development is recommended for approval subject to the completion of a section 106 planning agreement to secure necessary developer contributions and subject to a number of controlling and safeguarding conditions.

## **25. Recommendation**

### **25.1 Approve subject to:**

- i. the conditions and informatives as detailed in section 26 this report, with delegated authority to officers to carry through minor amendments to those conditions and informatives (and to include others considered as appropriate and necessary) prior to the issuing of the planning permission, and:
- ii. the prior completion of a Section 106 Agreement under the Town and Country Planning Act 1990 with delegated authority to officers to negotiate, settle and complete such an Agreement as referenced in the Heads of Terms within this report including any other planning obligations considered appropriate and necessary to make the development acceptable in planning terms.

## **26. Planning conditions**

### **1. Time**

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. Drawings**

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. Unexpected contamination**

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

Thereafter, works shall only restart with the written approval of the Local Planning Authority following the submission and approval of a Phase 2 Intrusive Site Investigation Report and a Phase 3 Remediation Strategy specific to the newly discovered contamination.

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

Reason: To ensure that any unexpected contamination is rendered harmless in the interests of environmental and public safety in accordance with Policy SC/11 of the South Cambridgeshire Local Plan.

### **4. Dust**

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

Reason: To protect the amenity of nearby properties in accordance with Policies HQ/1 and SC/14 of the South Cambridgeshire Local Plan 2018.

### **5. Construction hours**

No construction or demolition work shall be carried out and no plant or power operated machinery operated other than between the following

hours: 0800 hours and 1800 hours on Monday to Friday, 0800 hours and 1300 hours on Saturday and at no time on Sundays, Bank or Public Holidays, , unless otherwise previously agreed in writing with the Local Planning Authority.

Reason: To protect the amenity of the adjoining properties in accordance with Policy CC/6 of the South Cambridgeshire Local Plan 2018.

## **6. Operational noise – compliance**

The development shall be implemented and thereafter maintained in accordance with the noise mitigation measures contained within the approved Cambridge Science Park Unit 440, Planning noise report (Reference 023396-R02-B and dated 28th November 2023) prepared by Sandy Brown noise consultants.

Reason: To protect the amenity of the adjoining properties in accordance with Policy CC/6 of the South Cambridgeshire Local Plan 2018.

## **7. Piling**

In the event of piling, no development shall commence until a method statement detailing the type of piling, mitigation measures and monitoring to protect local residents from noise and/or vibration has been submitted to and approved in writing by the Local Planning Authority. Potential noise and vibration levels at the nearest noise sensitive locations shall be assessed in accordance with the provisions of BS 5228-1&2:2009 Code of Practice for noise and vibration control on construction and open sites. Development shall be carried out in accordance with the approved statement.

Reason: To protect the amenity of the adjoining properties in accordance with Policy CC/6 of the South Cambridgeshire Local Plan 2018.

## **8. Energy statement - compliance**

The approved renewable/low carbon energy technologies (as set out in the Energy Statement) shall be fully installed and operational prior to the occupation of the development and thereafter maintained in accordance with a maintenance programme, details of which have previously been submitted to and approved in writing by the Local Planning Authority. Where grid capacity issues subsequently arise, written evidence from the District Network Operator confirming the detail of grid capacity and a revised Energy Statement to take account of this, shall be submitted to and approved in writing by the Local Planning Authority. The revised Energy Statement shall be implemented and thereafter maintained in accordance with the approved details.

Reason: In the interests of reducing carbon dioxide emissions. (South Cambridgeshire Local Plan 2018 policy CC/3 and the Greater Cambridge Sustainable Design and Construction SPD 2020).

## **9. Water Efficiency compliance**

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 Water Conservation Strategy (CSP440-BHE-XX-XX-RP-YY-2016 12 March 2024 Rev P03)

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 (South Cambridgeshire Local Plan 2018 Policies CC/4 and CC/7 and the Greater Cambridge Sustainable Design and Construction SPD 2020).

## **10. Grey water details**

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

Reason: To respond to the serious water stress facing the area and ensure that development makes efficient use of water and promotes the principles of sustainable construction (South Cambridgeshire Local Plan 2018 Policies CC/4 and CC/7 and the Greater Cambridge Sustainable Design and Construction SPD 2020).

## **11. Rainwater details**

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 (South Cambridgeshire Local Plan 2018 Policies CC/4 and CC/7 and the Greater Cambridge Sustainable Design and Construction SPD 2020).

## **12. Foul water**

Prior to the construction above damp-proof course, a scheme for on-site foul water drainage works, including connection point and discharge rate, shall be submitted to and approved in writing by the Local Planning Authority. Prior to the occupation of any phase, the foul water drainage

works relating to that phase must have been carried out in complete accordance with the approved scheme.

Reason: To reduce the risk of pollution to the water environment and to ensure a satisfactory method of foul water drainage (South Cambridgeshire Local Plan 2018, policies CC/7 and CC/9).

## **13. Operational surface water details**

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 Drainage Strategy Report, Webb Yates, Ref: j5111-C-RP- 0002, Rev: 04, Dated: 31st May 2024 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) Demonstration that the surface water drainage of the site is in accordance with DEFRA non-statutory technical standards for sustainable drainage systems;

f) Full details of the maintenance/adoption of the surface water drainage system;

g) Permissions to connect to a receiving watercourse or sewer;

h) Measures taken to prevent pollution of the receiving groundwater and/or surface water

Reason: To ensure a satisfactory method of surface water drainage and to prevent the increased risk of flooding (South Cambridgeshire Local Plan 2018, policies CC/8 and CC/9).

#### **14. Construction surface water details**

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 a satisfactory method of surface water drainage and to prevent the increased risk of flooding (South Cambridgeshire Local Plan 2018, policies CC/8 and CC/9).

### **15. Landscape and Ecological Management Plan (LEMP)**

No development shall commence until a Landscape and Ecological Management Plan (LEMP) has been submitted to, and approved in writing by, the local planning authority. The LEMP shall include the following: a) Long-term design objectives b) Aims and objectives of management. c) Description and evaluation of features to be managed. d) Ecological trends and constraints on site that might influence management. e) Prescriptions for management actions. f) Prescription of a maintenance schedule and phasing plan for a 30-year period for all hard and soft landscaping areas including ecological mitigation, including an annual work plan capable of being reviewed every 5 years. g) Details of the body or organisation responsible for its implementation and its funding. h) Ongoing monitoring and remedial measures including identification of contingencies and/or remedial action. The approved LEMP shall be implemented in full in accordance with the approved details.

Reason: To ensure that before any development commences an appropriate landscape and ecological management plan has been agreed (South Cambridgeshire Local Plan 2018 policies HQ/1 and NH/4).

### **16. Ecological enhancements**

No development above ground level shall take place until an ecological enhancement scheme has been submitted to and approved in writing by the local planning authority. The scheme shall include details of bat and bird box installation, hedgehog provisions and other ecological enhancements. The approved scheme shall be fully implemented prior to first occupation or in accordance with a timescale agreed in writing by the local planning authority.

Reason: To conserve and enhance ecological interests in accordance with South Cambridgeshire Local Plan 2018 policies HQ/1 and NH/4 and the Greater Cambridge Planning Biodiversity Supplementary Planning Document (2022).

### **17. Biodiversity Net Gain (BNG)**

No development shall commence, apart from below ground works and demolition, until a Biodiversity Net Gain (BNG) Scheme, which shall include details of purchase and monitoring of the offsite biodiversity units, a biodiversity metric for the site, costings and appropriate legal agreements to guarantee third party delivery of ongoing habitat management requirements has been submitted to and approved in writing by the Local Planning Authority. The BNG Scheme shall include:

- i. Identification of receptor site or sites with associated plans;
- ii. Details of the offsetting requirements of the development in accordance with current DEFRA biodiversity metric, which has been calculated at biodiversity units;
- iii. The provision of evidence of arrangements to secure the delivery of offsetting measures, including a timetable of delivery; and
- iv. A Management and Monitoring Plan, to include for the provision and maintenance of the offsetting measures for a period of not less than 30 years from the commencement of the scheme and itself to include:
  - a. Description of all habitat(s) to be created / restored / enhanced within the scheme including expected management condition and total area;
  - b. Review of Ecological constraints;
  - c. Current soil conditions of any areas designated for habitat creation and detailing of what conditioning must occur to the soil prior to the commencement of habitat creation works;
  - d. Detailed design and working methods (management prescriptions) to achieve proposed habitats and management conditions, including extent and location of proposed works;
  - e. Type and source of materials to be used, including species list for all proposed planting and abundance of species within any proposed seed mix;
  - f. Identification of persons responsible for implementing the works;
  - g. A timetable of ecological monitoring to assess the success of all habitats creation / enhancement. Ecological monitoring reports should be submitted to the Local Planning Authority every 5 years.
  - h. The inclusion of a feedback mechanism to the Local Planning Authority, allowing for the alteration of working methods / management prescriptions, should the monitoring deem it necessary.
  - i. The agreed fee and timetable for payment of the agreed fee which shall be paid to the Council in respect of monitoring the biodiversity habitat over a period of 30 years.

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, South Cambridgeshire Local Plan 2018 policy NH/4 and the Greater Cambridge Shared Planning Biodiversity SPD 2022.

### **18. Ecological sensitive lighting**

Prior to the installation of any artificial lighting in any phase, an ecologically sensitive artificial lighting scheme for that phase shall be submitted to and approved in writing by the Local Planning Authority. The scheme shall include details of the baseline condition of lighting, any existing and proposed internal and external artificial lighting of the site in that phase and an artificial lighting impact assessment with predicted lighting levels. The scheme shall:

- a) include details (including luminaires, fittings and any shrouds) of any artificial lighting on the site and an artificial lighting impact assessment with predicted lighting levels at the site boundaries;
- b) unless otherwise agreed, not exceed 0.4 lux level (against an agreed baseline) on the vertical plane at agreed locations;
- c) detail all building design measures to minimise light spillage;
- d) set out a monitoring and reporting regime for the lighting scheme.

The approved lighting scheme shall be fully installed, maintained and operated in accordance with the approved details. The scheme shall be retained as such thereafter.

Reason: To fully conserve and enhance ecological interests (South Cambridgeshire Local Plan 2018 policies HQ/1 and NH/4).

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

Before the development is first occupied or brought into use a landscape maintenance and management plan, including long term design objectives, management responsibilities and maintenance schedules for all landscape areas, shall be submitted to and approved in writing by the local planning authority. The landscape management plan shall be carried out as approved.

Reason: To ensure that before any development commences an appropriate landscape and ecological management plan has been agreed (South Cambridgeshire Local Plan 2018 Policies HQ/1 and NH/4).

## **20. Green roofs**

No construction of the biodiverse (green) roof(s) shall commence until the following details have been submitted to and approved in writing by the Local Planning Authority.

a) The means of access for maintenance

b) Plans and sections showing the make-up of the sub-base to be used

which may vary in depth from between 80-150mm

c) Planting/seeding with an agreed mix of species (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)

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 for the roof(s)

The roof(s) shall be constructed and laid out in accordance with the approved details and planting/seeding shall be carried out within the first planting season following the practical completion of the roof. The roof(s) shall be maintained as such in accordance with the approved management/maintenance plan.

The roof(s) shall not be used as an amenity or sitting out space of any kind whatsoever and shall only be used in the case of essential maintenance/repair or escape in case of emergency.

Reason: To help mitigate and respond to climate change and to enhance ecological interests in accordance with Policies CC/1 and NH/4 of the South Cambridgeshire Local Plan 2018.

## **21. Tree pits**

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. The development shall be carried out in accordance with the approved details.

Reason: In the interests of visual amenity and to ensure that suitable hard and soft landscape is provided as part of the development. (South Cambridgeshire Local Plan 2018; Policies HQ/1 and NH/4).

## **22. Landscape implementation**

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

Reason: To require replacement trees to be approved, planted and subsequently protected, to ensure continuity of tree cover in the interest of visual amenity (South Cambridgeshire Local Plan 2018 Policy HQ/1 and NH/4 and Section 197 of the Town and Country Planning Act 1990).

## **23. Bespoke hard and soft landscape condition**

Development shall be carried out in accordance with the following landscape plans hereby approved:

Landscape GA part 1 CSP440-AAM-LA-00-DR-LA-07101 REV P02, Landscape GA part 2 CSP440-AAM-LA-00-DR-LA-07102 REV P02, Hardworks Plan part 1 CSP440-AAM-LA-00-DR-LA-07401 REV P02,

Hardworks Plan part 2 CSP440-AAM-LA-00-DR-LA-07402 REV P02, Planting Plan Part 1 CSP440-AAM-LA-00-DR-LA-07501 REV P02, Planting Plan Part 2 CSP440-AAM-LA-00-DR-LA-07502 REV P02.

Notwithstanding the approved plans, no development above ground level, other than demolition, shall commence until the following details have been submitted to and approved in writing by the Local Planning Authority:

- a) proposed finished levels or contours; car parking layouts, other vehicle and pedestrian access and circulation areas;
- b) planting plans with written specifications (including cultivation and other operations associated with plant and grass establishment);  
schedules of plants, species, plant sizes and proposed numbers/densities where appropriate;
- c) specifications for hard landscaping materials;
- d) details of street furniture and artifacts, including specifications for bespoke elements;
- e) boundary treatments indicating the type, positions, design, and materials of boundary treatments to be erected (including gaps for hedgehogs); and
- f) an implementation programme.

The development shall be fully carried out in accordance with the approved details.

Reason: To ensure the development is satisfactorily assimilated into the area and enhances biodiversity. (South Cambridgeshire Local Plan 2018 Policies HQ/1 and NH/4).

#### **24. Tree protection**

Prior to the commencement of development, a detailed Arboricultural Method Statement and Tree Protection Strategy shall be submitted to and approved in writing by the Local Authority, the details shall include timing of events, protective fencing and ground protection measures. This should comply with BS5837. The tree protection measures shall be installed in accordance with the approved tree protection strategy before any works commence on site. The tree protection measures shall remain in place throughout the construction period and may only be removed following completion of all of the construction works.

Reason: To ensure that trees to be retained will be protected from

damage during any construction activity, including demolition (South

Cambridgeshire Local Plan 2018 Policy HQ/1 and NH/4 and Section 197

of the Town and Country Planning Act 1990

#### **25 Materials**

No development shall take place above ground level the following shall

be submitted to and approved in writing by the local planning authority:

a) details of all the materials for the external surfaces of buildings to be

used in the construction of the development

b) a sample panel for relevant materials to include details of fixings, finishes and junctions between materials 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.

Development shall only be carried out in accordance with the 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 Policy HQ/1 of the South Cambridgeshire Local Plan 2018.

## **26. Fin management**

Prior to the first installation of any of the solar shading fins, a fin management plan shall be submitted to and approved in writing by the Local Planning Authority. The management plan shall deal with the management, maintenance, cleaning and replacement of the fins over the lifetime of the building. The arrangements agreed as part of the management plan shall be implemented and thereafter retained.

Reason: to ensure the external appearance of the development does not detract from the character and appearance of the area in accordance with Policy HQ/1 of the South Cambridgeshire Local Plan 2018.

## **27. Public art**

No development above ground level, other than demolition, (or in accordance with a timetable agreed in writing by the Local Planning Authority), shall commence until a Public Art Delivery Plan (PADP) has been submitted to and approved in writing by the Local Planning Authority.

The PADP shall include the following:

- a) Details of the public art and artist commission;
- b) Details of how the public art will be delivered, including a timetable for delivery;
- c) Details of the location of the proposed public art on the application site;
- d) The proposed consultation to be undertaken;
- e) Details of how the public art will be maintained;
- f) How the public art would be decommissioned if not permanent;
- g) How repairs would be carried out;
- h) How the public art would be replaced in the event that it is destroyed;

The approved PADP shall be fully implemented in accordance with the approved details and timetabling. Once in place, the public art shall not be moved or removed otherwise than in accordance with the approved maintenance arrangements.

Reason: To provide public art as a means of enhancing the development in accordance with policy HQ/2 of the South Cambridgeshire Local Plan 2018.

### **28. Rooftop plant details**

No roof mounted plant/equipment shall be installed until details of the plant/equipment have been submitted to and approved in writing by the local planning authority. The details shall include the type, dimensions, materials, location, and screening and means of fixing. The development shall only be carried out and maintained thereafter in accordance with the approved detail.

Reason: In the interest of visual amenity (South Cambridgeshire Local Plan 2018 policy HQ/1.)

### **29. Travel Plan**

No occupation of the building 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 in accordance with Policy TI/2 of the South Cambridgeshire Local Plan 2018.

### **30. Parking management plan**

No occupation of the building shall commence until a Parking Management Plan has been submitted to and approved in writing by the Local Planning Authority. The Parking Management Plan shall specify how initial locations of the off-plot car park locations and the proposed monitoring arrangements, how on site parking will be

monitored and managed and how parking spaces will be allocated. The Parking Management Plan shall be implemented and monitored as approved upon the occupation of the development.

Reason: To ensure parking levels are in line with the agreed mode share and to ensure sustainable access to the site (Policy TI/2 and TI/3 of the South Cambridgeshire Local Plan 2018).

### **31. Cycle parking details**

The development, hereby permitted, shall not be occupied or the use commenced, until details of facilities for the covered, secure parking of cycles for use in connection with the development have been submitted to and approved in writing by the Local Planning Authority. The details shall include the means of enclosure, materials, type and layout. The facilities shall be provided in accordance with the approved details and shall be retained as such.

Reason: To ensure appropriate provision for the secure storage of bicycles in accordance with Policy TI/3 of the South Cambridgeshire Local Plan 2018.

### **32. Construction Traffic management plan – compliance**

The development shall be implemented in accordance with and thereafter carried out in accordance with the approved construction traffic management plan (KMC Traffic Management Plan Issue 3 March 24).

Reason: in the interests of highway safety

### **33. Wayfinding Strategy**

Prior to the first occupation of the site, a wayfinding strategy to show how users will be guided to the site will be submitted to and approved in writing by the Local Planning Authority. The wayfinding measures shall be installed prior to the occupation of the building and shall be thereafter retained in accordance with the approved details.

Reason: to ensure legible access to the site in accordance with policy HQ/1 of the South Cambridgeshire Local Plan.

### **34. Cycle way**



Within 6 months of occupation of the building, the approved improved cycle and pedestrian route as shown in drawing KMC 23006/002 Rev B shall be completed and operational. The approved route shall be thereafter retained in accordance with the approved details.

Reason: to ensure there are suitable access arrangement for pedestrians and cyclists (South Cambridgeshire Local Plan policy HQ/1 and TI/2)

### **35. Fire hydrants**

No development above ground level 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.

### **36. Major non-residential development:**

Prior to first occupation a comprehensive water metering and monitoring system shall be commissioned and installed 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. No occupation shall occur until such time as the local planning authority has been notified through an independent verification report that the water metering and monitoring system has been installed and is fully functional. The metering and monitoring system shall be retained in a fully functioning operational use at all times and for the lifetime of the development.

Reason: To ensure that the development makes efficient use of water and promotes the principles of sustainable construction in accordance with Policy 28 of the Cambridge Local Plan 2018/Policy CC/4 of the South Cambridgeshire Local Plan 2018 the Greater Cambridge Sustainable Design and Construction SPD 2020, the Written Ministerial Statement on Addressing water scarcity in Greater Cambridge: update on government measures (March 2024) Joint Ministerial Statement on addressing Water Scarcity in Greater Cambridge.

### **Informatives**

1 This permission is accompanied by a s106 agreement.

2 Given the nature of the proposed development it is possible that a crane may be required during its construction. Cambridge Airport requires notification of the future cranes that will/may be operated on site. Please forward the details such as maximum height, operating radius, name and phone number of site manager and they phone number, installation, and dismantling dates to [Airport.Safeguarding@marshalladg.com](mailto:Airport.Safeguarding@marshalladg.com) when this information is available. The

safeguarding team can then assess and add these cranes to the approved obstacles list.

To apply for future crane permits, please follow the link via CAA website: Crane notification | Civil Aviation Authority ([caa.co.uk](http://caa.co.uk))

Specific CAA guidance for crane lighting/marketing is given in CAP1096: Guidance to crane users on

the crane notification process and obstacle lighting and marking ([caa.co.uk](http://caa.co.uk))

3 The number and location of Fire Hydrants will be determined following Risk Assessment and with reference to guidance contained within the "National Guidance Document on the Provision of Water for Fire Fighting" 3rd Edition,

published January 2007.

Access and facilities for the Fire Service should also be provided in accordance with the Building Regulations Approved Document B5 Vehicle Access. Dwellings Section 13 and/or Vol 2. Buildings other than dwellings Section 15 Vehicle Access.

If there are any buildings on the development that are over 11 metres in height (excluding blocks of flats) not fitted with fire mains, then aerial (high reach) appliance access is required, the details of which can be found in the attached document.

4 Protection of existing assets (Anglian Water) - A public sewer is shown on record plans within the land identified for the proposed development. It appears that development proposals will affect existing public sewers. It is recommended that the applicant contacts Anglian Water Development Services Team for further advice on this matter. Building over existing public sewers will not be permitted (without agreement) from Anglian Water. **INFORMATIVE** - Building near to a public sewer - No building will be permitted within the statutory easement width of 3 metres from the pipeline without agreement from Anglian Water. Please contact Development Services Team on 0345 606 6087.

5 The developer should note that the site drainage details submitted have not been approved for the purposes of adoption. If the developer wishes to have the sewers included in a sewer adoption agreement with Anglian Water (under Sections 104 of the Water Industry Act 1991), they should contact our Development Services Team on 0345 606 6087 at the earliest opportunity. Sewers intended for adoption should be designed and constructed in accordance with Sewers for Adoption guide for developers, as supplemented by Anglian Water's requirements

6 The granting of permission and or any permitted development rights for any Air Source Heat Pump (ASHP) does not indemnify any action that may be required under the Environmental Protection Act 1990 for statutory noise nuisance. Should substantiated noise complaints be received in the future regarding the operation and running of an air source heat pump and it is considered a statutory noise nuisance at neighbouring premises a noise abatement notice will be served. It is likely that noise insulation/attenuation measures such as an acoustic enclosure and/or barrier would need to be installed to the unit in order to reduce noise emissions to an acceptable level. To avoid noise complaints it is recommended that operating sound from the ASHP does not increase the existing background noise levels by more than 3dB (BS 4142 Rating Level - to effectively match the existing background noise level) at the boundary of the development site and should be free from tonal or other noticeable acoustic features.

In addition equipment such as air source heat pumps utilising fans and compressors are liable to emit more noise as the units suffer from natural aging, wear and tear. It is therefore important that the equipment is maintained/serviced satisfactory and any defects remedied to ensure that the noise levels do not increase over time.

7 The applicant should take all relevant precautions to minimise the potential for disturbance to neighbouring residents in terms of noise and dust during the construction phases of development. This should include the use of water suppression for any stone or brick cutting and advising neighbours in advance of any particularly noisy works. The granting of this planning permission does not indemnify against statutory nuisance action being taken should substantiated noise or dust complaints be received. For further information please contact the Environment Planning Team.

## 8 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.

## 9 Construction Surface Water Maintenance

Prior to final handover of the development, the developer must ensure that appropriate remediation of all surface water drainage infrastructure has taken place, particularly where the permanent drainage infrastructure has been installed early in the construction phase. This may include but is not limited to jetting of all pipes, silt

removal and reinstating bed levels. Developers should also ensure that watercourses have been appropriately maintained and remediated, with any obstructions to flows (such as debris, litter and fallen trees) removed, ensuring the condition of the watercourse is better than initially found. This is irrespective of the proposed method of surface water disposal, particularly if an ordinary watercourse is riparian owned.

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

**Background papers:**

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

[South Cambridgeshire Local Plan 2018](#)

[Recovered appeal: land to the north of Cambridge North Station, Cambridge \(publishing.service.gov.uk\)](#)

[Proposed reforms to the National Planning Policy Framework and other changes to the planning system - GOV.UK \(www.gov.uk\)](#)

[Building the homes we need – ministerial statement to accompany NPPF 2024 consultation](#)