



Planning Committee Date	19 September 2024
Report to	Cambridge City Council Planning Committee
Lead Officer	Joint Director of Planning and Economic Development
Reference	23/04590/OUT
Site	Land South of Coldham's Lane, Cambridge
Ward / Parish	Cherry Hinton & Coleridge
Proposal	<p>Hybrid planning application comprising as follows:</p> <p>Outline application for Parcel A for Offices (Use Class E(g)(i)), Research and Development (Use Class E(g)(ii)), ancillary retail & facilities (Use Classes E(a) and E(b)), car and cycle parking, landscape and public realm, infrastructure and associated works, all other matters reserved except for access;</p> <p>Detailed proposal for Parcel A Building 3 (Use Classes E(g)(i) (Offices), E(g)(ii) (Research and Development)), the Hub Building with associated car and cycle parking, employment space, and leisure uses (sui generis), and the Pavilion Building for community uses (Use Class E (a-f)); and</p> <p>Detailed proposal for landscape works and access to Parcel C.</p>
Applicant	BGO Newton Propco Limited
Presenting Officer	Cuma Ahmet
Reason Reported to Committee	Major planning application of City-wide significance with associated third-party representations contrary to

the officer recommendation. City Council is a joint owner of land on Parcel C (Burnside Lakes).

Member Site Visit Date

2nd September 2024

Key Issues

1. Principle of Development
2. Design, Layout, Scale and Landscaping
3. Townscape and Visual Impacts
4. Water Resources
5. Ground Contamination and Remediation
6. Residential Amenity
7. Transport Impacts, Highway Safety and Parking

Recommendation

APPROVE subject to conditions and completion of a Section 106 Agreement.

- 1.1 The application seeks planning permission for the following:
1. Comprehensive redevelopment of **Parcel A** for employment and community uses which will comprise a total of 9 buildings arranged to the north and south of The Tins (Greenway). Three of these buildings are submitted in detailed design for delivery in the first phase of development. They include the first R&D/Office building (Building 3); the main cycle and car hub (Building 4); and the pavilion including for community uses (Building 9). New vehicle access and public realm spaces including landscaping will also be delivered.
 2. Creation of a new urban country park on **Parcel C** through enabling public access. Future details of landscape management, maintenance and funding of the proposed urban country park are to be agreed via S106 planning obligations.
 3. Linked wider proposals comprising land referred to as **Parcel B** which will comprise ecological enhancement via creation of Open Mosaic Habitat to deliver significant Biodiversity Net Gain. Safeguarded land for the long-term provision of a pedestrian and cycle link between Coldham's Lane and The Tins via S106 planning obligation.
- 1.2 The Cambridge Local Plan (CLP) (2018) identifies all three land parcels (Parcels A, B and C) within an Area of Major Change (AoMC) and are included under its site allocation Policy 16, referred to as 'Land South of Coldham's Lane'.
- 1.3 The current proposals follow on from previous unsuccessful attempts to secure the delivery of the 3 sites for their effective and sustainable reuse for commercial, community and open recreation purposes. The most recent attempt in 2021/2 involving an application for a logistics hub on Parcel A was withdrawn in response to significant local and officer objections relating to the potential adverse impacts of increased congestion and noise from associated HGV traffic including their routing through Cherry Hinton neighbourhood.
- 1.4 The proposals on Parcel A are considered to positively respond to the growing demand for high grade research and development space which has been undersupplied in recent years. The proposed buildings are designed to be flexible and adaptable in order that they can host a range of end users, e.g. from start-up enterprises to science-based research institutes including established global life science/technology companies. Supporting the current proposals will contribute to strengthening the existing Cambridge knowledge-based ecosystem and its world-leading reputation in life science research and development.
- 1.5 The opportunity presented is also unique compared to other traditional science park locations particularly in terms of its proposed extensive

community offer which will be secured through the revival of a former landfill site to create a diverse and immersive experience through its new landscape, events and play facilities. The proposals will also provide opportunities for employment and training in both the construction and operational phases which will support better social outcomes for local people.

- 1.6 In accordance with the aspirations of the local plan allocation, the proposals on Parcel A will enable delivery of a significant open recreation opportunity on Parcel C in the form of a new urban country park which would be fully accessible to local and wider communities. Officers are aware that the overarching aspiration for the urban country park will ultimately rely on reaching agreement on key aspects including the nature/kind of recreation to be permitted; a comprehensive design that reflects the type of recreation; a tailored management and maintenance regime that reflects and supports the recreation activities; and finally, robust costs that reflect the level of management that is required. As part of this submission, the Applicant (and landowner) have taken the first steps in defining each of these aspects within its draft Framework Management Plan (dFMP) and has committed to work with the Council (as a joint owner of land on Parcel C) and a range of stakeholders to ensure that a sustainable and safe use of the urban country park can be achieved.
- 1.7 As such and for clarity, members are not being asked at this stage to determine detailed elements of how the Country Park would be governed or managed on a day-to-day basis. A comprehensive detailed Operational Management and Maintenance Plan (OMMP) will secure agreement to these elements, including a robust consideration of health and safety measures – reflecting on known issues associated with unauthorised swimming in the lakes and the tragic recent death of a young person - which require further consultation with relevant stakeholders, and a trial period of implementation. The report recommendation advises that the detailed OMMP will come before members for separate approval and be required to be implemented prior to the occupation of any commercial floorspace.
- 1.8 The Applicant's wider proposals on Parcel B will deliver significant ecological enhancements via the implementation of its Open Habitat Creation and Management Plan. Combined with additional new soft landscape and new tree planting on Parcel A, the proposals will achieve a biodiversity net gain value of 22.8% which is an improvement above the current agreed ecological baseline and also exceeds both statutory and current planning policy requirements. Further biodiversity enhancements could still be delivered through incorporation of green and brown roofs in future development phases as indicated in the Applicant's site-wide sustainability strategy.
- 1.9 In terms of sustainable building design, the Sustainability Team has welcomed the ambitious targets that will seek to achieve BREEAM

Excellent certification (as a minimum) and alignment with best practices in construction and health and wellbeing. The design approach seeks to maximise reductions in energy demand for heating, cooling, lighting and ventilation with an all-electric design that is supported by low zero carbon technologies (air source heat pumps and photovoltaics). This has enabled the design to achieve a (pre-assessment stage) target reduction of 40% in embodied carbon when compared with Business as Usual. Similarly, its proposed water efficiency strategy has demonstrated that it could achieve all 5 Wat 01 credits for water consumption by achieving significant reductions in domestic and process water loads associated with laboratory uses and irrigation. This is welcomed particularly in light of strategic concerns in relation to water demand and its effects on protected the natural environment.

- 1.10 With regard to the Region's water scarcity issues, officers have remained cognisant of the evolving situation relating to water demand and recent guidance from central Government including recent high profile appeal decisions on this matter. However, officers are of the view that the Applicant has appropriately addressed the issue of water demand which seeks to minimise and mitigate the environmental impacts of their scheme. This notwithstanding, officers acknowledge that there may be some potential for harm arising from additional demand generated by this development and therefore this is a matter that can be appropriately considered in the overall planning balance.
- 1.11 Existing ground conditions of the landfill site and the potential risks of its proposals to the environment and human health have been carefully considered by the Applicant's expert advisors, the Environment Agency and Council's Environmental Health team. The EA has accepted that conditions to minimise, monitor and remediate potential groundwater pollution arising from the construction of the development can be utilised alongside securing appropriate S106 monitoring contributions. The Council's Environmental Health Team has followed the EA's lead and accepted the sufficiency of the information submitted pursuant to the application and that permission can be granted subject to planning conditions and monitoring contributions including but not limited to the design, control and monitoring of gas emissions arising from the development of the site.
- 1.12 The loss of local landscape character views in relation to the proposed new development on Parcel A will result in adverse and permanent harm. However, new and intensive development on this site is an implicit outcome of the adopted site allocation policy and therefore the resulting significant change to landscape and setting and public views is unavoidable. In addition, it is considered that the site's proximity to existing large commercial uses and the long-term proposals for growth in Cambridge East will reduce the significance of the current harm identified as the development comes forward. This notwithstanding, officers consider the proposed design and layout of its new buildings together with its substantial landscaping interventions have sought to minimise the impacts whilst

creating accessible and attractive development. Overall, the harm is acceptable although will need to be weighed in the planning balance.

- 1.13 The siting, massing and proximity of the proposals, together with proposals to enhance and incorporate new landscaping and trees, would minimise the harm on existing and future local residential amenities.
- 1.14 The development proposals will provide significant new transport infrastructure through early delivery of its onsite Travel Hub (Building 4 - during Phase 1) including its financial commitments to improving existing infrastructure surrounding the site. The Travel Hub is designed to accommodate cycle and car modes with respective provisions to be flexible and adaptable in accordance with the proposed monitor and manage approach embedded with the Framework Travel Plan. Adequate onsite cycle parking facilities that comprise a range of cycle stands, dedicated repair workshop and associated lockers and wash facilities will cater for demand in the early phases of development, with additional provision (as demonstrated) reviewed in future phases and beyond. Additional sustainable transport provision including a shuttle bus connecting its development site to strategic park and ride facilities (tbc) or equivalent contributions made towards supporting commercial bus services will be explored with Cambridge County Council Highways in accordance with its commitments under the Travel Plan/monitor and manage approach. Overall, the Applicant's ambition to encourage a step change towards active and sustainable travel modes in tandem with its agreed phased targets to reduce car driver mode share is welcomed.
- 1.15 The Applicant has committed to supporting a comprehensive S106 package (refer to Section 30 of the report) which will over the lifetime of the development deliver a range of public and planning related benefits.
- 1.16 In the overall planning balance, officers consider that the proposed development will bring significant social, economic, and environmental benefits that accord with the three dimensions of sustainable development. Crucially, the development would bring forward local, regional and national benefits that would otherwise not be possible without development of Parcel A land for employment and community uses.
- 1.17 Officers recommend that the Planning Committee **APPROVE** the application subject to conditions and completion of a Section 106 Agreement.

2.0 Site Description and Surrounding Context

Area of Major Change	X	Protected Open Space	X
Cambridge Airport Safeguarding Zones	X	Public Rights of Way & Bridleways	X
City Wildlife Sites	X	Tree Preservation Order Areas	X
Flood Zone 1	X	Listed Buildings (off-site)	X

- 2.1 The Application Site is located to the east of the city in between Cambridge Airport (north), Cherry Hinton (east), St Bede's School and Cherry Hinton Brook (South) and the eastern extreme of the Mill Rd area, comprising Brooks Rd and Burnside (West). It is comprised of two individual land parcels referred to as 'Parcel A' and 'Parcel C'.
- 2.2 A separate land parcel referred to as 'Parcel B', which does not form part of the Application Site, is included as part of the Applicant's wider proposals for enhancing biodiversity and public access.
- 2.3 The respective location of all three land parcels is shown on the map below. The total combined size of Parcels A, B and C is c.32.6 hectares (ha).

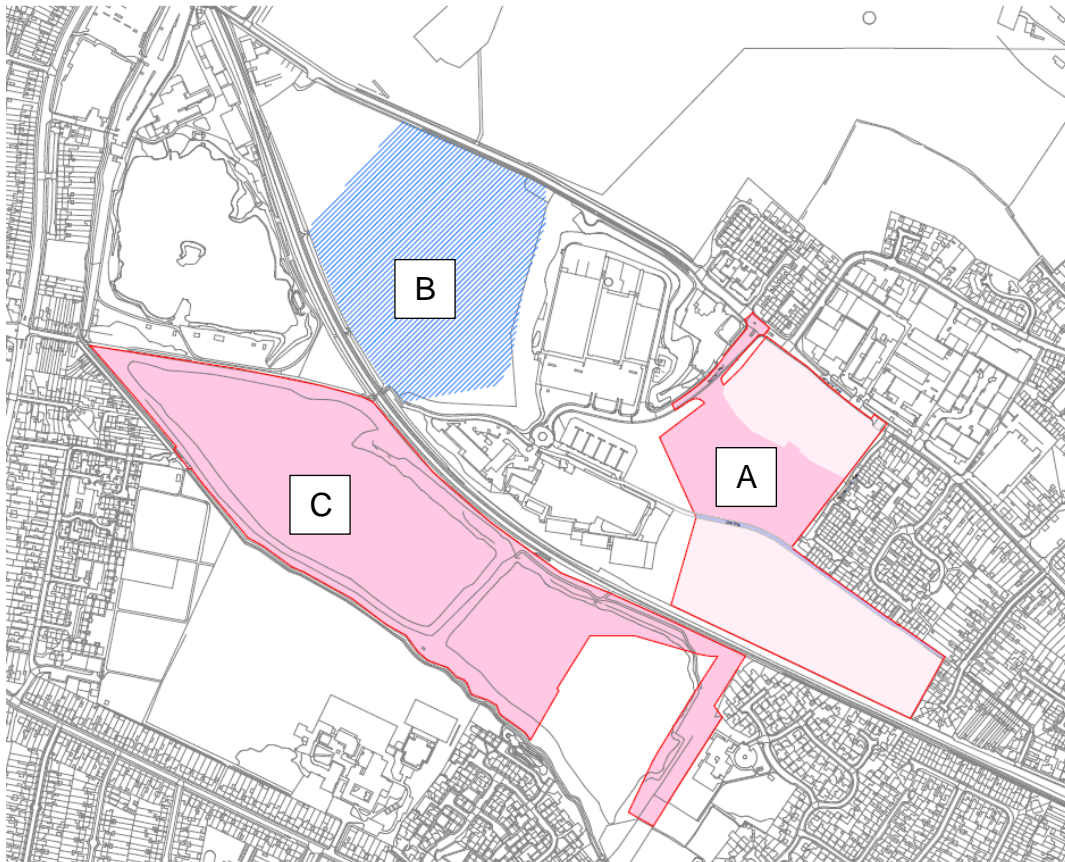


Figure 1: Location of land parcels A, B and C.

- 2.4 Historically, all three parcels were quarries used to extract chalk marl (or 'marlstone'). Parcels A and B became disused by the 1970s and were

backfilled with industrial, commercial and domestic waste between 1979 and 1989. Extraction of the two pits at Parcel C ceased in the early 1980s and were subsequently allowed to fill with groundwater to form lakes, referred locally to as 'Burnside Lakes.'

Parcel A

- 2.5 Parcel A comprises a site area of c.9.51 ha that is bound by Coldhams Lane to the north; Kathleen Elliot Way to the east; Cambridge to Newmarket railway to the south; and Norman Way to the west. The site is bisected by The Tins Public Right of Way (PRoW 39/2) resulting in separate parts/areas 'north' and 'south'. It is a designated City Wildlife Site (CiWS) and protected open space.
- 2.6 'The Tins' PRoW forms part of the Fulbourn Greenway that runs east-west through Parcel A. A further designated PRoW (Ref.39/4), falling within the red line site boundary of Parcel A, also links Coldham's Lane (north) with The Tins (south).
- 2.7 The site is comprised of bare and disturbed ground with boundary trees and shrubs to the majority of its boundaries.
- 2.8 Maintenance only vehicle accesses into the site are located on both 'north' and 'south' areas of Parcel A.

Parcel B

- 2.9 Parcel B comprises a site area of c.8.04 ha and is bound by Coldham's Lane to its north; commercial and leisure uses to its east; and the Cambridge to Newmarket railway line to its southern boundary. The site is designated as a protected open space.
- 2.10 The site contains semi-improved grassland with interspersed scrub, ruderal vegetation and boundary hedgerows.
- 2.11 A maintenance only vehicle access into the site is located on Coldham's Lane.

Parcel C

- 2.12 Parcel C comprises a site area of c.15.09 ha south of the railway line and comprises two large groundwater fed lakes (West and East Lakes) with limited access paths to their edges. Parcel C is bound by The Tins to the north; Spinney School to the east; Burnside, and Snakey Path, also a PRoW (Ref. 39/1), to its south and west. It is a designated City Wildlife Site (CiWS) and protected open space.

- 2.13 Hedgerows and scrub make up the northern boundary surrounded by reed beds, ruderal vegetation and tree belts. Cherry Hinton Brook (a protected chalk stream) flows parallel along the (entire) southern boundary of the site.
- 2.14 Vehicle access into Parcel C is restricted to the south off Burnside for maintenance use and visiting members of the Cherry Hinton and District Angling Club.
- 2.15 All three land parcels are allocated in the CLP (2018) as an Area of Major Change (AoMC). Other related planning designations include Tree Preservation Order (08/2012) to Willow trees located on southwestern part Parcel C. None of the sites are classified in areas of high-risk from flooding.
- 2.16 Figure 2 refers to both local and strategic site planning designations.
- 2.17 The character of the area surrounding the three parcels is mixed both in terms of land uses and building types.
- 2.18 The area immediately to the north of Parcel A is made up of a mix of 1-3 storey residential buildings and 1-2 storey commercial/industrial buildings; further residential buildings (2-3 storeys) bordering to its east and south; leisure uses comprising The Holiday Inn hotel (2-3 storeys) and David Lloyds Leisure Centre (1-2 storeys) to the southwest; and Coldham's Business Park which comprises a variety of commercial uses of 1-3 storeys to its west and northwest.
- 2.19 The area to the north of Parcel B is comprised of landing infrastructure for Cambridge Airport; to its east are the (aforementioned) commercial and leisure uses comprising Coldham's Business Park, The Holiday Inn hotel, David Lloyds; Parcel C lakes to the south; the Territorial Army Training Centre and associated 1-3-storey buildings and lake to the west; and a concrete processing/batching site and associated 1-3 storey buildings to its northwest.
- 2.20 The wider context surrounding Parcel C (to its east, south and west mainly) consists of 2-3 storey residential uses, St Bede's school playing field and allotment gardens.
- 2.21 Local heritage assets include St Andrews Church (Grade I); 67 Church End (Grade II); St Bede's School (Building of Local Interest) and Mill Road Conservation Area.

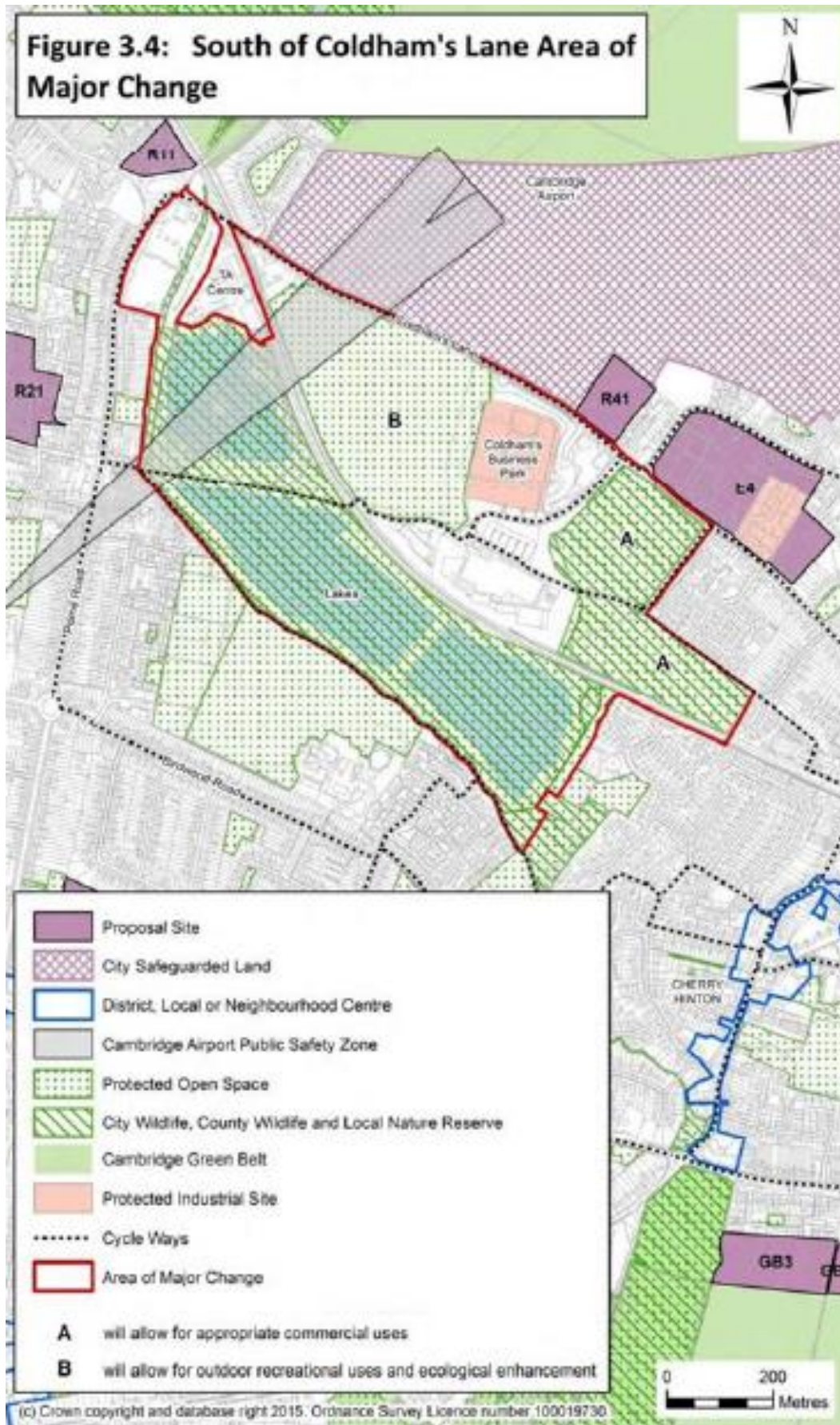


Figure 2: Relevant strategic and local planning designations, CLP (2018).

3.0 The Proposals

3.1 The Hybrid planning application submission is split into two parts:

Part 1: An **outline element** which seeks to establish broad principles through 3no. key development parameters; and

Part 2: A **detailed element** which comprises full design details of development for approval.

3.2 The development description for the Application is as follows:

- i. Outline application for Parcel A for Offices (Use Class E(g)(i)), Research and Development (Use Class E(g)(ii)), ancillary retail & facilities (Use Classes E(a) and E(b)), car and cycle parking, landscape and public realm, infrastructure and associated works, all other matters reserved except for access;
- ii. Detailed proposal for Parcel A Building 3 (Use Classes E(g)(i) (Offices), E(g)(ii) (Research and Development)), the Hub Building with associated car and cycle parking, employment space, and leisure uses (sui generis), and the Pavilion Building for community uses (Use Class E (a-f)); and
- iii. Detailed proposal for landscape works and access to Parcel C.

3.3 Ecological and access improvements on Parcel B are proposed to be implemented and delivered via S106 planning obligation in the event that committee grants planning permission. Further details of the proposals are set out below.

Masterplan, Parameter Plans and Design Principles

3.4 An 'illustrative' masterplan provides the Applicant's collective vision for all three parcels of land and demonstrates one version of how development could be delivered on each site.

3.5 The Applicant's masterplan vision is aligned with the land use allocation set out in policy 16 of the CLP. A summary of the proposals for each parcel is as follows:

Parcel A: Employment use comprising a total of 9 buildings arranged to the north and south of The Tins. Three of these buildings are submitted in detailed design for delivery in the first phase of development. They include the first R&D/Office building (Building 3); the main cycle and car hub (Building 4); and the pavilion including for community uses (Building 9). New vehicle access and public realm spaces including landscaping will also be delivered.

Parcel B: Ecological enhancement via creation of Open Mosaic Habitat to deliver significant Biodiversity Net Gain. Long term provision of a pedestrian and cycle link between Coldhams Lane and The Tins to be secured alongside above enhancements via S106 planning obligations.

Parcel C: Creation of a new urban country park through enabling public access. Future of landscape management, maintenance and funding of the proposed urban country park to be agreed via S106 planning obligations.

3.6 The outline aspects of the proposal are accompanied by a series of Parameter Plans. These comprise a suite of three individual plans that set out maximum limits and routes in respect to key design components for proposed development on Parcel A (only). Respectively they define the following:

- Parameter Plan 1 titled 'Developable Areas' sets the maximum zones/extents for development; maximum building heights to eaves level (Above Ordnance Datum (AOD)); zones and heights for plant enclosures and flues; spaces for access roads, footpaths, cycle access, attenuation features, landscaping and trees; indicative locations for views between buildings, open spaces and service yard/external plant areas.
- Parameter Plan 2 titled 'Access and Movement' sets key access routes for cyclists, pedestrians and vehicles and the location for a (future) vehicle connection over The Tins.
- Parameter Plan 3 titled 'Landscape and Open Areas' sets the minimum and maximum extent of general landscape, open spaces, access and circulation and drainage features; location for an external cycle store and integrated public amenity offer; and reinforcement planting to existing and proposed landscape buffers.

3.7 The Parameter Plans are to be understood in the context of a set of Design Principles which textually prescribe overarching principles for the design of all buildings, public realm, landscaping and sustainability on Parcel A (only). Alongside the Parameter Plans, the role of the Design Principles is to ensure consistency and quality of the proposed development on Parcel A (all phases). Both the Parameter Plans and Design Principles would be embedded into any permission as approved plans / documents with associated conditions ensuring compliance.

Outline Planning Elements

3.8 The extent of the outline planning areas of the (hybrid) application are shown on plan ref. NEWT-HBA-SW-XX-DR-A-081004-P05 (Context Plan).

3.9 The maximum total amount of building floorspace proposed within Parcel A (inclusive of outline and detailed elements) is **117,801m² (GEA)**. This

comprises 77,030m² of floorspace (GEA) in outline, and 40,771m² of floorspace (GEA) in detail (Buildings 3, 4 and 9).

- 3.10 The total gross floorspace for laboratory and office space equates to **90,018m²** (GEA).
- 3.11 All of the building parameters are designed to allow flexible use for labs (wet and/or dry) and offices (Use Class E(g)(i) and E(g)(ii)) with ancillary shop/retail uses (Use Class E(a) and E(b)). Indicative and detailed floorspaces of each building are set out in Table 1 below.

Building	GEA (m²)
1 (Outline)	17,723
2 (Outline)	14,275
3 (Detail) - flexible R&D and office building	12,988
4 (Detail) - travel hub building & workspace units	26,903
5 (Outline)	22,377
6 (Outline)	10,383
7 (Outline)	6,873
8 (Outline)	5,399
9 (Detail) - community / amenity building	880
Total	117,801

Table 1: Indicative outline and detailed floorspace by building

- 3.12 Buildings in the outline areas will range between 2, 3, 4 and 5 ‘commercial’ storeys (excluding plant and flues). Maximum building heights (excluding plant and flues) will range between 10.5m (lowest) to 22.8m (tallest) above ground floor level.
- 3.13 Recessed plant and flue zones are proposed for all lab/office buildings (Buildings 1,2,3,5,6,7 and 8) as indicated on Parameter Plan 1. These zones would accommodate additional heights of ‘up to’ 5m for plant and 9m for flues above indicated eaves heights.
- 3.14 Total car parking proposed for all proposed uses on Parcel A will equate to 816 spaces of which 792 spaces are provided within Building 4 (part of the detailed submission see below) with remaining spaces arranged to the perimeter of buildings to the south. Similarly, total cycle parking proposed will equate to 925 spaces of which 664 spaces are located within Building 4 with the remaining spaces distributed across the site. Dedicated spaces for

disabled and electric charging infrastructure for both car and cycle modes are also to be provided.

- 3.15 The landscape proposals for Parcel A includes new access points, new amenity and recreation/play opportunities for the existing community and future onsite tenant/employees.
- 3.16 The new access from Norman Way accommodates two-way vehicle movement and connects into the internal spine road within Parcel A.
- 3.17 The location of a proposed future vehicle connection over The Tins is identified (see Parameter Plans 1 and 2) although its final design is to be determined under a future reserved matters application submission. The Applicant has indicated that the future connection would likely be a bridge.
- 3.18 Development phasing is currently anticipated as follows:
- **Phase 1** consists of Building 3, 4 and 9 and make up the detailed element of the current planning application (see proceeding section).
 - **Phase 2** consists of Buildings 1 and 2.
 - **Phase 3** consists of Building 5.
 - **Phase 4** consists of Buildings 6, 7 and 8.
- 3.19 Formal confirmation of the final phasing scheme will need to be secured by planning condition in the event planning permission is given. Subject to market conditions, the Applicant envisages completion of development within a 10-15 year timeframe.

Detailed Planning Elements

- 3.20 Detailed planning elements for Parcel A and all of Parcel C are also indicated on plan ref. NEWT-HBA-SW-XX-DR-A-081004-P05 (Context Plan).
- 3.21 Parcel A 'detailed elements' comprise:
- Building 3 (named the "The Veranda") a flexible R&D and Office building;
 - Building 4 (named "The Travel Hub" and "The Gallery"); and
 - Building 9 (named "The Mixer") a community/amenity building.
- 3.22 The total floorspace for each of the buildings are set out in Table 1 above.
- 3.23 Building 3 ("The Veranda") is comprised of 4 storeys and will range between c.17.2m (at roof level) and c.22.25m in maximum height (including plant enclosure).
- 3.24 The external appearance of the building is articulated in rough stone-like horizontal bands broken up by planters and amenity terraces. The principal building entrance faces onto the central square with additional external

(feature) stair cores sited to the north and south respectively. The plant screen enclosure on the roof is made of a translucent wire fabric/metal mesh.

- 3.25 Building 4 (“The Travel Hub”) includes 6 car parking levels plus roof deck measuring a maximum height of 22.7m and is located immediately off the proposed new access road into the site. It will serve as the primary location for car and cycle parking and includes associated end of journey facilities.
- 3.26 Building 4 also incorporates 10 individual workspace units, referred to as “The Gallery”. These will average c.40 sqm per unit.
- 3.27 Access for cars and cycles are segregated respectively to the northeast and southeast sides of the building.
- 3.28 Building 9 (“The Mixer”), located in-between Buildings 3 and 4, accommodates food and beverage, and flexible space(s) for conferencing and events uses (intended for community and corporate led events). It will be accessed predominantly from the new central square.
- 3.29 Its design comprises two separate wings around a central core. A café and conferencing/community use spaces are located at ground floor with an additional mezzanine area (with tables/seating) and open roof terrace at first floor. Servicing and back of house areas are located to the rear of the building.
- 3.30 Externally the appearance of the building is expressed in a steel frame exoskeleton with rendered walls to main elevations.
- 3.31 The proposal includes details of hard and soft landscaped areas, with a primary focus on the creation of a central square, event/spill out spaces and children’s play spaces.

Parcel C – Urban Country Park

- 3.32 The proposals for Parcel C seek to establish a new urban country park which provides opportunities for passive open recreation. It will incorporate new public access points from The Tins/ Brookside, a loop trail with seating areas except to the southeast corner of East Lake. Cycle parking infrastructure will be introduced as well as retention of existing car parking spaces (13 spaces in total) for exclusive use by members of the Cherry Hinton Angling Club. Ecological related enhancements including bee banks and structural shrub planting are also proposed. At this stage, the loop trail will not extend fully around the southeast side of East Lake although could be included in future subject to agreement of the landowner(s).
- 3.33 A bespoke draft Framework Management and Funding Strategy which sets out how its future operation as an urban country park can be sustained into the future is included as part of the application proposals for both Parcels B and C (see Appendix A). The merits of the strategy and a more detailed

summary of the urban country park offer are considered under Section 15 of the report.

Parcel B

- 3.34 The proposals for Parcel B involve the creation of high-value ecological habitats and associated improvement in Biodiversity Net Gain. The supporting Off-Site Habitat Creation and Management Plan (OHCMP, July 2024) sets out how ecological enhancement can potentially be achieved in the short and long-term including its management/maintenance. This document also informs the draft Framework Management and Funding Strategy (as mentioned above) both of which will be secured via S106 planning obligation.
- 3.35 In the short-term, the objective is to create an 'Open Mosaic Habitat' (OMH) comprising areas of bare ground, scrub and ephemeral vegetation that can support a wide range of invertebrate species. The long-term objective, contingent on the re-location of Cambridge Airport, is to enhance biodiversity further by enabling other faunal species groups (bats and birds).
- 3.36 To minimise disturbance of the new habitats in its early years (c.2-3 years), managed access will only be allowed.
- 3.37 Subject to the Cambridge Airport site coming forward for development, the proposals on Parcel B also accommodate the potential for a permanent public access route linking Coldham's Lane to The Tins. The potential link (which in itself would require planning permission) will involve the safeguarding of the land and a financial contribution towards its provision under the S106 Agreement.

Application Amendments

- 3.38 An extended public consultation on the original application was carried out between December 2023 and end of February 2024. A sequence of amendments and supporting technical information including: main parameter plans and illustrative masterplan; contamination and remediation assessments; and future management and funding strategy for Parcels B and C were received between April and July 2024. All amendments were re-consulted on between July and September 2024 with notifications sent to all original consultees including site notices. Any late representations that are received will be reported via the Council's pre-committee amendment sheet.

Environmental Impact Assessment (EIA)

- 3.39 The proposed development has been assessed as falling within the remit of the Town and County Planning (Environmental Impact Assessment) (EIA) Regulations 2017 (as amended) (the EIA Regulations). This is because of the characteristics, location and potential impacts of the proposed

development. The EIA process ensures that any potentially significant effects of the development are considered and, where appropriate, mitigated by measures to prevent/avoid, reduce and where possible offset. The Government's Planning Policy Guidance highlights that the Environmental Statement (ES) should focus on the 'main' or 'significant' environmental effects only, and that the ES should be proportionate.

- 3.40 The National Planning Practice Guidance states *at Paragraph: 002 Reference ID: 4-002-20140306*:

“the aim of EIA is to protect the environment by ensuring that a local planning authority when deciding whether to grant planning permission for a project, which is likely to have significant effects on the environment, does so in the full knowledge of the likely significant effects, and takes this into account in the decision making process.”

- 3.41 An EIA is undertaken to inform planning application decisions for particular projects, based on the requirements set out in the EIA Regulations. The ES reports the findings of an independent assessment of environmental effects and objectively of any planning argument for the proposed development. The test of consent for a planning application is whether the proposals are an acceptable use of the land, in terms of and measured against relevant planning policies – at national and local levels.

Scope

- 3.42 The applicant voluntarily entered the EIA process, however, the proposal was the subject of a scoping opinion prior to submission in accordance with the Town and County Planning (Environmental Impact Assessment) Regulations 2017 (see planning history). The Council was supportive of the scope of the EIA covering the matters of socioeconomics, transport, noise and vibration, air quality, ground conditions and contamination, ecology, water resources and townscape and visual amenity. Officers are satisfied that the submitted ES is based on the advice set out in the EIA Scoping Opinion and the EIA Regulations.

Methodology

- 3.43 The ES considers the likely significant effects of the proposed development during its construction and once it is complete and operational.
- 3.44 Regulation 26 of the EIA Regulations states that when determining an application in relation to which an ES has been submitted, the relevant planning authority, the Secretary of State or an Inspector, as the case may be, must –

- a) examine the environmental information;
- b) reach a reasoned conclusion on the significant effects of the proposed development on the environment, taking into account

the examination referred to in sub-paragraph (a) and, where appropriate, their own supplementary examination;
c) integrate that conclusion into the decision as to whether planning permission or subsequent consent is to be granted; and
d) if planning permission or subsequent consent is to be granted, consider whether it is appropriate to impose monitoring measures. This requirement is dealt with throughout the report.

3.45 The scope and assessment of the original submitted EIA is unaffected by subsequent amendments made to the scheme. The EIA Non-Technical Summary is included at Appendix B.

4.0 Community Engagement

4.1 The proposed development has been the subject of extensive stakeholder consultation prior to being submitted as a planning application. A detailed account can be found in the Applicant's 'Statement of Community Engagement' document which is submitted as part of this planning application.

4.2 In summary, community consultation events have involved:

- March 2023 - initial public drop-in session to introduce Applicant and its vision;
- June and October 2023 - developer-led public exhibitions to present progress of proposals at relevant stages;
- March, June and September 2023 - community newsletters; and
- October 2023 - presentation to the Cambridge East Community Forum.

4.3 A pre-application Members Briefing took place on the 9 October 2023 which included the Applicant and its representatives; officers; ward members and Planning Committee Members. A specific member briefing regarding the draft framework management plan for Parcel C took place on 8 July 2024.

4.4 The Applicant has indicated a commitment to continuing engagement with the stakeholders beyond the planning submission.

5.0 Relevant Site History

5.1 The planning history is summarised as follows:

5.2 23/01683/SCOP: EIA Scoping Opinion sought for hybrid application comprising: Parcel A Building 1 – full application for research and development and office uses (Classes E(g)(i) and E(g)(ii)) and Hub Building (sui generis) with associated car and cycle parking; outline with all matter reserved except for access for remainder of Parcel A, also (E(g) uses including office, research and development, car and cycle parking, landscaping and associated infrastructure; Parcel B - full application for

ecological enhancements; and Parcel C – full application for landscape improvements and public access. **EIA Scoping Report Issued June 2023.**

- 5.3 21/05476/FUL: Hybrid planning application comprising: Parcel A – outline development of 31,400sqm (GEA) of commercial floorspace (B8, Flexible B8/E(g) and E(g); Parcel B – full application for ecological enhancements management and restricted public access; and Parcel C – full application for enabling passive recreation via new public access alongside ecological enhancements, including landscaping and public open space. **Withdrawn March 2023.**
- 5.4 21/02326/FUL: Hybrid planning application comprising: Outline development comprising B8 (storage and distribution), ancillary E(g)(i) and flexible B8/E(g) floorspace, car and cycle parking, landscaping and associated infrastructure with all matter reserved except for access on Parcel A; full application for ecological enhancements on Parcel B; and full planning permission for recreation and ecological enhancements, public open space and recreation and cycle access on Parcel C. **Withdrawn September 2021.**
- 5.5 21/01292/SCOP: EIA Scoping Opinion sought for proposed development consisting of commercial uses including Storage and Distribution, Research and Development, ancillary offices, and creation of an urban country park. **EIA Scoping Report Issued April 2021.**
- 5.6 19/0456/SCOP: EIS Scoping Opinion sought for development comprising 450 residential units and 10,000 square metres (sqm) of non-residential floorspace, alongside 19 ha of landscaped publicly accessible open land and 10 ha of 'urban country park'. **EIA Scoping Report Issued May 2019.**

6.0 Policy

6.1 National

National Planning Policy Framework 2023
Draft National Planning Policy Framework July 2024
National Planning Practice Guidance
National Design Guide 2021
Environment Act 2021
Town and Country Planning (Environmental Impact Assessment) Regulations 2017
Conservation of Habitats and Species Regulations 2017
Equalities Act 2010
Planning and Compulsory Purchase Act 2004
Local Transport Note 1/20 (LTN 1/20) Cycle Infrastructure Design
ODPM Circular 06/2005 – Protected Species
Circular 11/95 (Conditions, Annex A)

Water Environment (Water Framework Directive) (England and Wales)
Regulations 2017 Regulation 33

Joint statement on addressing water scarcity in Greater Cambridge, 6 March 2024.

Written Ministerial Statement from Minister of State for Housing, Communities and Local Government, Matthew Pennycook, 30 July 2024

Written Ministerial Statement from Secretary of State for Levelling Up, Housing and Communities and Minister for Intergovernmental Relations, Michael Gove 19 December 2023

6.2 **Cambridge Local Plan 2018**

Policy 1: The presumption in favour of sustainable development

Policy 2: Spatial strategy for the location of employment development

Policy 5: Sustainable transport and infrastructure

Policy 6: Hierarchy of centres and retail capacity

Policy 8: Setting of the city

Policy 14: Areas of Major Change and Opportunity Areas

Policy 16: South of Coldham's Lane Area of Major Change

Policy 28: Sustainable design and construction, and water use

Policy 29: Renewable and low carbon energy generation

Policy 31: Integrated water management and the water cycle

Policy 32: Flood risk

Policy 33: Contaminated land

Policy 34: Light pollution control

Policy 35: Human health and quality of life

Policy 36: Air quality, odour and dust

Policy 37: Cambridge Airport Public Safety Zone and Air Safeguarding

Policy 40: Development and expansion of business space

Policy 42: Connecting new developments to digital infrastructure

Policy 55: Responding to context

Policy 56: Creating successful places

Policy 57: Designing new buildings

Policy 59: Designing landscape and the public realm

Policy 60: Tall buildings and the skyline in Cambridge

Policy 61: Conservation and enhancement of historic environment

Policy 62: Local heritage assets

Policy 67: Protection of open space

Policy 68: Open space and recreation provision through new development

Policy 69: Protection of sites of biodiversity and geodiversity importance

Policy 70: Protection of priority species and habitats

Policy 71: Trees

Policy 73: Community, sports and leisure facilities

Policy 80: Supporting sustainable access to development

Policy 81: Mitigating the transport impact of development

Policy 82: Parking management

Policy 85: Infrastructure delivery, planning obligations and the Community

Infrastructure Levy

6.3 Neighbourhood Plan

N/A

6.4 Supplementary Planning Documents

Biodiversity SPD – Adopted February 2022
Cambridgeshire Flood and Water SPD – Adopted November 2016
Health Impact Assessment SPD – Adopted March 2011
Landscape in New Developments SPD – Adopted March 2010
Open Space & Recreation Strategy SPD – Adopted October 2011
Planning Obligations Strategy SPD – Adopted March 2010
Public Art SPD – Adopted January 2010
Sustainable Design and Construction SPD – Adopted January 2020

7.0 Other Guidance

Cambridgeshire Design Guide for Streets and Public Realm (2007)
Cambridge East Area Action Plan (adopted February 2008)
Cambridgeshire and Peterborough Waste Partnership (RECAP): Waste Management Design Guide Cambridge Air Quality Action Plan
Greater Cambridge Employment and Housing Evidence Update (January 2023)
Greater Cambridge Growth Sectors Study: Life science and ICT locational, land and accommodation needs (Final Report, July 2024)

8.0 Consultations

8.1 Anglian Water – No Objection

8.2 The foul drainage from this development is in the catchment of Cambridge Water Recycling Centre which currently does not have capacity to treat the flows from the development site. Anglian Water has applied to the Environment Agency for an interim new permit to address exceedance. Our long-term plans for Cambridge WRC are linked to the Cambridge relocation project and the Development Consent Order. The new Cambridge WRC will take all existing flows from current Cambridge WRC and all flows from future growth within the WRC catchment. We are working with Greater Cambridgeshire to understand the long-term growth figures, using the emerging local plan allocations and planning permissions. This allows us to design and deliver a new Cambridge WRC which can meet future demand.

8.3 Post-decision engagement is requested in respect to used water network and therefore recommend a planning condition be included to secure details of a phasing plan and/or onsite drainage strategy.

- 8.4 Supports use of Sustainable Urban Drainage Scheme (SuDS) although should meet Anglia Water's design requirements in the event that it is offered for adoption.
- 8.5 Recommends further standard informatives in relation to the used water network.
- 8.6 **Access Officer – No Objection**
- 8.7 See paragraphs 8.81 - 8.82 for summary of advice given at pre-application stage.
- 8.8 **Active Travel England – No Objection**

Original Comments (13/01/24)

- 8.9 An objection in principle has not been stated although it does request further clarifications on the following points:
- Discrepancies in maximum floor areas quoted in respect to internal floor and parking areas proposed for both outline and detailed elements.
 - Confirm forecasted employee numbers as floor area contradictions.
 - Provision of long-stay cycle parking in one building (Travel Hub/Building 4) is not supported as not convenient for most employees of the site.
 - 5% of cycle parking should be provided for non-standard cycles to accommodate people with mobility impairments.
 - Access details for Parcel A has not been presented in its final form as treatment of routes within the site's curtilage is only shown illustratively.
 - Routing for cyclists between buildings and to the cycle parking spaces need further consideration.
 - Design of new access off Norman Way should consider safety of pedestrians using eastern footway.
 - Internal spine road design is not conducive to reducing car/HGV speeds within the site.
 - Limited details of proposed bridge over The Tins.
 - Transport Assessment provides limited analysis of the existing condition of local routes that would identify where improvements can be made to mitigate increased travel to/from the site. Therefore LPA an LHA requested to consider whether further qualitative analysis of the pedestrian and cycling network is required to ensure any appropriate improvements can be secured.

Comments on Additional Information (09/05/24)

- 8.10 ATE has responded as follows:

- Cycle parking and facilities: Clarifications in respect to total cycle provision acknowledged although concerned that parking and facilities in the travel hub disincentivise uptake of cycling for some future employees.
- Access details: Opportunity remains to reduce the site entrance radii to reduce vehicle speed into site. Feasible design for future bridge to prevent cyclists dismounting should be ensured.
- Connectivity with Neighbouring Areas: Welcomes clarification that the development will contribute to improvements to active travel routes serving the site.
- Travel Planning: Welcomes additional information provided. However it states that where travel plan target reduction for car trips are not met the applicant should commit to removal of parking spaces within the travel hub. It also repeats concerns that cycle to work targets in its opinion are not supported by the proposed parking numbers and their location.

8.11 **Arts Development Officer – No Objection**

Original Comments (15/08/24)

- 8.12 The Arts Development Officer has not raised objection to the submitted Public Arts Strategy (as amended) although this would be subject to ensuring adequate arrangements for the delivery and funding can be secured within the S106 Agreement. Further officer discussion and recommendations are contained in Section 27 of the report.

8.13 **Cambridge Airport – No Objection**

Original Comments (20/12/23)

- 8.14 Recommendation is subject to planning conditions to ensure operational safety of the Airport (and aircraft) can be maintained. The following planning conditions recommended are:

- Control of lighting.
- Bird Hazard Management Plan.
- Landscaping scheme.
- Instrument flight procedures assessment (cranes).
- Aviation obstacle lighting scheme.

- 8.15 An informative relating to provision/erection of cranes is also requested.

Comments on Additional Information (20/06/24)

- 8.16 Subsequent submission of bird management plan and external lighting strategy are considered satisfactory in principle by Cambridge Airport. Originally recommended conditions shall apply.
- 8.17 **Cambridge Fire & Rescue Services – No Objection**
- 8.18 Recommendation subject to securing provision for fire hydrants.
- 8.19 **Conservation Team – No Objection**
- 8.20 The proposals will affect views from local heritage assets although constitute a less than substantial harm to their setting (at the lower end of that scale). It concludes that the above harm caused could be mitigated by appropriate materials and details which would ensure that the buildings sit well within the landscape and do not detract from the significance of identified heritage assets.
- 8.21 **County Highways Development Management – No Objection**

Original Comments (12/01/24)

- 8.22 The Development Management Team sought for the following matters to be addressed:
- Demonstrate that the intensified use of “East Gate” for duration of build (77 months) will not be detrimental to the safe functioning of Coldham’s Lane.
 - Request the proposed inter-vehicle visibility splays are amended and swept path analysis is provided to demonstrate that (maximum sized) HGVs will be able to leave site without entering opposing lane.
 - Access layout is designed to prevent right-turn manoeuvres out of East Gate.
 - East Gate access is constructed to the CCC’s specifications and made suitable for pedestrians.
 - CTMP broadly acceptable although requests that a planning condition is imposed requiring no demolition or construction commences until a TMP is agreed by the LPA.
 - TMP is submitted as a standalone document from Environmental Construction Management Plan as the risks/hazards are different to internal site arrangements.
 - Standard informative applies in respect to works on/adjacent to public highway.

Comments on Additional Information (09/05/24)

8.23 Supporting consultant transport note dated 17/04/24 provides the clarifications requested including visibility and junction layout design. No objection subject to conditions in relation to traffic management and restrictions on operation of specified construction/demolition vehicles.

8.24 **County Transport Team – No Objection**

Original Comments (01/03/24)

8.25 The County Transport Team has indicated that it does not agree with the conclusions reach in its transport assessment and therefore its impacts on the transport network even with the proposed mode share reduction and mitigations. It recommends that the following scheme amendments would be required to bring the development impact on highways to an acceptable level:

- Significant reduction in car parking provision on the site to discourage car use.
- Significant further car mode share reductions.
- A contribution to allow the delivery of the section of the Fulbourn Greenway scheme from the site to Brooks Road prior to the occupation of any development.
- Further passenger transport enhancements.
- A monitor and manage approach to the phasing of the development. This would see phase 1 approved with further phases being subject to further assessment using actual data from phase 1. The agreement of further phases would be subject to the agreed preceding mode shares being achieved. This approach has been used for the Cambridge West development.

Comments on Additional Information (24/07/24)

8.26 It was agreed that a Monitor and Manage approach to development, where each phase will be subject to a 'mode share cap' with interventions required at each stage to ensure targets are met, represented a feasible approach to managing impacts on the local and strategic highway network.

8.27 However, the additional technical note provided by Paul Basham Associates is lacking in detail specifically in relation to how vehicle trips (type and frequency) will be monitored and the measures to encourage non-car mode should be defined and costed and include both positive and negative interventions. Furthermore, the mitigation will need to be secured in a S106 along with the monitoring strategy and travel plan.

Comments on Additional Information (16/08/24)

- 8.17 Following further discussions with the Applicant and its transport consultant, and particularly in respect to understanding the components underpinning its Monitor and Manage approach, County Transport Team has agreed to withdraw their holding objection subject to conditions and S106 planning obligations. These include:
- Secure (via S106 Agreement)
 - Secure Tier 1 infrastructure financial contribution (TBA)
 - Secure Tier 2 infrastructure 'reserve' financial contributions (TBA)
 - Secure (via conditions)
 - Works to The Tins at the site frontage
 - New and improved pedestrian access points at Norman Way; Coldham's Lane including a route across Parcel B; Kathleen Elliott Way; and The Tins.
- 8.18 It has also requested additional measures to be secured via the Travel plan; a detailed monitoring strategy including commencement of the baseline surveys 3 months after the occupation of Phase 1 (Buildings 3,4 and 9).
- 8.19 **Design Out Crime Officer (Cambridge Constabulary) – No Objection**
- 8.20 A range of advisory recommendations are made to secure access design for both Parcels A and C; cycle storage design, surveillance, lighting and landscaping. Recommends submission of a Secured by Design commercial application in relation to the uses on Parcel A for formal accreditation.
- 8.21 **Ecology Team – No Objection**

Original Comments (16/02/24)

- 8.22 The Ecology Team does not object in principle although is unable to make a formal recommendation until sufficient ecological information has been provided and the future governance and maintenance of the proposed Country Urban Park and BNG has been clarified. The following information was requested:
- Draft maintenance and management plan for Parcels B and C. In conjunction to this, a full cost appraisal of the management of both sites (in perpetuity) will be necessary.
 - Construction and operational effects of development on Cherry Hinton Brook City Wildlife Site, and particularly the potential effects of contamination through disturbance of landfill.
 - Baseline and proposed habitat types and condition with City Ecologist and Wildlife Trust to establish realistic and sustainable BNG.
 - Detailed plan for Parcel B setting out how it will be laid out, phased and developed.
 - Explore if green roofs can be created on roof areas of all buildings to further improve prospect of meeting Council's 20% BNG aspiration.

- Loss of mature trees on The Tins route should be mitigated.
- Opportunities to retain mature Elms (currently identified to be removed).

Comments on Additional Information (09/08/24)

8.23 Confirmed following additional information submitted including: Parcel B future habitat and management plan; draft framework management and funding strategy; and consultant commentary relating to proposed strategy to mitigate and compensate for net loss of habitat on Parcel A via uplift to biodiversity, is acceptable in principle. Planning conditions are recommended.

8.24 **Environment Agency – No Objection**

Original Comments (09/02/24)

8.25 The EA objects on grounds relating to the potential effects of the development on existing and future water resource availability and risk of pollution to groundwater assets. Additional technical information has been requested to provide the assurance that the potential risks of its development in both respects can be minimised.

Comments on Additional Information (24/05/24)

8.26 In terms of water resources, the EA supports the water efficiency measures proposed by the Applicant. However, it maintains that the development's demand on water would still represent a cumulative risk to the deterioration of water bodies in the Greater Cambridge area. It also recognises that the benefits of the proposed mitigation could be considered in the planning balance.

8.27 In terms of the risk to controlled waters, the EA maintains its objection on the grounds that insufficient technical detail has been provided to demonstrate that the development can be undertaken whilst providing adequate mitigation for existing and additional pollution risks to controlled waters.

Comments on Additional Information (09/08/24)

8.28 Following further information submitted on the 15th July that specifically sought to address concerns relating to groundwater and contaminated land, the EA removes its holding objection despite technical and deliverability concerns of the scheme should planning permission be granted. It recommends that any consent must include bespoke worded planning conditions that give due regard to the protection of controlled waters. The EA confirms it is prepared to work with the Council to agree the scope and wording of planning conditions in due course. They also request S106 planning obligations to include necessary mechanisms to address monitoring, unexpected remediations (with associated monitoring) and

longer-term environmental liabilities and are similarly prepared to assist the Council's officers on these matters.

8.29 Further commentary and analysis of the above issues are set out under Section 23 of this report.

8.30 **Environmental Health Team – No Objection**

Original Comments (30/01/24)

8.31 The EH Team has cited concerns in relation to the existing contaminated ground conditions and the related impacts of construction on human health.

8.32 It considers that there is insufficient information and inadequate assessment of potential impacts (including odour and noise) from the detailed proposals of this hybrid application to allow an informed decision to be reached and it has not been demonstrated that significant or any other adverse impacts can be avoided or reduced and minimised to an acceptable level. These are fundamental material considerations that should be addressed prior to determination and should not be conditioned.

8.33 In terms of construction and operational stage impacts of future development (e.g. noise, vibration, air quality and external lighting effects) it is satisfied that each of these could be suitably controlled via planning conditions.

Comments on Additional Information (26/04/24)

8.34 Further information in relation to ground conditions and how groundworks could take place safely has been provided. However, there still remains significant uncertainty that a robust and implementable remediation strategy to deal with the inherent risks of ground contamination and gas migration on human health can be agreed.

Comments on Additional Information (26/07/24)

8.35 The submission of a preliminary ground gas mitigation design is welcomed and represents a significant step forward. However, the EHO confirms its previously stated concerns (above) and therefore is unable to remove its holding objection. In the event that its in-principle concerns have been resolved, funding for an independent validation of the remediation strategy should also be secured by S106 Agreement.

Comments on Additional Information (29/08/24)

8.36 Following the removal of the Environment Agency's holding objection, the Environmental Health Team has removed its objection on the above stated grounds subject to planning conditions| S106 obligations are requested that will secure relevant costs associated with the long-term monitoring of its phase-by-phase construction and remediation strategies, including subsequent agreement of related information.

8.37 Health and Safety Executive – No Objection

8.38 The Application Site(s) do not fall within the Consultation Distance Zones of either a Major Hazard Site or Major Accident Hazard Pipeline.

8.39 Landscape Design Team – No Objection

Original Comments (12/02/24)

8.40 The Landscape Design Team does not object in principle although highlights main concern is in relation to the lack of consistency between information and commitments within Parameter Plans, Design Principles and Illustrative Masterplan.

Comments on Additional Information (10/05/24)

8.41 Welcomes updates to all parameter plans and specifically including the width of The Tins greenway; gaps between buildings 6,7 and 8 and vehicle access route. However, still concerned that insufficient information re. structural landscape buffer, its extent and typology and consistency between its TVIA and Design Principles information. It also requests further information and updates within the detailed element concerning planting schedules, balance between hard and soft landscape, and advanced delivering of some structural landscape including clarification in respect of the future management of Parcel C.

Comments on Additional Information (25/07/24)

8.42 Confirmed it is satisfied with the further amendments made to the Design Principles document to ensure it is consistent with key parameter plan information and associated mitigations in EIA. It considers the Applicant's draft Framework Management Plan for Parcels B and C is inadequate in terms of initial (12-month) timeframe and its scope for long-term maintenance. Notwithstanding it has removed its holding objection and recommends any planning permission is given subject the Framework Management Plan being amended, agreed and embedded into the S106 and bespoke planning conditions for outline and detailed phases including: future reserved matters applications demonstrate compliance with the design principles for both soft and hard landscape elements and its management and maintenance; details of play areas and features; full details of planting to upper levels and facades of buildings; and wayfinding and signage.

8.43 Lead Local Flood Authority – No Objection

Original Comments (12/01/24)

8.44 The LLFA has objected on a range of technical grounds which include:

- Hydraulic calculations
- Discharge rates from impermeable areas to be equivalent to greenfield run-off rates.
- Discharge volumes and required volume of attenuation.
- Pumping of surface water is unsustainable drainage method.
- Connection to existing surface water pipe outside the red line boundary.
- Demonstrate that Burnside Lakes (Parcel C) can accommodate increased water discharge from development of Parcel A.
- Unclear if permeable paving is proposed as widely as possible.
- Drainage layout plans need to be accurate.
- Discrepancies between discharge rates quoted in report and those shown on drainage layout.

8.45 Informatives relating to infiltration, watercourse consent, surface water maintenance, signage green roofs and pollution control are advised to be included on any consent that may be given.

Comments on Additional Information (24/05/24)

8.46 Concerns relating to pumping of surface water and connections outside the red line boundary remains to be resolved.

Comments on Additional Information (22/07/24)

8.47 Following provision of further technical information, the LLFA has confirmed it is satisfied with its proposed SuDS features, controls relating to surface water discharge and water quality treatment. Accordingly, it has removed its objections in principle subject to planning conditions including detailed design of SuDS prior to laying of services or above ground building works; details of measures to prevent additional surface water run-off from the site during construction prior to development; and prior to adoption of the SuDS an independent survey and report is provided that confirms that the agreed SuDS design has been implemented. Informatives for green roofs, signage, pollution control and remediation of surface water infrastructure are requested to be included.

8.48 **Natural England – Objection**

Original Comments (12/01/24)

8.49 Recognises that the development may potentially cause significant effects on groundwater dependent sites which rely on the Cambridge aquifer. Further information has been requested in relation to the following:

- Evidence of how the ‘low’ potable water demand has been reached, with more detail about mitigation measures and usage calculations.
- Your authority should consider whether water resources to meet the needs of this development alone, and in-combination with other proposed development, can currently be supplied sustainably and without further adverse impact to the natural environment.

Comments on Additional Information (07/05/24)

8.50 Objection maintained. Despite further assurances provided in relation to potential water usage, it does not agree with the 'not significant' conclusion reached in the EIA.

8.51 **Sustainability Team – No Objection**

Original Comments (10/01/24)

8.52 The Sustainability Team welcomes the sustainability ambitions for the development although seeks a clearer presentation of its commitments. It specifically requests that the Applicant provides a sustainability matrix (one for outline and one for the detailed proposals) that sets out all the baseline and numerical targets for each of the 6 core sustainability principles/targets identified. Also requests that BREEAM pre-assessments and information relating to process water demands are provided so that a formal recommendation can be made.

Comments on Additional Information (09/05/24)

8.53 The Sustainability Team is satisfied with the additional information and clarifications provided in relation to the site-wide energy strategy and water conservation measures. Recommend further information is provided in relation to the Urban Greening Factor calculation to support its landscape proposals.

8.54 Subject to including its recommended conditions, it can support the application on sustainable design grounds.

8.55 **Tree Officer – Objection**

Original Comments (08/02/24)

8.56 The Tree Officer has indicated a number of concerns relating to the extent of tree removals proposed along the Tins and the accuracy of information provided in respect of tree removals numbers and their replacement numbers. Therefore amendments and clarifications are sought before making its final recommendation:

- Review opportunity to increase density of replacement tree planting on the northern boundary (adj. to Coldham's Lane).
- Review opportunity to increase replacement tree planting within section (north and south) of The Tins opposite Buildings 3 and 5.
- Clarify/address how proposed replacement tree planting specifications and locations will reach full potential.
- Parcel C – Confirm tree numbers in existing/retained, removed and newly planted.

- Parcel A - Clarify/confirm scope of tree canopy assessment providing comparisons with a 'no development' situation and projected future situation with proposed removals and replacements.
- Clarify/confirm anticipated replacement of tree canopy in year 1 and 3.
- Clarify/confirm if canopy cover does/can include category U trees.
- Clarify/confirm numbers shown in Tables 1 and 2 of AIA (also repeated in Table 7). There are discrepancies as identified in the comments provided.
- Clarify whether the 'small whips' are in fact 'nursery sized trees' (see Table 4 of Canopy Assessment).
- Clarify if numbers in projected canopy area tables have been rounded up.
- Clarify if the Canopy Assessment has considered planting density, proposed management or proximity to buildings as can influence the lateral spread of trees.
- Clarify if the Canopy Assessment has considered likely losses or time for standard trees to re-establish a sustainable root to shoot ratio.
- Provide a plan to show canopy spread and % of land coverage for each parcel for existing, year 1, 3 and 40.

Comments on Additional Information (26/04/24)

8.57 Whilst some tree groups have now been retained, its original objections in specific relation to the extent of tree removal on The Tins and Kathleen Elliott Way are maintained. No further comments are offered in respect of the revised tree canopy information although it has acknowledged that this can be controlled by planning condition in the event a planning permission is given.

8.58 **Urban Design Team – No Objection**

Original Comments (06/02/24)

8.59 Their concern is principally manifest in the proposed scale, height and massing of the outline detailed buildings fronting onto the Coldhams Lane and Kathleen Elliot Way () boundaries and its resulting adverse effects on close and long-distance views. It has requested the following amendments and clarifications:

- Parameter Plan 1 (Developable Areas) (PP1) - remove lighter orange shading indicated as the 'indicative open space' and leave 'white.' This space is not intended to be developable but an open space between the maximum footprint areas of Buildings 1 and 2 (see corresponding key advice on plan).
- Design Principles - Similarly update terminology in Section 4.2 that describes an 'appropriately wide and accessible' route from Coldham's Lane to Central Square to be consistent with information indicated in key on PP1.
- PP1 - Indicative location for views between Buildings 6, 7 and 8 (south of The Tins) must indicate 'minimum dimensioned widths.' It would be

recommended the dimensions are translated across into the Design Principles as a 'must' requirement.

- Design Principles – Needs to be more specific and firmer in the requirements to avoid risk of undesirable outcomes for future building design under reserved matter applications.
- Phasing – Commit to delivering landscaping enhancements/improvements N/S footpath along full length of as part of the detailed scheme (Phase 1).
- Detailed Elements as follows:
 - Building 3 (The Veranda) – Investigate opportunity to increase planting around full perimeter of roof edge. CGIs currently show a much greener edge to the roof.
 - Building 4 (Travel Hub) – Clarify/confirm if mesh panels proposed to the elevation fronting onto the access road is to be collaboratively designed with the appointed 'artist in residence'. Further explanation of the potential 2-phase build out and resulting impacts on character/appearance needed.

Comments on Additional Information (09/05/24)

- 8.60 Maintains that the effectiveness of structural landscape planting in mitigating the impacts of building scale, height and massing remains ambiguous. Building 1 should be reduced in height along Coldham's Lane frontage. Amendments to Parameter Plan 1 positive particularly in respect of introducing the 14m visual gap between buildings 6,7 and 8. Design Principles should offer a clearer direction on the form and articulation of buildings to alleviate bulkiness on street views, The Tins and residential areas.

Comments on Additional Information (22/07/24)

- 8.61 Reduction in maximum height of Building 1 combined with upper-level set-back and structural planting shown on Parameter Plan 3 addresses concerns regarding impact on street scene. Additional amendments to Design Principles provides more clarity and certainty which will ensure a higher quality outcomes at the reserved matter stage. Recommends conditions in respect to all building materials, detailed design of all buildings including rooftop plant screening, signage and widening of the flexible zone adjacent to Coldham's Lane so that it can accommodate future adaptations for new planting and SuDS.

8.62 **The Wildlife Trust – Objection**

Original Comments (08/01/24)

- 8.63 The Wildlife Trust object in principle to development on Parcel A as it would result in permanent destruction of a City Wildlife Site and net loss in biodiversity contrary to national and local planning policies and the City's doubling nature aspirations.

- 8.64 It has cited concerns including the use of an incorrect baseline assessment for Parcel A and queries the biodiversity values measured in the BNG metric calculator. It also states that its proposals on Parcel B should include a wider range of habitats to compensate for the net loss on Parcel A. With regard to Parcel C, its concerns relate to the lack of a robust long-term plan to deal with the future management and funding of the proposed urban country park.

Comments on Additional Information (08/05/24)

- 8.65 The Trust reiterates its objections to the principle of the local plan allocation of Parcel A for development. Maintains that the current baseline (and associated ES conclusions) is fundamentally flawed and that the BNG assessment downplays the overall enhancement possible as a result. Recommends the application is refused until a significant net gain is demonstrated which may involve agreeing off-site purchase of biodiversity credits.

Comments on Additional Information (25/07/24)

- 8.66 These comments were received in relation to the Applicant's submission of the draft Framework Management Plan for Parcels B and C. It welcomes the submission by the Applicant although queries the costing assumptions and responsibilities for delivering and maintaining over the long-term. It has also requested that the full cost appraisal relied on is made public.

8.67 **Design Review Panel Meeting of 8 June 2023 (pre-application stage)**

- 8.68 The DRP Panel commended the Applicant's aspiration for its development to be recognised as a 'globally significant science destination.' A summary of its key points are as follows:

- BREEAM 'Outstanding' should be the standard aim if it seeks to reach sustainability targets of an exemplar development.
- Development needs to be grounded in reality if it seeks to be able to deliver its project aspirations.
- Panel generally found it difficult to understand how this could become a 'local destination' particularly for Cherry Hinton residents.
- Difficult to understand the massing of buildings on Parcel A, particularly in terms of context and layout shown.
- Perimeter conditions need to be explained e.g. the response to neighbourliness needs to be made more apparent and alternative options considered in reaching the proposed layout, scale, height and massing.
- Supports the submission a single application for all 3 parcels of land although the outline nature of the submission presents a risk.
- Recommends a design code is established at application stage to ensure design team intention that this avoids becoming a traditional corporate/business campus park.
- Details of landscape and management need to be tied down at the outset.

- Notes omission of the TVIA at the time being unhelpful and would have facilitated a clearer understanding of the design and how it could respond within and to the adjacent existing context.
- Follow-up review encouraged.

8.69 A copy of the DRP review letter is attached in full at Appendix C.

8.70 Disability Consultative Panel of 3 October 2023 (pre-application stage)

8.71 The advice/recommendations covered matters to ensure emergency escape design meets current legal requirements; a suggestion that bonded peashot gravel be used for wider external hard-surfaced areas; enabling access and recreation opportunity for wheelchair users within Parcel C; and an expectation that minimum blue badge provision (5%) is met. The panels response is attached at Appendix D.

8.72 Greater Cambridge Shared Planning Youth Engagement Workshop

8.73 The Greater Cambridge Youth Engagement Service ran two workshops in January and February 2024 for Year 5 and 6 students at The Spinney Primary School which provided opportunities to learn about the proposed development and participate in a design competition. A separate report including developer related commitments are attached at Appendix E. The developer commitments indicated will be secured via planning conditions 14 and 19 (see Section 33).

9.0 Third Party Representations

9.1 At the time of publication, 112 no. representations in total, including the Parish Church of St Andrews, have been received during the first and second rounds of public consultations.

9.2 Those in objection have raised the following issues categorised under relevant theme:

Planning Principles/Land Use(s)

- Parcel C not easily conducive to public recreation
- Cumulative effects of current and proposed developments in area will be overwhelmingly negative
- Adequate open recreation spaces already available near to the sites
- Development is likely to increase flood risk of the area as also noted in the LLFA comments
- Site is not in a sustainable location for a strategic employment centre and therefore does not align with the NPPF's presumption in favour of sustainable development
- Has water usage/demands been considered?
- Is there a joined-up plan for all these developments?

- The more land that is developed the greater the potential for increased urban heat island effects
- Contamination and sinking land raise serious environmental and human safety concerns.
- Housing is a more urgent need that needs to be addressed rather than science parks
- Development should instead be located on Parcel B
- Development like this should be located outside the city

Character and Appearance

- Design of buildings, their height and mass, out of keeping with the context of the site which is open countryside
- Development would add to cumulative harm to City Skyline
- Impacts shown on verified views does not show maximum building heights indicated on Parameter Plans
- Buildings will dominate adjacent domestic dwellings
- Lack of evidence to demonstrate that landscaping will be able to establish and thrive given existing ground conditions and consequently will not mitigate scale of large buildings
- Is it really necessary to remove the trees and hedges along The Tins to the south of Building 3?
- New development on Parcel A would blight the current condition as an open space
- Development would result in loss of the wildlife/green corridor in Cherry Hinton

Ecology and biodiversity

- Parcels of land are currently a sanctuary for wildlife and should be maintained as such
- Enabling public access and addition of supporting infrastructure within Parcel C will make it less attractive for wildlife
- Tree removals and new accesses into Parcel C will have a detrimental effect on protected species and quality of Cherry Hinton Brook
- Maintaining biodiversity should be of primary importance whilst retaining ability for access for education, monitoring, conservation and maintenance purposes
- Removing access to the side of East Lake seems contrary to enhancing and maintaining biodiversity onsite
- Not clear how Parcel C will be managed and who will take responsibility for ongoing maintenance, and the long-term funding mechanism required to sustain as per Anderson's previous application
- Fishing rights/access for CHADAC should be maintained
- Depth of lakes and the associate risks have been underestimated
- Retention of vegetation more beneficial to habitat retention than removal and replacement

- Ecological information submitted underestimates the site's ecological potential
- Applicant survey has played down the ecological baseline value of the sites
- Proposed location of a kiosk would harm protected species
- What will be done to address potential algae blooms occurring and the impacts on resulting water quality
- Disruption during development would compound the degradation of Parcel A wildlife which the associated report has acknowledged

Amenity

- Scale and height of proposed development will cause overshadowing and loss of light harming the wellbeing of nearby residents
- Overlooking and loss of privacy to nearby residents
- Redevelopment on Parcel A is not safe and could result in release of toxins into the air and chalk stream
- Public recreation on Parcel C could quickly descend into an area rife with drug use and anti-social behaviour
- Council needs to do more to dissuade potential anti-social behaviour as a result of opening Parcel C for public recreation
- Duration of construction will impact residents significantly
- Noise and light pollution when fully operational will alter current tranquil environment
- Outdoor music venue on Parcel A is unacceptable due to potential noise disturbance
- Impossible to support this proposal without a detailed construction environmental management plan showing how the construction effects will be mitigated
- Noise and disturbance to The Spinney Primary School will be terrible

Highways and Transport

- All roads around the lakes (Parcel C) will become choked with traffic and cars parking everywhere
- Adding traffic congestion to Burnside Road will make access for emergency vehicles difficult
- Parcel C visitor car park and Burnside would not cope with increased traffic
- Existing road infrastructure in the area is inadequate to deal with increased traffic that development would create
- Closure of The Tins for 6 months is an unacceptable disruption and will make cycling along Coldham's as an alternative route more dangerous
- How will HGVs access Parcel C via Burnside to carry out works?
- Traffic congestion on Coldham's Lane will increase with no alternative viable access routes proposed
- Limited parking and increased reliance on cycling does not address potential traffic challenges

- Lack of upgrades to existing cycling infrastructure and connectivity
- Coldham's Lane should accommodate a new cycle path as a condition of development
- Expectation that half of the 3500 workers onsite would use public transport is not realistic
- Parking quantum too high and require convincing that capacity of Coldham's Lane at peak hours would be able to cope
- Insufficient information provided relating to the proposed shuttle bus
- Staff-only shuttle bus will bring no benefits to neighbouring residents not to the users of the adjacent leisure facilities
- Additional bus-only access/egress to the southeast could bring greater benefits to residents
- Suggested cycle accesses onto Lakes is inappropriate and unsafe
- Design and layout does not appear to have considered the potential use and/or upgrade of the railway line running through the site whether it be widening or construction of a Cambridge East railway station that could serve the site
- Potential overflow parking in surrounding streets has not been considered nor mitigations such as a residential parking permits
- Statement that site is within walking distance of Cambridge Railway Station is not reasonable
- Is there any intention for the 2 bus stops on Coldham's Lane to be re-opened so that users of the development could use them?
- Cycle parking ratios are below the standards for this type of development
- Sustainable travel options cannot be enforced
- New crossing points should be paid for by the Applicant/Developer
- The Tins bridge and its pinch point needs to be upgraded to accommodate increased cycling as a result of the development

Miscellaneous

- Granting outline permission on contaminated land would pose a high level of risk for LPA.
- Inconsistency between elements within Design Principles and illustrative masterplan which are not reflected in the Parameter Plans
- Approval of this scheme may lead to the angling club losing its access onto the lakes
- Increased littering on Parcel C if opened up for public recreation
- Section 106 Agreement will be ineffective and difficult to enforce on all 3 sites based on the different ownerships and interests
- Effect of construction traffic on integrity of Grade 2 listed walls of St Andrew's Church concerning
- Proposed total occupancy is too high for the existing local infrastructure to support
- Renders of the proposals are cynically false and trees will take approximately 30 years to reach maturity
- Applicant's public consultation give the feeling that resident's concerns have not been listened to

- Use of pile foundations comes with significant contamination risk to local waters
- Not clear how a capping layer be installed?
- How will lab waste be handled/disposed of safely?
- Parcel B must be included in this proposal
- Has a survey of the lakes been carried out to ascertain if they are safe to use?
- Replacement of Prizon Park should be kept in the same location
- Proposals for Parcel C are ambiguous

9.2 Those in support have raised cited the following reasons:

- Opening up lakes to public is positive as area needs more open spaces
- Regrettable that parcels are currently fenced off
- More lab spaces are needed in Cambridge
- Improvements to cycling infrastructure welcomed
- Council and developer should invest in enabling active travel and ensure relevant measures and targets are achievable

10.0 Member Representations

10.1 None.

11.0 Local Interest Groups and Organisations

11.1 **Brookfields and Burnside Residents Association** submitted its representation on 07/02/24 objecting to the proposals for the following reasons:

- Application has not demonstrated high quality of design
- Buildings in Parcel A are harsh, overbearing and jars with the surroundings
- Overshadowing of neighbouring residential areas
- Necessary road and cycle infrastructure not in place to accommodate increase in travel to this part of the city
- Railway bridge constrains the increase in cycle travel
- Development of Parcel C would generate traffic congestion and anti-social behaviour
- Information for Parcel C are lacking and does not merit proper assessment
- No mention of management and funding for management of Parcel C
- Exclusion of Parcel B should be part of the masterplan for the entire area
- Were Parcel C to be opened up its status as a City Wildlife Site would be damaged
- Surrounding local roads to Parcel C are substandard in size and condition to accommodate increased traffic
- Accesses from The Tins into Parcel C are unsafe
- Main entrance into Parcel C would necessitate considerable loss of vegetation harming the appearance and wildlife of the area

- Insufficient information has been submitted to inform how contamination will be addressed
- Pile foundation could disturb contaminants
- Land south of Coldham's not suitable for development and would require more in-depth consideration and imagination
- City Council should consider the long-term implications to the immediate neighbourhood as well as the city and region in general

11.2 **Response dated 05/09/24** advises that the submitted draft Framework Management Plan for Parcels B and C is inadequate particularly in respect of there being no agreement or clarity on future activities including management and funding. These will need to be resolved before any public access is allowed.

11.3 **CamCycle** submitted its original representation on 12/01/24 objecting to the proposed overarching cycle access and parking strategy. It is specifically concerned that co-location of car and cycle parking reduces the likelihood of sustainable travel choices being made. Also questions the logic of the additional 500m enforced walk from the Travel Hub to the furthest part of the site would encourage Applicant's 'serendipitous moments'. Details of proposed cycle entrance into Burnside lacking and calming chicane design into/from Burnside unacceptable.

11.4 In addition to the above concerns, it also recommends that the Applicant considers: free bike mechanic and cake mornings to encourage/support cycle mode choices; upgrade to cycle infrastructure on Norman Way to LTN 1/20; Sheffield stands embedded into the surface wherever possible; 2-tier stands must be gas assisted with high locking point and low load angle; 5% of cycle spaces should be designed to accommodate a range of oversized bikes and cater for those with mobility limitations; 4m wide cycle routes should be provided to facilitate end of journey; consolidating crossing points across The Tins to reduce conflicts; more information relating to future bridge over The Tins and impacts on users of The Tins; and strategic cycling and walking connections through Parcel B are supported.

11.5 **Response dated 25/06/24** in respect of transport consultant's clarifications maintains previous concerns on cycle access and parking on Parcel A; the lack of detailed drawings showing improvements to The Tins; and cycle stand design and access into Parcel C alongside inconsistencies between parameter and illustrative plans.

11.6 **Cambridge Past, Present and Future (CPPF)** submitted a representation (including supporting appendices) on 14/02/24 objecting to the proposals for the following reasons:

- Unsustainable location for strategic employment centre contrary to Policy 40

- Design of buildings are out of character with the surrounding mixed residential and light industrial neighbourhood and proposed Country Urban Park and therefore contrary to Policy 55
- Designs for the lake will have an adverse impact on biodiversity contrary to Policy 70
- The highways impacts and mitigations are inadequately assessed and incorporates a design which does not promote active travel contrary to Policy 80

11.7 **Response dated 14/05/24** reiterates its concern in relation to the impact of scale, form and design of Parcel A buildings on the existing character of the area.

11.8 **Response dated 24/07/24** concerns the proposed draft Framework Management and Funding Strategy. CPPF states that the complexity of the site at Parcel C would necessitate daily on-ground management and the costs currently indicated does not realistically account for this scenario. Also objects to the funding assumptions made for Parcel B (limited to 30 years only) stating that it should be costed for in perpetuity.

11.9 **Cambridge Friends of the Earth** submitted its representation on 15/02/24 objecting to the proposals for the following reasons:

- Previous concerns provided in relation to the redevelopment of the land for a logistics hub still relevant
- Where will the water come from?
- Concerns regarding public and environmental safety should the development be approved
- Lack of records kept in respect to the type of waste deposited and how limited sampling carried out to date can identify all contaminants present
- Concerned by the potential contamination risks to groundwater and human health
- Application must be refused on grounds of Public Safety
- Despite assurances from the Applicant/Developer fail to see how any development can occur without disturbing the sources of contamination within the landfill
- Remediation is likely to exacerbate the contamination issues by providing further pathways to the surface

11.10 **Response dated 02/09/24** reiterates the same concerns above.

11.11 **Coleridge Ward Green Party (CWGP)** submitted its representation on 07/02/24 commenting as follows:

- Little engagement with Coleridge City Councillors and residents compared with Cherry Hinton and Romsey wards
- Best case scenario is for the lakes (Parcel C) to continue in its protected state
- Proposals will place additional pressure on water resources

- Adequacy of The Tins to accommodate the intensification of active travel modes
- Adequacy of existing road infrastructure to accommodate uses
- Contamination and settling risks on Parcel A has not been tackled adequately by the Applicant/Developer
- Pile method fraught with problems
- Construction mitigation plans are inadequate to address noise and air pollution effects
- Increased traffic, social event, office lights, air conditioning and energy generators will end existing tranquil environment
- Increased surface water run off could potentially lead to flooding in Burnside
- Majority of apparent public green spaces will not be available to the public, particularly on the southernmost part of Parcel A.
- High density development can create an urban heat island effect
- Size and scale of proposed development would change the character of the area
- All 3 parcels of land need to be considered as one entity as per GCSP December letter
- Lack of information and explanation of how the lakes will be managed and the means for funding this
- Previous work in respect to management of the lakes should be explored further
- Main entrance into the lakes (corner of Brookside/Burnside/Tins cycle path is inappropriate for many reasons
- Removal of c.20 trees on this corner would significantly alter the appearance and character of this area as well as cause a loss of biodiversity
- Residents have requested a Tree Preservation Order is applied to all trees in this area that meet the criteria
- Health and safety issues associated with the lakes

11.12 **Friends of Cherry Hinton Brook** submitted its representation on 13/02/24 objecting to the proposals for the following reasons:

- Application represents a key opportunity to provide more public open space and for protecting City's biodiversity although will require careful planning to maintain a balance to maintain benefits for wildlife and local residents
- Policy 16 recommends Parcel B is included in the proposals. Clearly was included during public consultation exercise and now unclear why excluded
- Accept Parcel C should ultimately be opened although objects to the current approach until management and funding regimes are identified; agreement to the types of activities to be allowed; impact on biodiversity is clarified; designation as a Local Nature Reserve is reconsidered and risks of pollution and water contamination and flooding of the Brook and surrounding are better understood

- Location of main access into Parcel C is objected to due to the potential to disturb existing nature
- 24-hour access needs to be carefully considered
- Visitors' kiosks and toilets are opposed on littering and congestion grounds
- Burnside entrance should be retained for the angling club and emergency vehicles only with consideration for disabled visitors also made
- Minimal hard landscaping only in Parcel C
- Viewing platform would need careful design due to ensure safety
- Location and design of bird hide should be agreed with wildlife experts
- Wheelchair access is enabled although without hard path around lakes
- Walking trail to be discussed with the angling club and wildlife experts
- Cycling within Parcel C should be prohibited
- Concerned with tree removals to facilitate proposed main access into Parcel C
- BNG estimate overly optimistic and would represent a net loss overall as a result of proposals
- Must demonstrate there will be no damage to the Cherry Hinton Brook (CHB)
- Uncertain whether Parcel A can be safely capped
- Concerned by potential risk of pollution and increase in water discharge into CHB
- Ownership and uses of Parcel C need to be discussed and agreed in a collaborative way
- Dog walking and boating on lakes must be prohibited
- Proposals for Parcel A are contrary to maintaining status as a protected open space
- Public access into Parcel B should be enabled to meet growing need for amenity in the local area and could also take pressure away from Parcel C

11.13 **Response dated 05/09/24** comments mainly on the inadequacy of the draft management and funding plan for Parcels B and C and the harm that is likely to be caused to the Cherry Hinton Brook through development on Parcel A.

11.14 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.

12.0 Assessment

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

1. Principle of Development - (Section 13)
2. Parcel A - Design, Layout, Scale and Landscaping - (Section 14)

3. Parcels B and C – Design, Layout and Draft Framework Management & Funding Strategy - (Section 15)
4. Heritage Assets - (Section 16)
5. Townscape and Visual Impacts - (Section 17)
6. Carbon Reduction and Sustainable Design - (Section 18)
7. Biodiversity - (Section 19)
8. Trees - (Section 20)
9. Drainage and Flood Risk Management - (Section 21)
10. Water Resources - (Section 22)
11. Ground Contamination and Remediation - (Section 23)
12. Other Environmental Issues - (Section 24)
13. Residential Amenity - (Section 25)
14. Transport Impacts, Highway Safety and Parking - (Section 26)
15. Public Art Strategy - (Section 27)
16. Other Matters - (Section 28)

12.2 Supporting Appendices are as follows:

Appendix A – Draft Coldham’s Lane Management and Funding Framework
 Appendix B - Environmental Statement: Non-Technical Summary
 Appendix C - The Greater Cambridge Design Review Panel
 Appendix D - Disability Consultative Panel Review
 Appendix E - The GCSPS Youth Engagement Report
 Appendix F – Independent Critique of Draft Coldham’s Lane Management and Funding Framework

13.0 Principle of Development

Local Planning Policy

- 13.1 The Application Site is designated within an Area of Major Change (AoMC). AoMCs are strategic locations within the City that require a comprehensive approach to development in order that holistic change can be brought forward.
- 13.2 Policy 14 of the Cambridge Local Plan 2018 (CLP) sets out the overarching planning principles of AoMCs in which all new development proposals are expected to:
- Ensure adequate and/or necessary infrastructure is secured to support development
 - Ensure development is in accordance with a comprehensive implementation plan and which can be comprehensively and successfully delivered with the support from all key landowners or can be demonstrated that it can still take place without being secured
 - Create active and vibrant places that encourage social interaction and fosters sense of community
 - Protect existing assets which includes heritage, landscape and water.

- 13.3 Policy 16 of the CLP (2018) sets out the site-specific planning requirements for the Application Site at land south of Coldham's Lane. It specifies (*verbatim*):

The Council is seeking the wider regeneration of this area with appropriate redevelopment and the creation of an urban country park to serve the east of the city as shown in Figure 3.4. A masterplan for the area will be developed and this will set out the principal uses, quantum of development and extent of developable land, approach to the built form, circulation and movement, public access and landscape improvements, and future management and funding arrangements for the urban country park. The masterplan and associated transport assessment will need to be developed and adopted before any planning application is submitted. There are two main parts to this area:

a. the area immediately south of Coldham's Lane (lying north of the railway line), which will allow for appropriate commercial uses on the areas marked A on Figure 3.4 and some outdoor recreational uses and ecological enhancement on the area marked B on Figure 3.4; and

b. the area south of the railway line, including the water bodies, which will provide primarily passive outdoor recreation opportunities in the form of a new urban country park.

Both southern and northern parts of the site could contribute to the creation of a new urban country park. The areas marked A on Figure 3.4 could provide for relocation of 'space intensive' uses such as builders' merchants sales and storage facilities which are currently located on land elsewhere in the city that could be made available for housing.

Development will be supported where it:

c. takes into account existing site conditions and environmental and safety constraints of this area, including the contaminated condition of the closed landfill sites, Cambridge Airport to the north, related height and use restrictions within the Air Safety Zone and Air Safeguarding Zones, and the existing lakes;

d. is subject to a detailed feasibility report (to be submitted before any redevelopment can take place on the closed landfill sites), and the form and nature of public access to the urban country park are to be established;

e. includes the upgrading of existing public routes to support increased pedestrian and cycle access from the wider area;

f. is part of a masterplan for the entire area, which will provide the mechanism to deliver the required vision; and

g. recognises existing sites of local nature conservation importance within and surrounding the site, and where development is proposed, provides for

appropriate ecological mitigation and/or enhancement measures, as compared to the 2005 Cambridge City Wildlife Survey baseline.

- 13.4 The following paragraphs address how the development proposals would meet the core requirements of Policy 16.
- 13.5 ***Achieving wider regeneration with appropriate redevelopment:*** Policy 16 permits the following uses:
- Appropriate commercial uses in the area immediately south of Coldham's Lane (Parcel A)
 - Some outdoor recreational uses and ecological enhancement (Parcel B)
 - Passive outdoor recreation opportunities on the area south of the railway line including the water bodies (Parcel C)
- 13.6 Through a masterplan-led approach, the proposed development will revitalise this part of the City by providing new R&D uses alongside enhanced opportunities for community and outdoor recreation. The proposed development is considered a catalyst for unlocking currently inaccessible lands through a combined programme of remediation, appropriate long-term improvements and creation of significant and accessible new landscaping.
- 13.7 The redevelopment of Parcel A will provide R&D uses alongside community uses set within new landscape and public realm. New and improved links will enhance accessibility into and across the site and connections with the wider area. These interventions align with the Applicant's vision to create an open science and innovation destination for all.
- 13.8 Parcel B will primarily accommodate ecological enhancements which focus on creating an open mosaic of new habitats. Passive open recreation will be encouraged with potential future provision of an access link between Coldham's Lane and The Tins that enhances wider connectivity and active travel ambitions.
- 13.9 Parcel C proposals will enable passive outdoor recreation with some additional ecological enhancements. The proposals include provision for new accesses, cycle parking, boundary treatments and footpath improvements to facilitate the safe and long-term recreation use of the site.
- 13.10 In principle, the combination of each of the individual site proposals will positively support the aims and objectives of achieving the wider regeneration of the area as envisaged by policy 16.
- 13.11 ***Creation of an urban country park to serve the east of the City:*** The proposed landscaping enhancements and provision of public accesses on all three land parcels will enable creation of a new urban country park.

- 13.12 The approach broadly includes as follows:
- Parcel A: Active play and landscape with accessibility improvements and environmental enhancements involving remediation.
 - Parcel B: Ecological enhancements including new cycle/pedestrian access link.
 - Parcel C: Ecological enhancements and passive recreation, creation of a walking route, cycle parking access and wayfinding points, landscaping and bird hides/screens.
- 13.13 These improvements will make a positive contribution to the existing wider green infrastructure network in the City.
- 13.14 The proposed development through provision of a sequence of new and enhanced outdoor recreation opportunities will contribute to the creation of an urban country park.
- 13.15 Accordingly, it is considered that this requirement of the policy 16 has been addressed.
- 13.16 ***Proposals are part of a masterplan led approach for the area:*** A masterplan led approach underpins the Applicant's overarching vision for all three land parcels which align with the core expectations of policy 16 in terms of: principal uses, quantum of development, extent of developable land, approach to built-form, circulation and movement, public access and landscape improvements.
- 13.17 The submitted 'illustrative' masterplan therefore meets the requirements of policy 16.
- 13.18 ***Clarification of future management and funding arrangements for the urban country park:*** The planning application includes a draft Framework Management and Funding Strategy for Parcels B and C (see Appendix A). Separate S106 obligations will be required to agree the (final) appropriate future management, funding and governance arrangements that will ensure this important public benefit is deliverable and sustainable into the long term. Further consideration of the merits of the draft document are discussed in Section 15 of the report.
- 13.19 The application addresses the requirement of policy 16 in this respect.
- 13.20 ***Application includes a Transport Assessment:*** A Transport Assessment has been prepared by the Applicant's consultants (Paul Basham Associates) in support of its application which includes the following relevant analysis and proposed mitigations:

- First principles assessment of trip generation undertaken based on number of staff anticipated and likely travel profile
- Anticipated vehicle trips and distribution across network to demonstrate impacts on local road network
- Assessment of effects of new vehicle, pedestrian and cycle accesses
- Adoption of a travel strategy to reduce car mode share over period of scheme delivery and restrict vehicles added to local road network
- Reduced car parking ratio by comparison to similar sites within Cambridge and the wider Cambridgeshire area

13.21 Further analysis of the impacts on the local and strategic highway network and the effectiveness of proposed mitigation measures are discussed in Section 26. This part of policy 16 has therefore been addressed.

13.22 ***Appropriate commercial uses on Parcel A:*** Policy 16 prescribes that appropriate commercial uses on the area of Parcel A would be allowed and goes further by indicating it 'could' provide for the relocation of 'space intensive uses' such as builders merchants sales and storage facilities which are currently located elsewhere in the City that could be made available for housing.

13.23 The prospect of warehouse uses (Use Class B8) on Parcel A has been proposed on two separate occasions by former applicants (see planning history in Section 5). These applications were associated with significant concerns including but not limited to potential adverse impacts that included increased congestion and noise from HGV traffic, including potential routing of HGV's through Cherry Hinton at unsociable hours.

13.24 With respect to builders' merchant uses, officers are unaware of any current market interest being shown in Parcel A for this purpose. The relocation of Travis Perkins onto the adjacent business park (located to the north of Parcel A) indicates that there is an alternative preference for 'turnkey' existing sites/buildings relative to the complex requirements necessary to convert a constrained site such as Parcel A into a viable location for builders' merchants or similar uses.

13.25 During the pre-application stage, the Applicant was requested to explore provision of mid-tech use onsite to complement R&D uses. Mid-tech use typically includes a combination of advanced manufacturing and dry/tech land and storage space.

13.26 Under the amended Use Classes Order, R&D use is categorised as a commercial operation and in that respect would represent a suitable and compatible alternative use to those currently prescribed under the current planning policy.

13.27 On the above basis, R&D is considered to be an appropriate commercial use and therefore the requirement of Policy 16 is met.

- 13.28 **Existing site conditions and environmental safety constraints:** The application is accompanied by a detailed suite of documentation which have collectively assessed the existing and potential risks to environment and human health receptors of proposed development on Parcel A.
- 13.29 Whilst potential significant and widespread soil and groundwater contamination is known to affect Parcel A (and Parcel C), the Applicant's initial remediation options strategy and foundation solutions are agreed in principle with the EA and Council's contamination teams. Further analysis of the existing baseline of pollution risk, the options for future mitigation including mechanisms to secure these are set out in Section 23 of this report.
- 13.30 Health and safety related concerns from allowing public access onto Parcels B and C is expected to be managed via onsite related design interventions including future operational stage measures that will need to be agreed through a post-planning stage long-term management plan/strategy.
- 13.31 The proposals satisfactorily address this requirement of policy 16.
- 13.32 **Recognises importance of the sites of local nature conservation:** The development proposals recognise the Application Site(s) local and strategic importance in respect of nature conservation through up-to-date ecological assessments.
- 13.33 The proposals will seek to mitigate the loss of existing habitat on Parcel A through additional tailored enhancements targeted across all three parcels. Further consideration of ecological effects and proposed enhancements/mitigations are considered in Section 19 of the report.
- 13.34 The proposals have satisfactorily addressed this requirement of policy 16.
- 13.35 **Proposals are subject to a detailed feasibility report:** The proposals comprehensively consider the feasibility of development on Parcels A, B and C.
- 13.36 In respect to all three land parcels, the Applicant's Ground Contamination Development Feasibility Report (Ramboll, November 2023) demonstrates an understanding of the site history and its environmental setting, a summary of onsite investigations and assessments required both pre and post planning in designing appropriate mitigation that will support the proposed future site uses. The aforementioned feasibility report is supplemented by more detailed risk assessments and supporting construction method information. Section 23 of the report considers feasibility and related risks in more detail.

- 13.37 The aforementioned masterplan and associated supporting information including: a draft Framework and Management and Funding Strategy and Off-site Habitat Creation and Management Plan for Parcels B and C respectively provide details of how the proposed uses for public recreation, e.g. its form and nature can be enabled and managed into the future (see Section 15).
- 13.38 The proposals have satisfactorily addressed this requirement of Policy 16.
- 13.39 ***Upgrade of existing public routes:*** The proposed development includes improvements to existing pedestrian and cycle routes via upgrades to the footways on Norman Way and The Tins.
- 13.40 These upgrades are in addition to those previously secured by Section 106 at Land North of Cherry Hinton which includes (*inter alia*) financial contributions towards the costs of remodelling the Coldham's Lane Roundabout and improvements to local walking and cycling in the local area.
- 13.41 The proposals have satisfactorily addressed this requirement of Policy 16.

Need for science and technology floorspace

- 13.42 The importance of the science and technology sectors in the Cambridge region has been well documented and more recently emphasised further in the Government's Science and Technology Framework (March 2023) which is aiming to make the UK a science 'superpower' by 2030. The Cambridge region (alone) is globally renowned for its science and technology cluster, indicated by its recent top ranking (on per capita basis) in the Global Innovation Index (GII) (Yr-2023) for patent applications and scientific publications.
- 13.43 Facilitating innovation and supporting Cambridge's role as a world leader in higher education, research and knowledge-based industries is also a strategic objective of the CLP (2018). Policy 2 specifically supports this aim stating:
- "The strategy will be to support Cambridge's economy, offering a wide range of employment opportunities, with particular emphasis on growth of the Cambridge Cluster of knowledge-based industries and institutions and other existing clusters in the city, building on existing strengths in 'knowledge-based' activities. Proposals that help reinforce the existing high technology and research cluster of Cambridge will be supported."*
- 13.44 The growth of the 'Cambridge Cluster' has historically been supported by occupier's investment within the existing science park locations. Whilst this pattern of investment will likely continue, there has also been a growing trend, illustrated by the Applicant's proposals, towards targeting space

within or close to edge of urban locations. This spatial shift is being driven in the main by occupier/investor desire to be nearer to university research and public transport connections including local communities from which it can attract future science and technology skilled labour. This has resulted in the application of the term 'urban innovation districts' which describes urban areas that contain a concentration of knowledge producing organisations such as universities, research bodies, teaching hospitals, cultural institutions and knowledge intensive businesses.

- 13.45 The Greater Cambridge Growth Sectors Study: Life science and ICT locational, land and accommodation needs (Final Report, July 2024), broadly reflects the abovementioned sector trends (past and future) and how the Council can support this evolving market.
- 13.46 The 'growth' agenda of the new Government underpins its support for the knowledge based sector, emphasised in the recent Written Ministerial Statement of the Minister of State for Housing, Communities and Local Government (Matthew Pennycook MP, dated 30 July 2024) which states:
- "First, the Government is determined to do more to support those sectors which will be the engine of the UK's economy in the years ahead. We will therefore change policy to make it easier to build growth-supporting infrastructure such as laboratories, gigafactories, data centres, electricity grid and the networks that support freight and logistics....." (bold emphasis added).***
- 13.47 However, despite the continued attractiveness of the Cambridge region as a key UK science and technology cluster, the Applicant's recent market evidence shows the increasing demand for high quality and available space is currently not being met by current rates of supply.
- 13.48 The undersupply in lab and office development between the period 2020-2041 has been articulated in detail within the supporting market needs assessment titled 'Market Report' (Savills, Nov.2023). In summary, the past and current market trends noted are:
- Lab availability (across Cambridge region) is estimated to be 1.5% of overall available space (c.50,000 sqft) and all of which are low in terms of their quality and location.
 - Shortage of stock and strong demand has led to high rental growth (+142%) over 2013-2022 period.
 - Of the estimated future supply pipeline of 7.6m sqft (to 2041) only 727,123 sqft is under construction of which only 379,000 sqft was still available, with 0 sqft of availability located in Cambridge City area/boundary.
 - 3.5 million sqft (49%) was either under construction (and available) or with planning permission. Only 640,727 sqft (with planning permission) is located within the City.

- 3.75million sqft doesn't have planning permission and therefore remains highly uncertain, particularly with current development constraints caused by the wider economic environment.
- It is projected that an estimate of 681,500 sqft per annum and a total of 12.3million sqft is required by 2041. Even in the highly unlikely scenario that the entire development pipeline being delivered by 2041, there would remain a need for over 4million sqft of additional space to accommodate projected demand.
- Occupier and capital investment trends highlight a pressing need for urban innovation clusters where they seek to capitalise on talent/expertise, vibrant ecosystem and co-location with other high concentration of innovation and technology companies.

13.49 The Council's latest evidence (Greater Cambridge Employment and Housing Evidence Update' (January 2023) advocates for oversupply in meeting future demand for office and lab space including flexibility in decisions noting specifically that there will be inherent uncertainties in the modelling over long periods. New draft evidence in the form of Greater Cambridge Growth Sectors Study: Life science and ICT locational, land and accommodation needs (Final Report, July 2024) continues to support this approach despite significant floorspace being granted in 2023/2024. It also points to a higher demand for start-up and scale-up spaces for both life science and ICT sectors. The Applicant's have specifically emphasised the potential contribution its development proposals can make to supporting incubation and scale-up spaces.

13.50 In terms of its location and design, the current proposal represents a significant contribution to Cambridge in that it will:

- Provide new/modern facilities which offer flexibility to accommodate a wide range of business needs for the longer-term (not just shorter-term).
- Enhance the ability for greater collaboration between specialist sectors in science and technology, e.g. Artificial Intelligence and Biotech.
- Strengthen the existing ecosystem for science and technology research and innovation.

13.51 Officers therefore consider that the need for new science and technology floorspace continues to be proven across the Cambridge Region, and likewise in the City. As such it is considered that the current proposals should be supported in order to close the current gap between growing demand and undersupply

Conclusion

13.52 The proposals make efficient and effective reuse of former quarry and landfill site which is a central objective of the site allocation policy in the CLP. The proposals will assist the Council in strengthening Cambridge's reputation as a world leader in science-based research and innovation, as well as make valuable (new) contributions towards green and active travel infrastructure requirements. The proposal will unlock funding to create a

city-wide recreation space on Parcel C which is also integral to achieving the Council's strategic placemaking and wellbeing objectives.

- 13.53 Members will be aware that Parcel A has been the subject of previous planning applications for residential and business/logistic centre uses which were considered unacceptable. The current proposals now offer a realistic prospect of achieving suitable long-term sustainable development through high grade research and development reuse which in tandem will unlock further improvements to open recreation and ecological infrastructure in the City.
- 13.54 Officers therefore consider that in principle the proposals are consistent with the overarching aims and objectives of achieving sustainable development as set out in the NPPF including policies 2, 14, 16 and 40 of the CLP and are therefore acceptable.

14.0 Parcel A - Design, Layout, Scale and Landscaping

- 14.1 Policies 55, 56, 57 and 59 seek to ensure that development responds appropriately to its context, is of a high quality, reflects or successfully contrasts with existing building forms and materials and includes appropriate landscaping and boundary treatment.
- 14.2 Assessment of the design approach on Parcel A (includes outline and detailed elements) is broken down into the following three themes:
- Layout, scale and massing
 - Building design and appearance
 - Landscape character and public realm
- 14.3 The biodiversity enhancements and design of the proposed urban country park on Parcels B and C are considered separately (see Section 15).
- 14.4 An assessment of heritage and townscape related effects of the proposed development are also considered separately (see Section 16).
- 14.5 The application has been the subject of a Design Review Panel, a Disability Consultative Panel (see Appendices C and D of the report), extensive pre-application discussions with officers and member briefings.

Parcel A

Layout, scale and massing

- 14.6 The layout, scale and massing of proposed development has been influenced by a range of existing site constraints including topography, proximity to residential land uses (fronts and backs), access, trees, water drainage and ground contamination.

- 14.7 The proposed site layout is predicated on the following key moves:
- Re-establishing access and prioritising pedestrian and cycle modes.
 - Introducing new interconnected landscape and public realm spaces.
 - Introducing a central focus based around community and travel amenities.
- 14.8 New and improved access points are proposed on Norman Way, Coldham's Lane, Kathleen Elliott Way including from/onto The Tins in order to assist site permeability and movement (north-south and east-west directions) across Parcel A and the surrounding area. Primary and secondary access and movement routes are secured through Parameter Plan 2 (PP2). Officers welcome an inclusive access design and particularly the prioritisation of active travel modes over car.
- 14.9 The layout incorporates a variety of inclusively designed landscaped elements which incorporates new tree planting, formal and informal play spaces and sustainable drainage features (SuDS). Service areas for buildings are discretely located in order to minimise their effect on the public realm. The open landscape design will encourage public activation and sensitively aid the transition between new (denser) development onsite and existing neighbouring land uses.
- 14.10 Buildings can only be located within the development zones as shown in Parameter Plan 1 (PP1). The location and extent of each development zone recognises the proximity of existing residential uses to the east and south, and as much as practicable have been set back to maintain amenity.
- 14.11 In the detailed element of the scheme (Phase 1), the first lab/office building, travel and community amenities (*vis-à-vis* Buildings 3,4 and 9) are located at the centre of Parcel A close to the main (and only) vehicle access point (off Norman Way) and key active travel route (The Tins). Their location (and respective uses) will activate the central public realm and importantly form a focal point for the proposed innovation district.
- 14.12 In summary, the proposed site layout design will improve access and connectivity across Parcel A and to its wider surroundings and will enable safe, inclusive and vibrant public spaces for use by visitors and employees.
- 14.13 In terms of building scale and massing, PP1 proposes that buildings in the northern half of Parcel A ('north of The Tins') are restricted to maximum building heights ranging between 2, 4, 5 and 8 storeys (or 13.3m AGL to 22.7m AGL (above ground floor level)) and floorspace areas ranging between 880m² (GEA) and 26,903m² (GEA). PP1 also specifies separate plant zones that measure up to 5m from eaves level with set-backs of between 5m and 8m from their respective edges. Flues (of up to 9 metres above eaves) are also specified within PP1. Plant and flue zones are restricted to 3 of the 5 buildings shown in the illustrative scheme (refer to Buildings 1, 2 and 3 on PP1).

- 14.14 In the illustrative masterplan scheme, Buildings 1 and 2 (5 and 4 storeys respectively or 21.8m and 18.6m AGL) could provide a strong built edge along Coldham's Lane. In this scenario, the siting of Building 1 at the northwest corner of Parcel A opposite the junction of Coldham's Lane and Norman Way could provide a prominent gateway feature to the north, east and west. The reduction in Building 1 parameter height to create a stepped building mass along its frontage to Coldhams Lane will relieve the streetscape and corner environment. Building 2, with its extended frontage and lower height, will provide a transitional building towards the eastern corner edge onto Katherine Elliott Way.
- 14.15 Building 3, which is also 4 storeys (or 18.7m AGL) in height, continues the proposed new built edge along the eastern frontage. In this detailed design scenario, the moderation of building scale and massing is shown to be controlled by a range of design moves that include: making steps in the building form/shape; a clear hierarchy of tops, middles and bases; adding veranda's to identify primary entrances and opportunities for active ground floor uses; adding expressed cores to animate facades; and projecting bands, terraces and planters.
- 14.16 The addition of a single storey veranda wrapping around the southern and eastern corner of Building 3 helps the transition of scale and massing towards Building 9 (The Mixer) to create a strong visual setting for the landmark building and central public realm space. The atypical scale and design of Building 9 which consists of an aggregation of 1-2 storey buildings, will provide an important focal point for arrivals from The Tins and Coldham's Lane.
- 14.17 Building 4 (comprising the Travel Hub and The Gallery), the tallest building on Parcel A at 22.7m AGL, is a secondary building marker for arrivals from the east (off The Tins) and the west (off Norman Way) and will enclose the west side of the central public realm. Its location to the west side boundary of the proposed masterplan is in keeping with the existing commercial character of buildings on Coldham's Business Park.
- 14.18 In the southern half of Parcel A ('south of The Tins') PP1 proposes that buildings will be restricted to heights ranging between 2, 3, 4 and 5 storeys (or 10.5m AGL to 22.8m AGL) and floorspace areas ranging between 5,399m² (GEA) and 22,377m² (GEA). PP1 also specifies separate plant zones that measure up to 5m from eaves level with set-backs ranging between 5m and 11m from their respective edges. Flues (of up to 9 metres above eaves) are also specified within PP1. For clarity, all these buildings are in outline detail only.
- 14.19 In this part of Parcel A, PP1 proposes that (building) heights will gradually step higher (from lowest to tallest) in an east to west direction. PP1 also proposes 2 visual breaks of 14m (each) in width that will cut through part of this development zone. In the illustrative scheme masterplan, the effect of the proposed building size parameters clearly show that future building scale and massing in this location can be modulated sufficiently to ensure a

good relationship can be created with the residential gardens sited to the north, east and south of the site.

- 14.20 The development zone parameter comprising the area of Building 5 (in the illustrative scheme) proposes a prominent building in both scale and massing (max range. 18.6m AGL to 22.8m AGL). The location of the building to the southwest corner of the masterplan against the strategic tree buffers (to its south and east boundaries) will reduce the perceived scale and massing.
- 14.21 The Council's Urban Design Team has confirmed that the proposed siting, scale, height and massing for both outline and detailed elements are acceptable and can be supported subject to its recommended conditions. It has welcomed the reduction in the parameter for Building 1 to address impacts on Coldham's Lane streetscene and is confident that subsequent amendments incorporated into the Design Principles will enable higher quality outcomes at the reserved matter stages.
- 14.22 The comments of the Greater Cambridge Design Review Panel (GCDRP) were generally supportive of the Applicant's aspirations to be a 'globally significant science destination' and its aims and objectives for landscaping and sustainable design.
- 14.23 Its key reservations (reported in Section 8 above) mainly focus on: a) the lack of justification for the proposed layout, scale and massing of buildings on Parcel A in its existing context; b) and how the final development would become a shared local destination for Cherry Hinton community and future workers onsite. It is however important to note that the consultation with GCDRP took place at pre-application stage of discussions which consequently meant that the scheme design and fuller supporting information/narrative was still evolving. Whilst the Applicant declined a further opportunity to present its proposals to the panel before submitting its full application, officers consider that the above points have since been addressed appropriately in the current submission (as amended).
- 14.24 It is also worthwhile for Members to (again) note that the site was subject to a previous planning application for a new logistics hub (see Section 5) which in essence comprised buildings with larger footprints sited closer to residential boundaries. In comparison, the current proposed scheme design demonstrates stronger placemaking objectives where smaller buildings footprints (with high quality aesthetics) are embedded within new public realm with soft (varied) landscape which sensitively and better responds to the existing context.
- 14.25 Overall, the scale and massing of the development zone parameters are considered appropriate and in keeping with its employment designation. The embedded masterplan principles in relation to landscape, public realm

and building design will also ensure that proposed scale and massing can be sensitively merged into the existing and emerging future character of the area. As such, no detrimental harm is caused.

Building design and appearance

- 14.26 The masterplan vision embraces a conceptual approach to future building design based on the site's history, geology and natural assets.
- 14.27 This approach has resulted in proposals for 5 individual building character types that share a holistic narrative and architectural theme expressed through common features and complimentary materials and colours. The proposed building character types are embedded within the submitted Design Principles.
- 14.28 The first character type referred to as the 'Northern Quarter' comprises Buildings 1, 2 and 3. The design approach adopted is shown in the detailed information submitted for Building 3.
- 14.29 The external facing design and appearance of Building 3 expresses a horizontal layered emphasis which is articulated by bespoke materials and features that comprise:
- pre-cast concrete cladding at the ground floor finished in rough chalk- like texture to appear as it is emerging out from the existing chalk landscape;
 - finer textured chalk banding to upper levels broken up by smooth reflective coloured panels with iridescent blue/green finishes that can create the effect of moving water;
 - picture windows at the corners with planted solar shades;
 - mirrored stainless steel escape stair cores;
 - a plant enclosure made of reflective metallic mesh with roof edges incorporating planting to reduce visual impacts; and
 - slender formed flues finished in reflective metallic silver.
- 14.30 The proposed design and appearance of Building 3 is considered to establish a high level of architectural quality and distinctiveness.
- 14.31 The 'Southern Quarter' character type which comprises Buildings 6, 7 and 8 in the illustrative scheme also adopts the basic principle of horizontal layering but with vertical 'gridded' sections added. Overarching design principles for these buildings requires that:
- scale and massing of facade features and material palette to respond to the immediate residential and landscaped setting;
 - primary entrances located onto The Tins and articulated clearly;
 - service frontages located to the rear away from The Tins; and
 - rooftop plant and flues set back from the roof edge.

- 14.32 The principles prescribed for this character type area are considered to achieve a subtle variation in building form and materials that will assist in making legible its distinctiveness from the northern quarter of Parcel A.
- 14.33 The third character type relates only to Building 4 (The Travel Hub and The Gallery). The proposed detailed design and appearance of this building references the site's industrial heritage.
- 14.34 The façade incorporates an industrial grid steel frame to create a consistent building treatment. The southeast elevation contains a series of terraces forming 'The Gallery' that front onto the central public realm. Workspace units are fitted onto these terraces which are then clad in perforated mesh veils. Windows are arranged within the vertical rhythm of the grid structure with some of the facades dressed in mesh panels to create variation and layering. The northeast and northwest elevations will incorporate flexible woven metal mesh to form translucent facades that will screen the car parking areas with signage zones for building and access legibility purposes.
- 14.35 If future demand for car parking reduces in accordance with the travel plan aspirations, the design of the car park can be adapted to support alternative functions/uses. Alternative design scenarios may include either slotting custom sized units into the car parking structure for use as workspaces, artist studios or food halls; or that the frame is demounted and rebuilt elsewhere in another location on Parcel A. Separate planning permission would be required for either scenario.
- 14.36 The proposed design and appearance of Building 4 is considered to successfully blend its form and function to create a legible arrival point for visitors and employees on Parcel A.
- 14.37 Character type 4 design relates specifically to Building 9 (The Mixer) and is influenced by a blend of the industrial and agricultural vernaculars of the Cambridgeshire Fens.
- 14.38 The design is composed of three building parts that are unified by a single external steel structure with central tower feature. The elevations at ground floor are comprised of rendered walls and large glazed sections that enhance visual transparency between the activities inside and outside. The first floor level is expressed as an open terrace which links to enclosed event spaces and a 'look-out' room. The Applicant states that it aims to incorporate re-used steelwork and low carbon materials in its construction.
- 14.39 Building 9 successfully projects unique design characteristics that are necessary to create an exemplary landmark feature. Combining its distinctive design and appearance with the intended flexible community use is considered to positively identify this key location on Parcel A.

- 14.40 Building 5 (The Fulcrum) would form the fifth and final character type of buildings on Parcel A. Given its prominent location on the masterplan, the specification for building design requires that the architectural expression must incorporate a strong vertical grid emphasis balanced with the overarching site-wide layering principles. This approach is the same as that being specified for Buildings 6, 7 and 8 (The Southern Quarter character type). The principles also specify that the ground floor should be visually distinct from upper levels through choice of material colour and expression. The roof design is expected to accommodate greater and more visually distinct elements from the façade.
- 14.41 The broad design principles for this character type are considered to provide a practicable scope for exemplary design and architecture to be secured in future and which can complement the diversity of built form on Parcel A.
- 14.42 The Urban Design Team supports the Applicant's conceptual approach to building design and materials on Parcel A. It recommends that details of all external materials are secured by planning condition including rooftop design (inc.flat roofs and plant screens) to ensure high-quality outcomes can be achieved. (refer to Conditions 28, 29 and 30).
- 14.43 Subject to recommended planning conditions that secure further detailed specification and samples of all external facing and roofing materials for both detailed and outline elements, the proposed building design and appearance is considered acceptable. This includes reference to the Urban Heat Island effect in the consideration of materials for the buildings under Policy 28 of the CLP.

Landscape character and public realm

- 14.44 The Applicant sets out the overarching design principles for all landscape and public realm on Parcel A must:
- Reference key dominant landscape types forming the Cambridge Context. In this case, Chalkland is the typology reference for all hard landscape areas and Fenland for soft landscape areas inclusive of flood attenuation features.
 - Integrate the public realm into the chalkland landscape areas and ensure they are inclusive of play, recreation and amenity provision for all users and, ages and abilities.
 - Ensure inclusive and safe access for all across the entire site.
 - Ensure green infrastructure includes opportunities for local community to visually and physically connect and similar ecological connections to wider surroundings.
 - Provide nature-based solutions for managing water as part of an integrated blue infrastructure system across the entire site.

14.45 The above landscape principles result in 6 different landscape and public realm character areas on Parcel A. The individual character areas are defined within the Design Principles document and illustrated in the submitted landscape drawings for approval. They include:

- Area 1 - Coldham's Lane Frontage and The Central Connection
- Area 2 - Kathleen Elliot Way Frontage
- Area 3 - The Central Square
- Area 4 - Norman Way and the Western Frontage
- Area 5 - The Tins
- Area 6 - Southern Quarter, Railway Corridor and Orchard Estate Frontage

14.46 **Area 1 (Coldham's Lane Frontage & The Central Connection)**, the landscape treatment proposes an adaptable landscape measuring 8 metres (width) that serves the current proposal while providing an opportunity for a future Coldham's Lane street-like environment that forms a green corridor and promotes active travel. The existing footway to the east is retained to avoid impacts on retained mature trees whilst it is widened to the west. Replacement of dead/dying trees and brambles along this footpath with high quality new trees will enhance the walking experience. The route from Coldham's Lane (The Central Connection) in-between Buildings 1 and 2 is designed predominantly in hard landscape with some tree planting which will create an intimate character that frames a key strategic view of Area 3. Potential SuDS and amenity/play features between the tree-planted boundary and building frontages would be possible and therefore could be secured under a future reserved matters submission.

14.47 **Area 2 (Kathleen Elliott Way Frontage)**, the landscape character will comprise a landscaped edge that strengthens the connection to the adjacent residential area while filtering views along the existing boundary. Enhanced cycle and pedestrian routes are sited between the existing chain link fence and a proposed playable landscape with attenuation features that offer a permeable and active edge to the residential area. Tree species and biodiverse ground flora will provide visual and physical buffers between the residential area and the proposed site. Approximately half of the proposed Area 2 landscape is to be delivered within the first phase (detailed element) of development.

14.48 **Area 3 (Central Square)** landscape character will primarily consist of hard landscape comprising the urban square for flexible events, intergenerational play and informal social gatherings. It is designed to interface with the proposed service link road that connects to the south of Parcel A and main pedestrian routes in-between whilst framing Buildings 3, 4 and 9 and the wider masterplan. Linear rows and small clusters of trees including formal and informal seating will define this key amenity space for all users. The whole of Area 3 landscape is delivered as part of the first phase (detailed element) of development.

- 14.49 **Area 4 (Norman Way and the Western Frontage)** landscape character will consolidate the existing dispersed woodland-like edge along Norman Way with signature trees interplanted to reinforce the green buffer between the proposed buildings (Building 1 and 5). The proposals also support the site's wider biodiversity strategy and ecological network of habitat routes.
- 14.50 In **Area 5 (The Tins)**, the proposed landscape programme involves the upgrade of The Tins route with a series of lookout plateaus and widening of existing cycling and pedestrian section. The hardscaped plateaus provide short-term cycle stands, seating and trees to animate the route. The tree planting along the edge also provides mitigation of visual impacts from the proposed buildings. The area can also host a range of play, sports and leisure opportunities for local community, visitors and future business occupiers.
- 14.51 In **Area 6 (The Southern Quarter, Railway Corridor and Orchard Estate Frontage)**, the landscape character programme includes a combination of soft and hard spaces between Buildings 5,6,7 and 8. The railway corridor and Orchard Estate frontages support the site's wider ecology and biodiversity strategy through additional tree planting, water attenuation and wildlife objects/features. The proposed tree planting will support the enhancement of the ecological corridor of Cherry Hinton Brook and Parcel C.
- 14.52 The Landscape Design Team supports the proposed design approach for landscape and public realm and has recommended planning conditions to be included in the event of planning permission being granted (refer to Conditions 14,15, 18 and 19). Its joint recommendation with the Urban Design Team to include a planning condition that secures the widening of the flexible 8 metre landscape zone prescribed within **Area 1**. Officers consider that the Parameter Plan (3) currently provides adequate flexibility (measuring between c.20-22m from buildings to back edge of pedestrian footway) that will support opportunities to enhance the future landscape design in this area at the reserved matters application stage.
- 14.53 Outline information in respect to the long-term management and maintenance of all landscape and public realm space including play equipment are covered in the Design and Access Statement. Accordingly, a robust long-term maintenance and management strategy which also includes details of how public access will be maintained into the future is recommended to be secured via S106 planning obligation for all of Parcel A.
- 14.54 Separate details for new trees, hard and soft landscaping and play space are recommended to be secured by planning condition (refer to Condition 14 and 19) so that the proposed quality and consistency of the future open landscape on Parcel A is achievable. Planning conditions for provision of landscape and play spaces/features will require the Applicant to

demonstrate how they would incorporate commitments made in the youth engagement report (Appendix E).

- 14.55 Overall, the proposed future landscaping and public realm on Parcel A is considered to be immersive and restorative, public and welcoming and natural and resilient, and therefore is acceptable.

Conclusion – Parcel A Design Approach

- 14.56 The proposed layout, scale and design of buildings, including associated landscape and public realm spaces, reflects a good understanding of the site's constraints and opportunities. This understanding has resulted in the creation of a high-quality and sustainable form of development that is both distinctive and complementary to its immediate location and wider surroundings.
- 14.57 Officers are satisfied that subject to the aforementioned range of planning conditions and S106 obligations, the proposed future quality of building and landscape design can be achieved consistently in both the detailed and outline phases of development.
- 14.58 Overall, the proposals comply with CLP policies 14,16, 28, 55, 56, 57 and 59 including the aims and objectives of the NPPF which advocates for all development to be well designed and sustainable.

15.0 Parcels B and C - Design, Layout and Draft Framework Management & Funding Strategy

- 15.1 The proposals for Parcels A, B and C collectively provide significant opportunities for the east of Cambridge City in the following ways:
- Addressing impermeability through improvements to cycle and pedestrian infrastructure.
 - Increasing outdoor public recreation and green space provision.
 - Addressing disconnection between existing open green spaces/infrastructure.
- 15.2 Parcels B and C design and layout is considered below including how the proposed benefits are going to be managed and maintained for the benefit of the public in the longer term.

Design & Layout

- 15.3 Proposals on Parcel B are specifically designed to deliver significant ecological enhancement and outdoor recreation use as indicated in policy 16.
- 15.4 The bespoke Off-Site Habitat Creation and Management Plan (OHCMP, July 2024) has been prepared in principle to show the general design and layout of habitat improvement measures. In summary, it will involve creating

an Open Mosaic Habitat (OMH) which includes distinct areas/spaces for wildflower grassland and scrub creation to prioritise invertebrate species.

- 15.5 The OHCMP also sets out longer-term objectives that will allow for diversification of the OMH to support nesting habitats for birds, badgers and reptiles once Cambridge City Airport has closed. The Council's Ecology Team has not objected in principle to the OHCMP and its proposals and recommends that it is secured as a S106 planning obligation.
- 15.6 The proposals on Parcel B also accommodate the potential for a permanent public access route linking Coldham's Lane to The Tins. The potential link (which in itself would require planning permission) will involve the safeguarding of the land and a financial contribution towards its provision under the S106 Agreement.
- 15.7 Officers are satisfied that the Applicant's proposed design and layout of Parcel B will support ecological enhancement and public access objectives as set out in policy 16. Bespoke S106 planning obligations will be required to ensure the above objectives are deliverable (see Section 30).
- 15.8 The role of Parcel C is to accommodate passive outdoor recreation in the form of an urban country park which is a key objective of policy 16.
- 15.9 The proposals include incorporating new public access points from The Tins/ Brookside, a loop trail with seating areas except to the southeast corner of East Lake. Cycle parking infrastructure will be introduced as well as retention of existing car parking spaces (13 spaces in total) for use by members of the Cherry Hinton Angling Club. Ecological related enhancements including bee banks and structural shrub planting are also proposed – discussed further in Section 19). At this stage, the loop trail will not extend fully around the southeast side of East Lake although could be included in future should an agreement with its landowner (Peterhouse) be established. Tree removals are limited to the northwest boundary where a new pedestrian access point off The Tins is being proposed.
- 15.10 The detailed design of the layout of the access around the lakes limits direct interaction with them except for fishing. Officers, members of the planning committee and the local community will be aware of the recent tragedy involving the death of a young person in the lakes. The public use of Country Park is not currently envisaged to involve provision for swimming or any active use of the lakes themselves due to health and safety considerations and biodiversity sensitivities. Nevertheless, following a trial period of management and maintenance (see below), swimming and / or other recreational uses could be reconsidered following an assessment, including for health and safety issues and nature conservation impacts.
- 15.11 There is a real likelihood that members of the public will take to swimming in the lakes notwithstanding this being precluded through the design of the Country Park and the management regime put in place. In this context, prior

to any opening of the Country Park for public use, the S106 will require an Operational Management and Maintenance Plan to be agreed with the LPA which, amongst other matters, should include an explicit consideration of how the dangers of unauthorised swimming can be mitigated.

- 15.12 The future success of the proposed urban country park is acknowledged by the Applicant and the landowner (Anderson Group) in its submitted draft framework management and funding strategy ('dFMP', July 2024). The following paragraphs in this section consider its principles and recommendations.

Draft Framework Management and Funding Strategy (Parcels B and C)

- 15.13 Policy 16 of the CLP requires that the long-term future management and funding arrangements for the urban country park are included as part of the masterplan proposals. Parcel B is expected to be included within any future management arrangements in view of the proposals to create new habitats and establish significant BNG.
- 15.14 The Applicant and Anderson Group (landowner and part landowner of Parcels B and C) have jointly commissioned the preparation of the dFMP (see Appendix A) which initially sets out the aims and objectives for the long-term management and funding of Parcels B and C. Documents that have informed the preparation of the dFMP include the proposed landscape masterplan and technical design drawings; and individual management and maintenance schedules. Members will recall the Applicant (and Anderson Group) presented the draft strategy on the 8th July 2024.
- 15.15 The dFMP comprises three core components that are integral to future stewardship of both parcels. They include:
- i. Management and maintenance of the open spaces – e.g. ensuring BNG, open spaces and ground maintenance is deliverable and maintained;
 - ii. Financial management and investment – e.g. ensuring future income from an endowment is maximised and expenditure managed;
 - iii. Community participation – e.g. enabling a wide range of stakeholder interests to become involved to support and sustain the ecological and recreation value of the sites.
- 15.16 The funding model described in the dFMP is based on broad assumptions of the perceived requirements for managing and maintaining both sites with initial costings benchmarked against comparable examples identified by its consultant advisors Community Stewardship Solutions (CSS). The funding timeframe is a key parameter in determining the level of financial endowment to be secured via the S106 Agreement. The purpose of the endowment is two-fold: to generate income which funds day-to-day management and maintenance activities and to provide financial security in the event that a future management company becomes insolvent. At

present, the financial model has assumed that management/maintenance would be 30 years in the case of Parcel B and up to 75 years for Parcel C.

- 15.17 With respect to arrangements for the future governance structure, the dFMP similarly provides a range of options which include full transfer of responsibility to the City Council; establishing a new bespoke local organisation or management company; and/or full outsourcing of responsibilities to existing third party organisations, e.g. The Land Trust.
- 15.18 Whilst it will remain to be agreed at a future stage, it is proposed that a charitable trust will be created to include the landowners Anderson Group and the City Council as its key members. The Trust will be responsible for setting up a stakeholder advisory group to provide community accountability, and which could be made up of representatives from recreation, amenity and ecology interest groups in the area. Further roles for a landscape manager, stakeholder volunteers and the fishing club are envisaged.

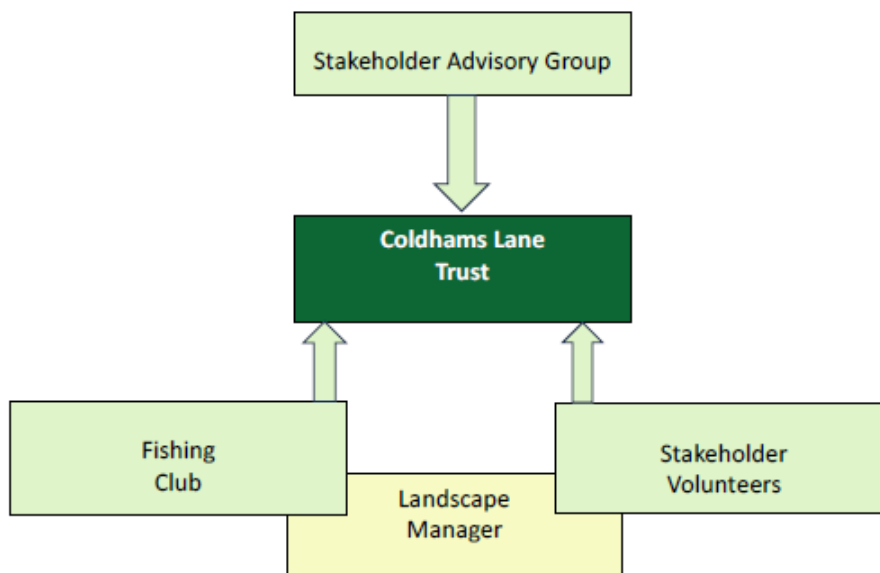


Figure 3: Flow chart of potential future governance structure (Parcels B and C)

- 15.19 Members should note that the dFMP represents only the first stage in shaping the aims and objectives for the future management, maintenance and funding. A key part of the dFMP is also its proposal for a pilot period (of c.2 years), which will commence following completion of the upgrades and improvements to both parcels, so that the operational and associated costs for managing both sites are properly established. Officers consider this approach to be sensible given the unique and complex characteristics of both land parcels.
- 15.20 The dFMP has been welcomed in-principle by the Council's Landscape Design and Ecology Teams including external stakeholders such as the

Wildlife Trust and CPPF. However, they raise similar concerns in that: the pilot period may need to be longer; initial costs and endowment projections are underestimated; and landscape management plan omits the ecological objectives.

15.21 In view of these concerns and to ensure that the strategy is based on sound principles, The Landscape Partnership (TLP) was commissioned to carry out an independent critique on behalf of the Council. The critique is attached at Appendix F to the report.

15.22 TLP has advised that the dFMP and landscape strategy for both sites are feasible in principle although caveats that the correct level of capital and management sums for their delivery and on-going maintenance is currently not sufficient. It also states that whilst the proposals represent a useful starting point, it would (strongly) recommend that improvements are made so that the adopted policy aims and objectives for both sites are a success.

15.23 In terms of Parcel B, TLP recommends (*verbatim*) the following improvements:

- Providing a clear boundary treatment to ensure site security (physical and wildlife and ecology) is maintained and no anti-social behaviour or the potential use of the site by unauthorised users;
- The complex layout of the different habitat types could be simplified to facilitate establishment and maintenance;
- Site access points for maintenance and future access to both enjoy the tranquil space and for special interest & educational groups to experience, without compromise to the ecology; and
- Site interpretation boards for educational and information purposes, to help create a recognisable/understandable space.

15.24 In terms of Parcel C, it recommends (*verbatim*) the following improvements:

- Improve overlooking and open views into the proposed urban country park.
- Encourage greater permeability, activity and movement through the urban country park by including the two adjacent 'greenways', Cherry Hinton Brook and the Tins as part of the park.
- Create more 'nodes' and a hierarchy of spaces with high-quality arrival spaces to encourage visitors.
- Create peripheral spaces and active edges to the urban country park, to encourage use and natural surveillance.
- Improve the relationship with the water to improve the enjoyment and safety (shallow banks and regular points for access and egress) while maintaining the fishing use.
- Consider fence-line positioning, to maintain secure fishing to one of the lakes while encouraging active edges to the remainder of the urban country park and water's edge.
- Consider natural swimming.

- Consider introducing natural play spaces.
- Improve the visitor experience with visitor facilities, toilets, and wardens.

15.25 Further recommendations are also made in relation to maintenance and management works for both sites. These are specifically relevant to establishing the annual funding that is required including the endowment package that must be secured via S106 Agreement. TLP has estimated a total sum of £1.4 million (excluding inflation), based on additional design development, start-up and maintenance over 30 years.

Next Steps – Framework Management and Operational Management Plans

15.26 Officers acknowledge that the dFMP will require further development to ensure the uses proposed on Parcels B and C are deliverable and sustainable for the long-term. In practical terms, officers envisage that a detailed Operational Management and Maintenance Plan (OMMP) will also be required and will need to contain some of the following key information (not exhaustive):

- access provisions
- the form of recreation allowed
- public opening hours (throughout the year)
- day-to-day management and maintenance regimes
- security and health and safety (including provisions concerning unauthorised swimming)
- ecological enhancement programmes

15.27 Officers recommend that the Operational Management and Maintenance Plan (OMMP) submission will require detailed consideration and that it would be right and proper for any submission to discharge this, prior to the opening of the Country Park, and to be considered by the Planning Committee.

15.28 The Applicant and Anderson Group have acknowledged that the dFMP will require further discussions to establish with stakeholders the most equitable and sustainable scheme on both Parcels B and C (in consideration with the recommendations of TLP) is achievable.

15.29 In the event planning permission is given, the following S106 planning obligations will need to be secured:

- A Framework Management Plan (as a foundation document, amended from the draft version) to be embedded and referred to in any subsequent agreements post planning
- Securing future Governance arrangements including step in rights. This will involve various interested parties and detailed stakeholder engagement, including the City Council as part landowner of the lakes.
- A financial endowment of approximately £1.4 million with additional contingency in the form of a bond (or other financial mechanism) as

appropriate relative to potential increased management costs subject to the Review of the FMP following the Trial Period. The final sum of the endowment (tba) shall be drawn down into a Trust held in benefit of the Trustees before first occupation occurs on Phase 1 (Buildings 3, 4 and 9)

- Public access provisions to Parcels B (limited and actively managed) and C
- Notwithstanding current plan, a schedule of works on Parcel C (in consideration of accordance with the recommendations of TLP and stakeholders), including health and safety provisions, are agreed and completed before first occupation of Phase 1 (Buildings 3,4 and 9).
- A pilot management period of 2 years (or an alternative period if agreed by the LPA). Before first occupation (or another agreed trigger) submission of a Review of the Framework Management Plan and its associated costs before finalisation of the endowment.

15.30 A flowchart (see Figure 4 below) demonstrates the steps to be taken in defining and agreeing the FMP and OMMP.

Conclusion

- 15.31 The proposed design and layout of Parcel B will support delivery of significant ecological enhancement and is supported. Long term access opportunity via provision of a new link from Coldham's Lane to The Tins will be secured under S106 obligation.
- 15.32 With regard to Parcel C, the design and layout that will enable future open recreation will require further development and engagement with a range of stakeholders. The steps involved in securing an FMP before planning permission is granted, its review, costings and implementation following a Trial Period, and separate agreement of a OMMP by Members of the Planning Committee will be secured through S106 Agreement.
- 15.33 On the basis of the information submitted at this initial stage and subject to S106 planning obligations, officers are satisfied that the aspirations for both Parcels B and C to support ecological enhancements and open recreation opportunities in accordance with the aspirations of Policy 16 can be achieved.

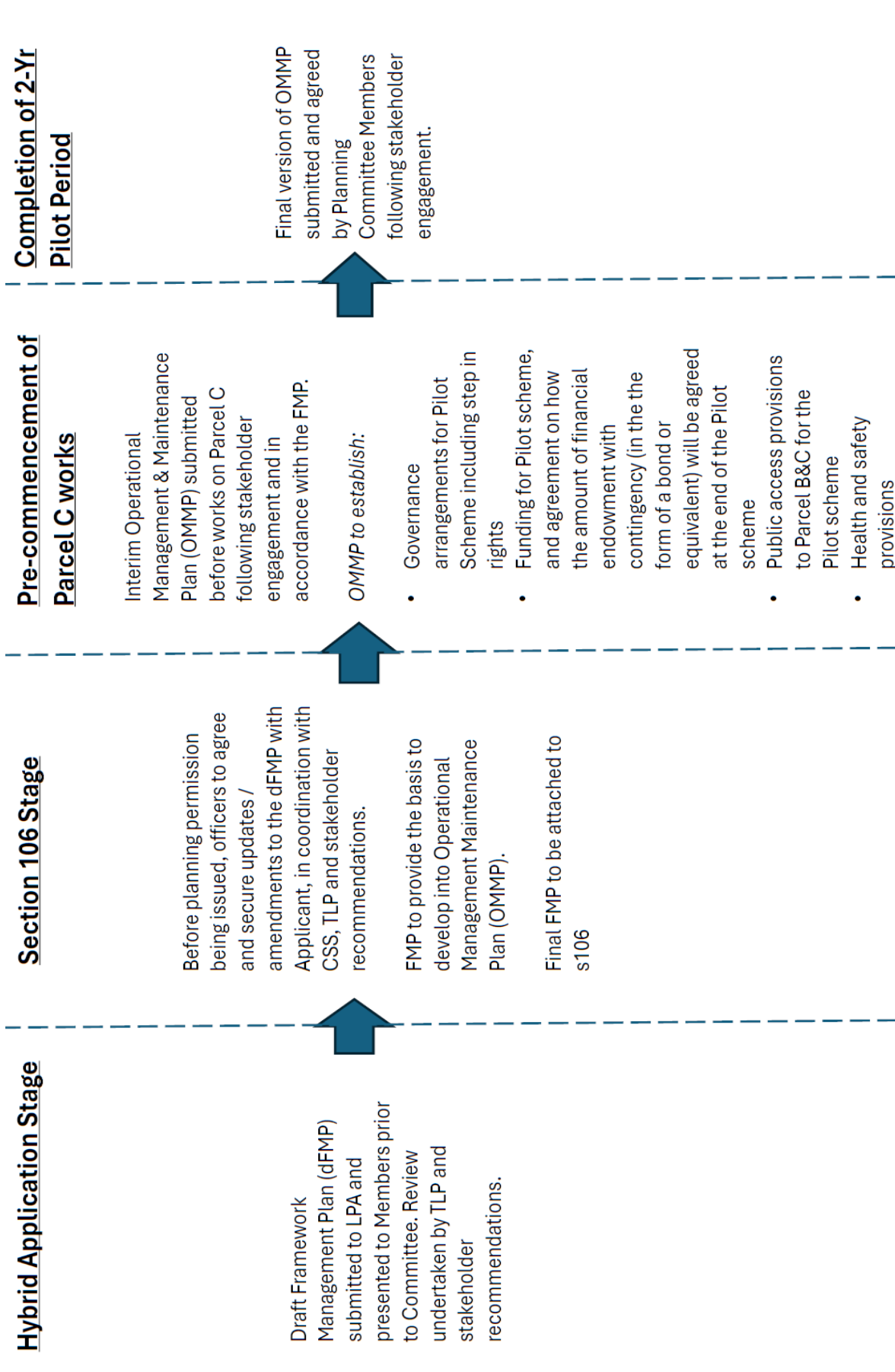


Figure 4: Process steps to defining FMP and OMMP

16.0 Heritage Assets

Heritage context

- 16.1 Designated and non-designated heritage assets near to the proposed development on Parcel A includes: (Grade I listed) St Andrew's Church, (Grade II listed) 67 Church End, (Building of Local Interest) St Bede's Secondary School and Mill Road Conservation Area.
- 16.2 The main issue to be considered in this section relates to the impacts on the setting and significance of the abovementioned heritage assets as a result of the proposed development on Parcel A.
- 16.3 The respective proposals on Parcels B and C (as described in Section 3 of this report) will not cause harm to the abovementioned heritage assets and therefore are not considered further.

Legislative and planning policy context

- 16.4 Section 66 of the Planning (Listed Buildings and Conservation Areas) Act 1990 states that a local authority shall have regard to the desirability of preserving features of special architectural or historic interest, and in particular, Listed Buildings. Section 72 provides that special attention shall be paid to the desirability of preserving or enhancing the character or appearance of a Conservation Area.
- 16.5 Para. 205 of the NPPF set out that when considering the impact of a proposed development on the significance of a designated heritage asset, great weight should be given to the asset's conservation, and the more important the asset, the greater the weight should be. Any harm to, or loss of, the significant of a heritage asset should require clear and convincing justification.
- 16.6 Paragraph 208 of the NPPF states that where a development proposal will lead to less than substantial harm to the significance of a designated heritage asset, this harm should be weighed against the public benefits of the proposal including, where appropriate, securing its optimum viable use.
- 16.7 Policy 61 of the CLP requires development to preserve or enhance the significance of heritage assets, their setting and the wider townscape, including views into, within and out of the conservation area. Policy 62 seeks the retention of local heritage assets and where permission is required, proposals will be permitted where they retain the significance, appearance, character or setting of a local heritage asset.

Impacts of proposed development on setting and significance of heritage assets

- 16.8 St Andrew's Church (Grade 1) is located c.280m east of Parcel A site at the junction of Coldham's Lane and High Street. It dates back to the 12th

Century but shows evidence of later additions and refurbishment. The supporting Heritage Assessment indicates that the original rural and agricultural setting of the church has been much eroded by modern development and therefore the proposals on Parcel A will not greatly reduce how it will be appreciated within its wider environment. Temporary and indirect impacts in relation to the period of construction may arise. Notwithstanding, it concludes that the proposed development on Parcel A would likely lead to an impact of no more than less than substantial harm to the significance of the listed building. The Council's Conservation Team has not objected to this assessment.

- 16.9 The Grade II listed 67 Church End is located c.200m north of Parcel A site and is a 2 storey timber framed, plastered and painted building of 18th Century origin. In terms of its significance, the Heritage Assessment indicates that much of the original setting has now been eroded by modern development. It advises that additional proposed development on Parcel A will not greatly reduce how the asset will be appreciated within its wider environment and therefore concludes that no more than less than substantial harm to significance of the listed building is caused. The Council's Conservation Team has not objected to this assessment.
- 16.10 St Bede's School is located c.150m south of Parcel C. Parcel A lies outside the wider setting of the school and more recent development and the intervening railway line has severed its connection with it. It is indicated that temporary and adverse impacts may arise in terms of its wider setting during the construction period. However, given the limited visibility towards Parcel A from the school and therefore its lesser contribution to the understanding of the locally listed building, it concludes that the effects of the proposed development on the setting and significance would be no more than less than substantial harm. The Council's Conservation Team has not objected to this assessment.
- 16.11 Parcel C site borders the easternmost boundary of Mill Road Conservation Area which comprises late 19th and early 20th Century Victorian and Edwardian residential, industrial and institutional developments. Views of Parcel A from the edge of the Conservation Area and its listed buildings (or vice versa) are not considered to contribute to the understanding of the asset or its setting, particularly as its focus is insular and therefore limited to post-medieval to early modern developments. Therefore, it concludes that the proposed development on Parcel A is unlikely to impact on the significance of the Conservation Area. The Council's Conservation Team has not objected to this assessment.
- 16.12 In summary, the assessment of effects has identified that the proposed development on Parcel A would likely lead to no more than less than substantial harm to the significance of 3 out of the 4 built heritage assets. The Conservation Team's recommendation for a planning condition that secures control of materials and detailing has been included (refer to Conditions 28, 29 and 30).

- 16.13 A third party objection was received in relation to the potential effects of heavy construction traffic on the fabric of the listed walls of St Andrew's Church. The Applicant's Construction Traffic Management Plan (refer Appendix 7.2 of the ES) anticipates that construction traffic will avoid entry/exit via the junction of Coldham's Lane/High St. An updated CTMP and CEMP is to be secured for all phases of development to ensure that all construction related effects on local residents and businesses can be managed.
- 16.14 However, in accordance with policies 61 and 62 of the CLP and national policies, namely Paragraph 208 of the NPPF (2023) and Sections 66 and 72 of the Listed Buildings and Conservation Areas Act, the less than substantial harm identified needs to be weighed against any public benefits that are considered to accrue from the proposals. The public benefits go to the planning balance and are considered as part of the conclusion to this report.

17.0 Townscape and Visual Impacts

- 17.1 Policy 60 of the CLP states that any proposal for a structure that breaks the existing skyline and/or is significantly taller than the surrounding built form will be considered against certain criteria. These include the need to demonstrate how the proposals fit within the existing landscape and townscape (criteria a), the impact on the historic environment (criteria b), scale massing and architectural quality (criteria c), amenity and microclimate (criteria d), and public realm (criteria e).
- 17.2 The predicted effects of proposed development at Parcel A on townscape and visual receptors are contained in the EIA (Volume 3) and respectively consider as follows:
- Townscape Effects: Changes in the fabric, character and quality of the urban landscape and include direct impacts such as the loss of vegetation and additional built form or indirect impacts such as changes to tranquillity.
 - Visual Effects: Changes in views and the effects on visual receptors, e.g. users of Public Rights of Way (PROW) or recreational facilities or the visual setting of protected cultural heritage features.
- 17.3 The scope of the TVIA study area was agreed between officers and the Applicant's consultant specialist prior to the formal application submission. Its assessment of the 'likely significant effects' is made in accordance with its proposed Parameter Plans (as amended).
- 17.4 The assessment of the significant effects (and residual effects following any mitigation) on the identified receptors is based on each stage of development, e.g. construction, complete/operational (Year 1-5) and long-

term (Year 15). Assessment of night-time effects is provided only in respect of the detailed elements of the planning application (Buildings 3,4 and 9).

- 17.5 Appendix C to this report includes the summarised assessment of all the viewpoint locations considered.

Townscape Effects

- 17.6 During the construction phase(s), the assessment predicts that the significant effects on the majority of the townscape receptors will be major adverse although temporary in their nature. The only exception made within the assessment relates to the loss of Local Tree Cover which is indicated as major adverse and permanent. The predicted effects are largely attributed to building works. Mitigation in the form of Construction Environmental Management Plan would help to minimise the worst impacts of construction (e.g. noise, pollution and traffic) although the residual effects remain unchanged.
- 17.7 In Years 1 -5 of the complete/operational development phase, significant major adverse effects of a permanent (irreversible) nature are predicted in relation to Local Landscape Character and Natural Character of the Country Wildlife Site (CWS) receptors. The significant adverse effects are attributed to the substantial change in the land use and distinctive landscape characteristics as a result of the proposed development. The proposed landscaping buffers on Parcel A and ecological enhancements on Parcel B and C would only offer partial mitigation of the effects on each receptor.
- 17.8 Moderate adverse effects are identified in terms of Local Tree Cover mainly as a result of the practical loss of trees to enable construction. Moderate-minor adverse effects are predicted on the setting of Local PRoWs (The Tins and Snakey Path) due to the introduction of prominent built form.
- 17.9 The predicted effects of the proposed development in relation to the Cambridge Skyline, Setting of Mill Road Conservation Area and Local Townscape Character are considered either minor to moderate in significance and have an overall neutral impact. The assessment considers that the proposed built form would mostly be in keeping with the existing commercial character and will therefore be integrated into the evolving contextual townscape. The Council's Heritage Team does not raise objection to the effects of the proposed development in relation to these receptors.
- 17.10 In terms of the townscape effects at Year 15, the assessment predicts that the (proposed) matured landscape buffer (as identified in amended PP3) would result in an overall enhancement of the townscape and landscape of Parcel A although it will not mitigate the significant adverse effects identified for Local Landscape Character and the Natural Character of the CWS (Parcel A) due to the change in land use.

Visual Effects

- 17.11 The visual assessment is based on a combination of site observations, analysis of technical visualisations and the Zone of Theoretical Visibility (ZTV) mapping. To caveat, the ZTV mapping does not take into consideration existing trees and hedgerows which will provide screening and filtering of the elevations of the proposed development and therefore in reality the extent of the visual envelope shown (red zone) will be more contained.
- 17.12 A total of 19 viewpoints are selected to represent typical views from the potential receptors. Most of these are located within 1km of Parcel A and are inclusive of 3no. Policy 60 viewpoints. Visual receptors in this case that were considered are:
- Ramblers and cyclists travelling along the public footpaths and bridleways within Site (Parcel A) and the study area.
 - Visitors to publicly accessible spaces beyond the study area extent that are located on vantage points due to rising topography (including relevant viewpoints identified in Appendix F of the CLP.
 - Residents in Cherry Hinton and Mill Road residential areas.
 - Road users on Coldham's Lane and Rosemary Lane.
- 17.13 In the construction phase(s) the assessment identifies that significant likely effects (on all of the visual receptors) would be major adverse although temporary in their nature. These effects are largely attributed to building works during the various phases and mitigation would not alter the aforementioned level of impact/effect.
- 17.14 In Year 1-5 (complete/operational phases) the assessment identifies major adverse effects on 2 groups of receptors: the ramblers and cyclists travelling along The Tins within the Site (Viewpoint 4S) and the residents along (Viewpoints 15 and A6). In terms of Viewpoint 4S, users of The Tins would lose a key view towards the Gog Magog Hills. In terms of Viewpoints 15 and A6 the predicted effects relate to the loss of visual amenity of residents as a consequence of the alteration to existing landscape features. The assessment acknowledges that the proposed landscape strategy would contribute to high-quality design although the residual visual effects would remain adverse.
- 17.15 Despite the magnitude of change indicated to the remaining 14 viewpoints and its associated receptors, the impacts will mostly be neutral. This assessment applies to the three policy 60 Viewpoints (10 - Redmeadow Hill, 11 - Castle Hill Mound, and 13 - Limekiln Nature Reserve). Factors relating to existing townscape and landscape features and/or intervening distances are stated as reasons for the reduced visual effects.

- 17.16 In Year 15, the assessment predicts that the significant major adverse effects indicated in respect of the Viewpoints 15 and A6 would now be neutral as the landscape buffer would reinstate the existing green character providing a complete screen to the proposed development. With regard to Viewpoint 4S (The Tins) however, even though the mature planting is expected to improve the view with landscape amenity rather than the solid built form, the loss of views towards the Gog Magog Hills will not be mitigated and therefore the impacts remain major adverse.
- 17.17 In terms of nighttime effects of the detailed scheme scenario, the assessment has considered a variety of local and distant views that experience the greatest level of dark sky in the baseline. They are Viewpoints 2, 10, 1,3, A3 and A6. In these views, it is indicated that the proposed development will not cause significant adverse effects on the nighttime experience of the aforementioned receptors. In the event planning permission was granted, appropriate planning conditions would be recommended to minimise the impacts of external lighting on the immediate and wider location (refer to Condition 9).
- 17.18 The assessment also considers the cumulative effects of other projects alongside the current proposed development. The cumulative project scenario would result in no additional significant and adverse effects.
- 17.19 The Urban and Landscape Design Teams do not object to the conclusions of the TVIA.

Conclusion

- 17.20 As indicated above, the proposed development would result in long term loss of some locally valued landscape features which cannot be practicably mitigated through the use of planning conditions alone. However, given the site is allocated for development, a degree of change to the landscape setting and to existing public views is unavoidable. The design and layout of the development has carefully sought to minimise the harm identified both within and close to the site, e.g. via spacious arrangement of buildings and the curation of an attractive public realm. Whilst the site borders a suburban area, it is located within a designated AoMC and is sited alongside the railway line where heights of buildings similar to those proposed have been delivered elsewhere in the City. In the wider context of the site, with Cambridge East allocated, it is likely that further landscape change will occur. Planning conditions that secure advanced delivery of structural landscaping shown in the first two phases is recommended. Whilst harm to landscape is accepted as a consequence of allowing the proposal, within the wider context of the allocation and its proximity to Cambridge East, the harm can be considered acceptable and goes the planning balance.
- 17.21

18.0 Carbon Reduction and Sustainable Design

- 18.1 Policy 28 states development should take the available opportunities to integrate the principles of sustainable design and construction into the design of proposals, including issues such as climate change adaptation, carbon reduction and water management. The same policy requires non-residential buildings to achieve 5 credits for Wat 01 of the BREEAM standard for water efficiency and the minimum requirement associated with BREEAM excellent for carbon emissions.
- 18.2 Policy 29 supports proposals which involve the provision of renewable and / or low carbon generation provided adverse impacts on the environment have been minimised as far as possible.
- 18.3 The Council's Sustainable Design and Construction SPD (2020) sets out a framework for proposals to demonstrate they have been designed to minimise their carbon footprint, energy and water consumption and to ensure they are capable of responding to climate change.
- 18.4 The Applicant's sustainability aspirations for all proposed development on Parcel A is set out in its site-wide sustainability strategy document. Further information is provided for Buildings 3, 4 and 9 ('detailed design elements') which includes a detailed energy strategy and BREEAM (new construction) pre-assessment reports.

Reducing energy consumption and carbon emissions

- 18.5 The proposed development design follows the energy hierarchy (Be Lean, Be Clean and Be Green) which adopts a fabric first approach based on best practice principles such as LETI and Passivhaus (wherever feasible) in order to maximise reduction in energy demand for heating, cooling, lighting and ventilation. It also uses a Whole Life Carbon Assessment to assess embodied carbon implications of all buildings to determine the optimal and most sustainable design.
- 18.6 To minimise operational energy and carbon emissions, the proposed development design optimises building façades to strike a balance between daylight, energy and comfort and incorporates an all-electric heat-pump system for heating and cooling and roof mounted photovoltaic arrays.
- 18.7 Based on the above design approach, a target operational energy performance of between 300-400 kWh/m² (GIA/year) for all its laboratory buildings is envisaged. This target range is shown to be achievable in the detailed design for Building 3 with an operational energy performance of 350 kWh/m² (GIA/year). In respect of carbon emissions performance, Building 3 could achieve a notional improvement of 22.6% over Target CO₂ emission rate under Part L2A (2021). The embodied carbon targets for the scheme represent a c.40% reduction when compared to typical research laboratories (or 'Business as Usual')

- 18.8 In terms of the energy consumption for Buildings 4 (Travel Hub) and 9 (The Mixer) (non-laboratory uses) their design is aligned to achieve UKGBC 2030-35 energy performance which equates to 70 kWh/m² (GIA/year) and respective carbon emissions improvements of 14.4% and 15.7% over Part L2A (2021).
- 18.9 The target energy for space heating demand in all buildings is projected at less than 15 kWh/m² (GIA/year). Whilst the current application has not demonstrated how the target is met, officers recommend that this information can be secured by planning condition.
- 18.10 The Sustainability Team welcomes the Applicant's ambitious targets for energy performance, embodied carbon and achieving net zero objectives. However, it recommends that all lab/office buildings are made subject to planning conditions which will seek stepped improvements beyond the current specified targets to be achieved. This would be applicable to both the reserved matters stage applications and future operational stage development, and in the latter instance shall require the site-wide sustainability strategy to be reviewed and updated on a 3-yearly basis for a total period of 9 years following the grant of planning permission (refer to Condition 21).

Water demand conservation

- 18.11 The Applicant's site-wide water conservation strategy sets out the approach to ensuring that the proposals achieve 5 BREEAM Wat 01 credits for water use including how it intends to reduce process water loads associated with lab processes and irrigation of all onsite soft landscaping.
- 18.12 Both greywater recycling and rainwater harvesting is proposed for WC flushing. The Applicant's Design Note on site-wide water consumption sets out the total water use for the site of c.108.17 m³/day once water efficiency measures and water reuse/recycling have been applied.
- 18.13 Detailed building level water consumption and conservation strategies for Buildings 3, 4 and 9 are aligned with the site-wide approach.
- 18.14 Planning conditions are recommended to ensure the site-wide and detailed level water strategies are implemented in accordance with the information provided. Further conditions are included in respect to onsite water monitoring and harvesting measures including meeting BREEAM Design Stage and Post Construction Certification that secures an Excellent rating. Future measures in respect of improving water demand efficiency will similarly be required to be dealt with via the periodic updates to its site-wide strategy as referred to above (refer to Conditions 23, 24, 25, 26 and 27).
- 18.15 The strategic implications of increased water demand on the environment as a result of the proposed development is considered in Section 22 of this report.

Urban heat island

- 18.16 Officers note third party objections in relation to the potential Urban Heat Island (UHI) effects of the development. The Applicant's site-wide sustainability assessment has committed to mitigating the effects of UHI through a combination of enhancements including soft landscaping, increase in the tree canopy and its sustainable drainage design.
- 18.17 The provision of blue and green infrastructure within new developments is increasingly recognised as a key design tool to tackle the potential effects of UHI. In this case, it should be noted that 70% of the total (land) area on Parcel A will not be covered by buildings. The indicative % ratio between hard and soft landscape proposed on Parcel A (excluding tree canopy coverage) is respectively 47%/53%. Soft landscape proposals will consist of in-ground perennial, ground cover or hedge planting. Tree planting will provide a secondary layer of solar shading over and above that declared within the building design. Opportunities for swales and rain gardens alongside its water attenuation/SuDS strategy are also proposed in combination with the landscape strategy.
- 18.18 The site-wide approach to building design ("fabric first") and potential for green/brown roofs combined with tree and soft landscape planting measures gives sufficient confidence that future UHI effects of development can be mitigated.
- 18.19 Planning conditions in respect to external building design (including green/brown roofs) and all hard landscaped areas are recommended to ensure the overall design of the scheme can actively minimise potential UHI effects (refer to Condition 28).

Health and well-being

- 18.20 The scheme design incorporates WELL, Fitwel and RESET standard principles to improve health and well-being of its end-users. These focus on a range of indicators including indoor air and water quality, acoustics and lighting, ergonomics and thermal comfort. Remediation of contaminated soil in Parcel A and extensive cycling facilities and opportunities for sporting activities will also contribute to the achievement of the above principles. The provision of a community pavilion (The Mixer) plus generous new public realm and open spaces for future visitors and workers will also contribute positively to well-being objectives. Condition 20 will require that the detailed and future phases of development demonstrate compliance with these standards.

Conclusion

- 18.21 The Applicant has adequately addressed the issues of carbon reduction and sustainable design and subject to inclusion of planning conditions as

indicated above, the proposals are in accordance with CLP policies 28 and 29 and the Greater Cambridge Sustainable Design and Construction SPD 2020.

19.0 Biodiversity

- 19.1 The Environment Act 2021 and the Councils' Biodiversity SPD (2022) requires development proposals to deliver measurable net gain in biodiversity following a mitigation hierarchy which is focused on avoiding ecological harm over minimising, rectifying, reducing and lastly off-setting. This approach is embedded within the strategic objectives of the Local Plan and Policies 69 and 70. Both policies seek broadly to protect priority species, habitats and sites of biodiversity/geodiversity importance and respectively require that development proposals (to be permitted) minimise harm, secure achievable mitigation and compensation and where possible enhance nature conservation value of the site.
- 19.2 In accordance with policy and circular 06/2005 'Biodiversity and Geological Conservation', the application is accompanied by an Ecological Impact Assessment (October 2023, appended to the ES) and Biodiversity Net Gain Assessment (November 2023) prepared by Ecology Solutions. Ecological surveys in 2015, 2019 and 2023 have been carried out for all three land parcels and the respective baselines used in the ES and BNG assessments.
- 19.3 Officers acknowledge the Wildlife Trust's objection made in (specific) relation to the adopted habitat baseline used for Parcel A. It is important to address this before an analysis of biodiversity impacts, mitigation and enhancements are considered further.
- 19.4 Essentially, the Wildlife Trust maintains that the current (destroyed) state of Parcel A, due to clearance of scrub and grassland habitats carried out in January 2013, should not be used as the baseline for the assessment contained in the Environmental Statement. The Applicant's consultant ecologist has responded by stating that its adoption of the 2023 baseline scenario should be supported for the following reasons:
- Guidance provided by the Chartered Institute of Ecology and Environmental Management (CIEEM) advises that planning decisions are based on **up-to-date** ecological reports and survey data;
 - Schedule 4 of the EIA Regulations (2017) requires the assessment to take account of the **current state** of environment (baseline scenario);
 - The 2005 historic baseline (as referred to in Policy 16) is not up-to-date and therefore is not considered to be reflective of the current state of the onsite environment; and
 - Notwithstanding the methodology used to assess impacts, previous historic data based on the 2005 Wildlife Survey has been used to inform its proposed enhancements in the BNG assessment to secure better/improved ecological outcomes.

- 19.5 The Council's Ecology Team has indicated that whilst there remains potential for the recovery of the habitats to pre-2005 conditions through process of natural succession, it considers that the Applicant's adopted baseline (and the aforementioned justifications) is reasonable and therefore supported.

Ecological Impacts, Mitigation and Enhancements (BNG)

- 19.6 The following paragraphs consider both local and wider impacts of the development of Parcels A, B and C, including the proposed mitigation measures and enhancements to achieve positive BNG.
- 19.7 Parcels A and C form part of a non-statutory designated area or "City Wildlife Sites" (CiWS). Parcel B has no statutory or non-statutory wildlife designation.
- 19.8 The nearest statutory designated sites are Barnwell Local Nature Reserve and Cherry Hinton Pit SSSI which are located respectively c.0.3km and 0.8km to the northwest and southwest. Given the distance between the survey area and these statutory designated sites, which are separated from the three parcels by areas of existing development in the form of roads and built form, and the nature of the proposals, it is considered that the proposed development would not result in any direct adverse effects on these statutory designated sites during construction or operational stages of the development. As such no mitigation is considered necessary.
- 19.9 Using the current baseline (2023) survey, it is established that the post clearance Parcel A habitats are predominantly of low ecological value. As stated in paragraph 19.5, the use of this baseline for assessment is not disputed by the Council's Ecology Team.
- 19.10 The ES indicates that the likely effects of development on ecological features (during both construction and operational stages) are mostly minor adverse and not significant. A range of additional mitigations in the form of Construction Environmental Management Plan (CEMP), increased habitat creation through tree and wildflower planting and bird and bat boxes as well as long-term management/maintenance regimes have been identified by the Applicant's consultant team so that existing and future ecological features within the site can be appropriately managed. These matters are also secured under planning conditions (refer to Conditions 6, 7, 8 and 11).
- 19.11 Officers acknowledge that development on Parcel A would result in a net loss of habitat identified as having low ecological value, although consider that the combination of proposed mitigation and enhancements will contribute to meaningful ecological improvement. Further opportunities for ecological enhancements not considered in either the ES and BNG assessments are green and brown roofs. Should planning permission be given, a planning condition is recommended to request that detailed

building design will explore the full potential in both detailed and outline phases as they come forward (refer to Condition 10).

- 19.12 Proposals on Parcel B (which sit outside the red line of the Application Site) are specifically designed to deliver significant ecological enhancement that will compensate for the losses on Parcel A. The enhancement identified in the supporting BNG assessment and subsequent bespoke Off-Site Habitat Creation and Management Plan (OHCMP, July 2024) involves creating an Open Mosaic Habitat (OMH) which includes distinct areas/spaces for wildflower grassland and scrub creation to prioritise invertebrate species. This approach is considered acceptable given the existing site conditions and proximity to Cambridge Airport operations.
- 19.13 The OHCMP also sets out longer-term objectives that allows for diversification of the OMH to support nesting habitats for birds, badgers and reptiles once Cambridge City Airport has closed. The Council's Ecology Team has not objected in principle to the OHCMP and its proposals and recommends that it is secured as a S106 planning obligation.
- 19.14 Both the Council's Ecology Team and Wildlife Trust have indicated support for enabling public access into Parcel B stating that it could deliver biodiversity related benefits in the following ways:
- Encouraging some disturbance through creation of trails aids the types of OMHs being proposed; and
 - Enables citywide objectives to link green corridors between Cherry Hinton and Coldham's Common including the proposed new green infrastructure that will comes forward with new development in Cambridge East.
- 19.15 Officers agree that the primary use of the site for biodiversity enhancement should not be exclusive from providing public access, particularly in the long term. Requirements for Parcel B to be publicly accessible open space is clearly stated in the supporting text to Policy 16 (see paragraph 3.39 of CLP). Whilst provision of a physical link for pedestrian/cycle users will need to be agreed via S106 planning obligation, further separate obligations in relation to the development of the objectives for the OHCMP are also recommended so that the full benefits of making public access possible can be fulfilled/achieved as and when appropriate.
- 19.16 Construction and operational related effects of development occurring on Parcel A on ecological features of Parcel B are stated as negligible or not significant. Recommended planning conditions and S106 obligations will ensure any impacts on existing and future ecology are adequately managed (refer to Conditions 8, 9, 10, 11 and S106 HoTs as set out in Section 30 of this report).

- 19.17 Proposals for Parcel C are mainly focussed on enhancement only and management/maintenance of the existing ecological baseline. Providing new public access onsite for recreational use will ultimately need to be managed to ensure its existing and future ecological features can be preserved as a long-term public benefit. Section 20 below considers the long-term management strategy for Parcels B and C. The likely effects of the proposed development on Parcel A (during construction and operational stages) on the ecological value of Parcel C is negligible and not significant and can be controlled by planning conditions and S106 planning obligations.
- 19.18 In terms of achieving statutory BNG (minimum 10% net gain), the proposed enhancements across all 3 land parcels (Parcels A, B and C) will equate to a +22.8% gain in habitat units and +29.94% in hedgerow units. The reliability of the proposed values (and the input values used to measure net gain) are disputed by the Wildlife Trust although have been supported by the Council's Ecology Team. It should be noted that the proposed BNG values above are calculated on the most recent DEFRA metric at the time (V.04).
- 19.19 Whilst it is crude to determine or establish the acceptability and/or quality of the proposed biodiversity enhancements through a metric on its own, it is considered that the proposed BNG uplift should be supported in view of the following:
- it will exceed the minimum target prescribed under the Environment Act (2021) (currently 10%);
 - the submission of the current planning application pre-dates the legal provisions for securing net gain prescribed under the Environment Act (2021). Therefore in practice, the current proposals are exempt from complying with the legal requirements;
 - the BNG value to be achieved is inclusive of enhancements based on "pre-clearance" of Parcel A; and
 - the BNG value will also exceed the Biodiversity SPD (2022) best practice recommendation of all development achieving 20% net gain.
- 19.20 Accordingly, should planning permission be given the proposed BNG values (above) are recommended to be secured by S106 planning obligation.
- 19.21 Residual concerns based on comments provided by the Wildlife Trust and Council's Ecology Team includes:
- whether the creation of the OMH on Parcel B would represent operational development and, if so, its associated risks/implications have been confirmed with Environmental Health Team and the Environment Agency; and
 - robustness of cost strategy set out in draft FMP Strategy for Parcels B and C.

- 19.22 Officers acknowledge that the proposed works on Parcel B could potentially constitute operational development under Section 55 of the Town and Country Planning Act (1990) (as amended), and then in which case a separate planning permission is required. Furthermore, the risks of carrying out operational work on a former landfill site is still to be confirmed by the Applicant. Officers are satisfied that it would be unnecessary at this stage to require clarification of whether planning permission would be required to effect the works on Parcel B. The existing provisions under the Town and Country Planning Act (1990) (as amended) will ultimately obligate the Applicant and its landowner (in this case Anderson Group) to comply with any future requirements. The proposed ecological enhancements will however be required to be delivered in advance of any occupation/use of Phase 1 development (Buildings 3, 4 and 9).
- 19.23 The issue relating to the robustness of the proposed draft FMP Strategy for both Parcels B and C are addressed in Section 15 of the report.
- 19.24 The Ecology Team and Cambridge Past Present and Future has requested that BNG on Parcel B should be maintained in perpetuity rather than current 30 years so that account for the ecological loss and subsequent de-designation of the CiWS on Parcel A is suitably off-set.
- 19.25 Under paragraph 9(3)(c) of Schedule 7A Part 1 of the Environment Act (2021), the minimum required period for BNG is 30 years. Whilst the Applicant's proposed position remains aligned with the current statutory period, a longer period would be justified in terms of:
- a) mitigating the net ecological loss and future de-designation of Parcel A as a CiWS;
 - b) supporting strategic aims and objectives that seek to provide and enhance new green infrastructure links in the east of Cambridge; and
 - c) securing reciprocal BNG arrangements in line with that proposed on Parcel C land.
- 19.26 Both practical and legal aspects of securing maintenance beyond the 30-year period will need to be discussed and agreed with the Applicant and landowner post committee. Accordingly, a S106 planning obligation is recommended.
- 19.27 Overall, subject to the above recommended planning conditions and S106 obligations, officers are satisfied that the proposed development would not result in adverse harm to protected habitats, protected species or priority species and will achieve appropriate BNG given the site allocation. Accordingly, the proposal is compliant with policies 16, 57, 69 and 70 of the CLP and the Biodiversity SPD (2022).

20.0 Trees

- 20.1 Policies 59 and 71 of the CLP seeks to preserve, protect and enhance trees and hedges that have amenity value and contribute to the quality and character of the area and provide sufficient space for trees and other vegetation to mature. Paragraph 136 of the NPPF seeks for existing trees to be retained wherever possible.
- 20.2 The application is accompanied by an Arboricultural Impact Assessment (AIA) (Sharon Hosegood, November 2023) which includes detailed tree surveys and tree protection specifications in respect to Parcels A and C. The AIA has included a tree survey schedule relating to Parcel B and confirms there are no tree removals proposed.
- 20.3 In terms of Parcel A, the proposed development would require a total of 332 trees to be removed resulting in the retention of 1444 (1776 existing). The majority of tree removals are located on the northern boundary of the site (adj. to Coldhams Lane) which are in poor condition (Cat 'C' and 'U'), and, either side of The Tins (Cat 'C') in order to facilitate ground remodelling and the new crossing route north and south. The proposed removal of tree groups on Kathleen Elliott Way, including the southeast and southwest corners of the southern part of Parcel A are limited in overall extent and are justified for purposes of enabling access to new play and recreation spaces and/or public health.
- 20.4 In addition to the above removals and retention of trees, the Applicant proposes to plant a total of 880 new trees which equates to a net gain of 566 trees. 30% of the new trees will be semi-mature size which are shade tolerant species.
- 20.5 Following further information and clarifications, the Council's Arboricultural Officer maintains their objection to the removal of trees for the reason that the visual impacts are significant and will not be replaced for decades. The ecological effects of removing trees are considered in the preceding section.
- 20.6 The loss of trees comprise 3 groups/sections labelled AG4, AG11 and AT9. In terms of their quality for retention, trees in the AG4 and AG11 are categorised having moderate quality (Cat 'B2') whilst AT9 is of declining or unsuitable value for retention (Cat 'U'). Whilst the groups in AG4 and AG11 are acknowledged to provide landscape value in respect of visual buffering, the extent of existing trees retained and additional new planting along this boundary is considered to mitigate their loss.
- 20.7 With respect to tree loss along either side of The Tins, the affected tree groups are labelled AH33, AT25-AT30 and AG32 and are categorised as Cat 'C' (unsuitable for retention). Notwithstanding the tree categorisation,

the removal of these tree groups will have a short-term negative impact on visual amenity. However, the harm will be outweighed by the proposed long term holistic approach to creating a new landscape character area which incorporate enhancements to The Tins, new tree planting and soft landscaped spaces to the north and south sides of Parcel A to provide new opportunities for interactive experiences to occur.

- 20.8 Overall, the proposed short-term impacts from the loss of trees will be appropriately managed and mitigated by improvements to the existing landscape. Subject to inclusion of soft landscaping, new tree planting and related protection conditions, the proposed tree removal strategy is supported.
- 20.9 In terms of tree canopy cover, the Applicant's consultant has prepared a Canopy Assessment (Sharon Hosegood, October 2023) with further supporting clarifications received following initial comments from the Council Arboriculturalist.
- 20.10 In its latest review, the consultant has estimated indicatively that total tree removals (excluding 'U' category trees) would equate to an area of c.3536m². Proposed new tree planting (880 trees) would equate to an area of c.3480m² which in effect would indicate that the total area of canopy loss could feasibly be replaced within the first year of development.
- 20.11 Whilst acknowledging there is no standard method used to calculate canopy spread, the Council's Arboriculturalist has stated that achieving the desired canopy cover will ultimately depend on species choice and restocking numbers. They therefore recommend these details to be secured through appropriately worded planning condition to ensure the replacement and enhancement of canopy cover proposed is achieved (Condition 14).
- 20.12 With regard to Parcel C, tree removals have been restricted to the northwest corner where a new access is proposed into the site and resurfacing of existing pathway around the lakes. In total, there are 15 trees removed ranging between category 'B', 'C' and 'U'. 31 new trees will be planted resulting in a net gain of 16 trees. Protected trees (Order No.08/2012) relate to weeping willows located to the southwestern part of the site. These are retained and any works necessary to ensure their continued longevity will be applied for as indicated in the Applicant's tree schedule.
- 20.13 The Council's Arboriculturalist has not objected to the proposed tree removals on Parcel C. Notwithstanding, planning conditions covering proposed upgrades to hard landscape, furniture and new tree planting details and protection are also recommended (Conditions 14, 16 and 17).

- 20.14 It is considered that the main objection of the Council's Arboricultural officer is outweighed by the objective of the site allocation, and the Applicant's proposals for significant replacement tree planting and associated soft landscaping. Overall, the proposed tree removal strategy on both Parcels A and C is supported subject to the recommended planning conditions.
- 20.15 The proposals therefore accord with the aims and objective of Policies 59 and 71 of the CLP (2018).

21.0 Drainage and Flood Risk Management

- 21.1 Policies 31 and 32 of the CLP require developments to have appropriate sustainable foul and surface water drainage systems and minimise flood risk. Paras. 157 – 179 of the NPPF are relevant.
- 21.2 The applicants have submitted a Flood Risk Assessment (Ramboll, November 2023) and a separate Site-wide Drainage Strategy (Ramboll, November 2023).
- 21.3 Parcel A is located in Flood Zone 1 (low probability of flooding). The closest area indicated to be in Flood Zone 3 is located immediately beyond (off-site) to the southern boundary of Parcel C, associated with Cherry Hinton Brook. The proposed uses of Parcel C for open passive recreation will not increase the risk or alter the flood risk classification. The focus of the assessment is therefore on Parcel A.
- 21.4 With regard to Flood Risk Vulnerability classification and Flood Zone Compatibility of new development, commercial buildings are classified as less vulnerable and appropriate land uses within Flood Zone 1. The Sequential Test has been satisfied in this instance and the Exception Test is therefore not required.
- 21.5 In terms of surface water flooding risk, the EA flood mapping identifies areas at risk ranging from medium to high risk on Parcel A. The Applicant's comparison of its topographical survey with the EA's mapping of surface water indicate these risks are due to existing onsite earthworks. The Applicant advises that these areas of surface water risk can be mitigated by increasing site levels and providing positive drainage systems to drain water at source.
- 21.6 The Applicant's site-wide SuDS design follows the drainage hierarchy and considers various options to achieve reduced run-off. The design proposes:
- Total discharge rate of 115 l/s which is a 60% reduction on the previous scheme design for a new logistics centre.
 - c.4000m³ attenuation onsite.
 - Surface water network designed with 40% climate change allowance

- Network of SuDS features to include consideration of swales, detention basins, green/brown roofs, permeable paving and filter drains to provide source control and attenuate surface water. Where this is not practical, due to development constraints, beneath ground cellular tanks are employed.
- Rainwater/greywater harvesting for majority of buildings to improve water reuse across the site.
- Surface water drainage will be designed to be above landfill waste.
- Car park and service yards will drain via petrol interceptors.
- Each building will limit flow into the sewer network via use of hydrobrakes.
- Drainage design will factor in settlement of ground during next design stages.

21.7 In its latest comments, the LLFA has confirmed that it is satisfied with the proposed site-wide SuDS design, the resilience of incorporating water pumps and the capacity of existing infrastructure (drainage outfall and Parcel C lakes) to accommodate surface run-off. The LLFA also acknowledges that the proposals would achieve betterment as part of the drainage strategy with drainage rate less than what is currently discharged for site. Accordingly, it has removed its objections and recommended planning conditions to be imposed on any planning permission that is granted (refer to Conditions 32, 33, 34, 35).

21.8 The Applicant has confirmed that its proposed site-wide SuDS network will not be offered for adoption.

21.9 The ES has also considered the likely significant effects of changes to the local hydrogeological environment from construction including associated changes to surface water and its downstream impacts at the operational stage. It is concluded that following its implementation of mitigation measures, the likely residual effects in both respects are not significant.

21.10 In respect to foul drainage, Anglian Water has not objected to the proposals and will ensure there is sufficient treatment capacity and reinforcement in place should planning permission be granted. It has not raised concerns in relation to the surface water disposal or water supply. Notwithstanding, it does recommend conditions relating to on-site foul and surface water drainage strategy and development phasing be included in the event planning permission is given (refer to Condition 35).

Conclusion

21.11 In consultation with the relevant technical consultees, officers are satisfied that the proposed development would not result in increased flood risk and that the site-wide drainage strategy would represent overall improvement to the current situation. Should planning permission be given, the abovementioned recommended conditions of the LLFA and Anglian Water should be carried forward.

21.12 Several informatives from both the LLFA and Anglian Water which relate to ordinary watercourse consent and pollution control are also appropriate to be included as part of any planning permission.

21.13 Subject to the recommended conditions and informatives, the proposal is considered to accord with Policies 31, 32 and 33 of the CLP and the NPPF.

22.0 Water Resources

Legislative and planning policy context

22.1 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 (RBMP) for that district.

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

22.3 Paragraph 158 of the NPPF sets out that plans should take a proactive approach to climate change mitigation and adaptation, accounting for the long-term implications to, amongst other things, water supply and biodiversity.

22.4 Paragraph 180(e) of the NPPF sets out that policies and decisions should contribute to and enhance the natural and local environment and that “development should, wherever possible, help to improve local environmental conditions such as air and water quality, taking into account relevant information such as the RBMPs”.

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

22.6 The PPG goes onto 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).

22.7 Policies 28 and 31 of the CLP provide for the water efficiency related exception allowing for water supply to be considered.

- 22.8 The Environment Agency (EA) maintains that reductions in water use and increases in supply are required to mitigate the risk to water bodies and to ensure abstraction is at a sustainable level. Cambridge Water Company's (CWC) latest revised Water Resource Management Plan (rdWRMP24) (published February 2024) is intended to ensure there is a sustainable supply of potable water to meet existing and planned demand. The EA has raised concerns about the ability of CWC to achieve and maintain a sustainable supply of potable water to meet existing and planned demand. The anticipated risk of deterioration to water bodies is most acute in the period 2025-2032, where CWC seek to rely on demand management options.
- 22.9 Noting the Government's recent establishment of a Water Scarcity Group, the EA's previous response to the rdWRMP24 makes clear that although there is now a significant focus at a national level to resolve Cambridge's water scarcity issues and the associated risks of deterioration, at the present time, a satisfactory suite of measures to overcome its objections to the rdWRMP24 have not been confirmed.

Material Planning Considerations

- 22.10 On 6 March 2024 central Government published two (joint) statements on the issue of water resources in the Greater Cambridge Area:
- [Joint statement on addressing water scarcity in Greater Cambridge - GOV.UK \(www.gov.uk\)](https://www.gov.uk/government/consultations/joint-statement-addressing-water-scarcity-greater-cambridge)
 - Written Ministerial Statement: [Addressing water scarcity in Greater Cambridge: update on government measures. - GOV.UK \(www.gov.uk\)](https://www.gov.uk/government/consultations/addressing-water-scarcity-greater-cambridge-update-gov-uk)
- 22.11 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 of the new properties contained in the emerging joint Local Plan without risk of deterioration of the local water environment, including chalk streams.

Long-term, and in line with statutory requirements, the water needs of the Greater Cambridge area will need to be met by the water company. We expect Cambridge Water to publish and deliver a WRMP to provide a sustainable, safe, sufficient supply of water to meet all of the planned development in the future across the Cambridge area. The water company

will need to work closely with other water companies to ensure delivery of major new water resource infrastructure. This includes working with Anglian Water and Affinity Water to develop new transfer of water to Cambridge from Grafham Water, and supporting work from Anglian Water, to develop a new reservoir in the Fens. We are committed to working together to support this longer-term work in our respective roles.

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

22.12 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”.*

22.13 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.

22.14 Since the publication of the March Joint Statement, the decision by the Secretary of State (SoS) on 23rd April 2024 on the recovered appeal regarding Land to the North of Cambridge North Station (‘the Brookgate decision’) has been allowed despite concerns over water capacity. The permission can be read in full via the following link: [Recovered appeal: land to the north of Cambridge North Station, Cambridge \(publishing.service.gov.uk\)](https://publishing.service.gov.uk/government/uploads/system/uploads/attachment_data/file/131111/Recovered_appeal_land_to_the_north_of_Cambridge_North_Station_Cambridge.pdf).

- 22.15 The Brookgate decision is a material consideration which officers consider can be given significant material weight 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 SoS which deals with the current Government policy statements, including the March Joint Statement on addressing water scarcity in Greater Cambridge.
- 22.16 In summary, the Brookgate decision establishes the following main points with regard to water supply and quality:
- The SoS noted the Inspector's judgement that whilst water quality and supply is a material consideration, the proposals would not in itself harm water quality or water resources, but the cumulative impacts of the appeal proposal with other development would add to demand for water.
 - The Inspector acknowledged that a sustainable supply of water for the Cambridge Water area may not be available for several years yet (until after the Grafham Transfer is operational) and left it to the SoS the decision as to whether the statutory process and other measures in place in respect of water supply are sufficiently robust to ensure that the appeal proposal, together with other development, would avoid placing an unacceptable demand on water resources and potentially harm ecological interests.
 - The Inspector proposed an optional condition be placed on an approval which would delay the occupation of development until the Grafham Transfer water supply option is operational or the WRMP for Cambridge Water operating area is approved.
 - In context of the publication of the Joint Statement, the SoS considered that the proposals accords with the development plan, with national policy on water use and supply, and would not have an unacceptable consequence on water supply or quality. As a result the SoS considered the optional condition unnecessary and that matters relating to water supply and quality are neutral in the planning balance.

Land South of Coldham's Lane - Assessment of Effects on Water Resources

- 22.17 Based on the indicative total gross internal floorspace on Parcel A (c.112,138 m² GIA), the Applicant has estimated through its water demand calculations that the site (at an operational stage) could generate a consumption rate of c.108,170 litres per day (or c.108.17m³/l/pd).
- 22.18 This level of demand includes the benefit of achieving 5 BREEAM Wat 01 credits with associated water efficiency, rainwater/greywater harvesting and monitoring which are to be secured by planning conditions (refer to Conditions 22, 23, 24, 25, 26 and 27). However, even with such certification, officers acknowledge that the proposed development will place additional demands on the potable water supply which in turn may result in potential harm to waterbodies.

- 22.19 The Environmental Statement (ES) considers the 'likely' significant effects (both project (alone) and in-combination (cumulative)) of the proposed development to ascertain whether the potable water supply can and will be supplied sustainably without causing adverse impacts on the local WFD waterbodies and chalk streams.
- 22.20 The ES acknowledges that it would lead to an increase in potable water demand. However it expects that through implementation of third party strategic reinforcement schemes, leakage reduction, upgrades to strategic supply by Cambridge Water and chalk stream restoration activities, would lead to residual effects of adverse but negligible significance in the medium and long term (or 'not significant') period and anticipates it to remain negligible over the operational lifetime of the proposed development including other cumulative schemes considered.
- 22.21 In terms of future development, e.g. under the CLP, the Brookgate decision supported the approach where it is reasonable to expect that there will be uncertainties in assessing the cumulative harm of future development due to the fact that the precise form of those future proposals is unknown at present but there are proposals to address the capacity issues set out in Paragraph 11 of the March 2024 Joint Statement.
- 22.22 The Council's Sustainability Team has raised no objections to the application on water resource grounds subject to bespoke planning conditions which include adherence to BREEAM Excellent and associated water efficiency measures (targeting all 5 credits under Wat 01) including requirement to carry out periodic review (via updates to its site-wide sustainability strategy) how future phases of the development will potentially exceed/improve upon current targets particularly in view of the government's emerging water saving schemes. This stringent approach to water efficiency standards is consistent with the March 2024 Joint Statement at paragraph 12.
- 22.23 The EA's most recent consultation response, whilst welcoming the Applicant's water efficiency measures, maintains their objection on its original grounds although does accept that the LPA may consider these commitments may outweigh the potential harm caused. Natural England has similarly maintained its objection that the in-combination effects of development would cause harm to chalk stream habitats without the appropriate mitigations.
- 22.24 Officers acknowledge that the March 2024 Joint Statement is a material consideration which carried significant weight, noting 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*'.

- 22.25 In this regard, and as set out previously in this report, Parcel A is located within an AoMC (and sitting within the scope of the Joint Statement between the EA, LPA as an allocated site) and is allocated for development (see Policies 14 and 16) in the CLP. Given the position of the CLP and site-specific allocations, the Application Site has formed part of the development plan for a significant period and its development accounted for within the relevant WRMP then in place.
- 22.26 This approach confirms and reinforces outcomes in recent decision making on other CLP allocated sites – including most recently the proposals for the Cambridge Cancer Research Hospital (LPA Ref. 23/00240/FUL).

Conclusion

- 22.27 Officers acknowledge that the application will (based on the Applicant's current estimates) result in an increase in water demand which will cumulatively add to the demand and risk placed on water resources in the Cambridge area and to the environment more generally.
- 22.28 Officers have had regard to the evolving situation relating to water demand and recent guidance from central Government. This includes paragraph 10 of Government's 06 March 2024 Joint statement on Water Scarcity in Greater Cambridge which, paraphrased, states that the availability of sustainable water resources does not need to be an impediment to the consideration of planning permissions for developments envisaged within the adopted local plans.
- 22.29 Officers acknowledge the position of both the EA and Natural England and their objections to the proposed development with reference to their principal concern of the cumulative effects from combined growth in Greater Cambridge and the risk of demand and over abstraction from waterbodies.
- 22.30 However, officers are of the view that the Applicant has appropriately addressed the issue of water demand seeking to minimise and mitigate the environmental impacts of their scheme. It is acknowledged that there may be some potential for harm arising from additional demand generated by this development on water resources, and noting the Government's commitment to investment in water scarcity measures as detailed in the March 2024 Joint Statement.
- 22.31 It therefore follows that it remains for the Committee's judgement when weighing in the planning balance the benefits the scheme would deliver against the potential harm to water resources. Officers' view is that the planning balance in this regard is favourable to a positive decision taking into consideration the requirements and the extent of the scheme's compliance with Local Plan Policies 28, 31 and 70, the Greater Cambridge Sustainable Design and Construction SPD 2020, the NPPF, PPG and all other material considerations.

23.0 Ground Contamination and Remediation

- 23.1 This section considers the contamination related risks of the proposed development of Parcel A in relation to its potential effects on environmental and human health receptors, and including the remediation and monitoring strategies that will manage and/or mitigate the identified effects.
- 23.2 With regard to the proposals on Parcel B, it is being initially advised that the ecological enhancement works are not intended to intrude below the capping layer (topsoil) into the existing waste deposits and therefore unlikely new pathways or cross-mobilisation of (in-situ) contamination will occur. However, in the current absence of precise details of the proposed enhancement works, and the requirements to secure public access (and future recreation opportunities) it is critical that the potential effects on the natural environment and human health are confirmed in the future scheme that comes forward. As indicated in Section 19 (above), officers consider that this aspect can be controlled adequately through an appropriate obligation included within the S106 Agreement. Therefore no further consideration of the effects of the future proposals on Parcel B will be necessary at this point in time.

Relevant Supporting Documentation

- 23.3 The Application is supported by a comprehensive suite of information which comprises an evolving understanding of the level and type of historic contamination, the risks posed by developing a landfill site and the proposed mitigation measures that are employed to address the risks during each phase of development. The supporting (up-to-date) assessments and advice includes:
- Preliminary Risk Assessment (Ramboll, March 2024)
 - Update Generic Quantitative Risk Assessment (Ramboll, March 2024)
 - Groundwater Detailed Quantitative Risk Assessment (Ramboll, March 2024)
 - Groundwater Remediation Options Appraisal (Ramboll, March 2024)
 - Groundwater Remediation Strategy (Ramboll, March 2024)
 - Materials Management Strategy (Ramboll, March 2024)
 - Odour Management Plan Scoping Report (Ramboll, March 2024)
 - Outline Groundwater Contingency Plan (Ramboll, April 2024)
 - Outline Foundation Works Risk Assessment (Ramboll, July 2024)
 - Preliminary design of ground gas mitigation systems (PAGeoConsulting, July 2024)
 - Project Newton: Ground Contamination Assessment Update And 'Roadmap' To Remediation (Ramboll, July 2024)
- 23.4 An assessment of the wider effects of the development proposals are covered in the accompanying ES at Chapter 10.

Existing contamination baseline and risks

- 23.5 Parcels A and B are current/former landfill areas that contain a mix of industrial, commercial and domestic wastes. Parcel C was not backfilled with waste deposits but instead allowed to fill with water to form the two lakes (East and Central).
- 23.6 All three land parcels are located in a relatively sensitive setting with regards to hydrogeology. The underlying chalk formation is classified by the Environment Agency as a Principal Aquifer albeit records indicate that its properties are generally poor due to its high clay content. Investigations have identified that the chalk layer and overlying waste deposits in the landfilled parcels (Parcels A and B) are water bearing with groundwater flow generally occurring towards the southwest and west. The aquifer is not located within an EA designated Source Protection Zone from which licensed abstractions of groundwater and surface water are being taken. The waterbodies on Parcel C and Cherry Hinton Brook (offsite) are equally sensitive in terms of their hydrology and natural habitat status (City Wildlife Status).
- 23.7 Leachate and ground gas control measures are identified to be present on and next to Parcels A and B.
- 23.8 The Preliminary Risk Assessment and (updated) Generic Quantitative Risk Assessment have considered the existing risks in terms of soil, groundwater (including controlled waters) and ground gas on the environment and human health.
- 23.9 With regard to soil contamination on Parcel A, the assessments confirmed that there are no significant or widespread risks apparent.
- 23.10 In terms of groundwater contamination risks, the assessments confirmed in each of the assessed scenarios as follows:
- *shallow groundwater within waste deposits*: frequent exceedance of the water assessment criteria in waste groundwater.
 - *groundwater within chalk aquifer*: contaminant concentrations in the chalk groundwater were generally lower compared to the above scenario although intermittent exceedance on Parcel C were recorded.
 - *surface water*: some contaminants detected in Parcel A groundwater also recorded in surface water in the lakes although markedly lower. Initial investigations may suggest that the culverted drain located to the southwest of Parcel A is acting as a potential pathway to Parcel C. It is also stated that higher contaminant concentrations found in Cherry Hinton Brook may be a result of the overflow from east lake rather than from Parcel A. The potential pathway for contaminant migration is to be confirmed before determining the need for remedial actions.

- *connectivity between groundwater in the chalk and waste deposits: the site investigation data does not suggest that groundwater contamination within the waste deposits is currently moving offsite into the shallow chalk groundwater. Localised downwards migration is occurring instead, which potentially could lead to lateral migration of contamination.*

23.11 The Applicant's *Groundwater Detailed Quantitative Risk Assessment* has not identified a risk to human health, including residential off-site residents from contamination concentrations in the chalk groundwater.

23.12 In respect to ground gas risk, the investigations identified elevated methane and carbon dioxide across Parcel A although the flow rates are very low (negligible) indicating that volumes of ground gases are either not currently present or being generated.

23.13 A pre-remediation conceptual site model (CSM - see Figure 5 below) has been established to demonstrate the potential source of contaminants, Potential Contaminant Linkages of concern (PCLs) and pathways including the range/type of receptors that may be impacted. A summary description of the type/nature of PCLs and how they will be addressed through remedial actions are covered in Table 3.1 of its latest Remediation Strategy (Ramboll, March 2024).

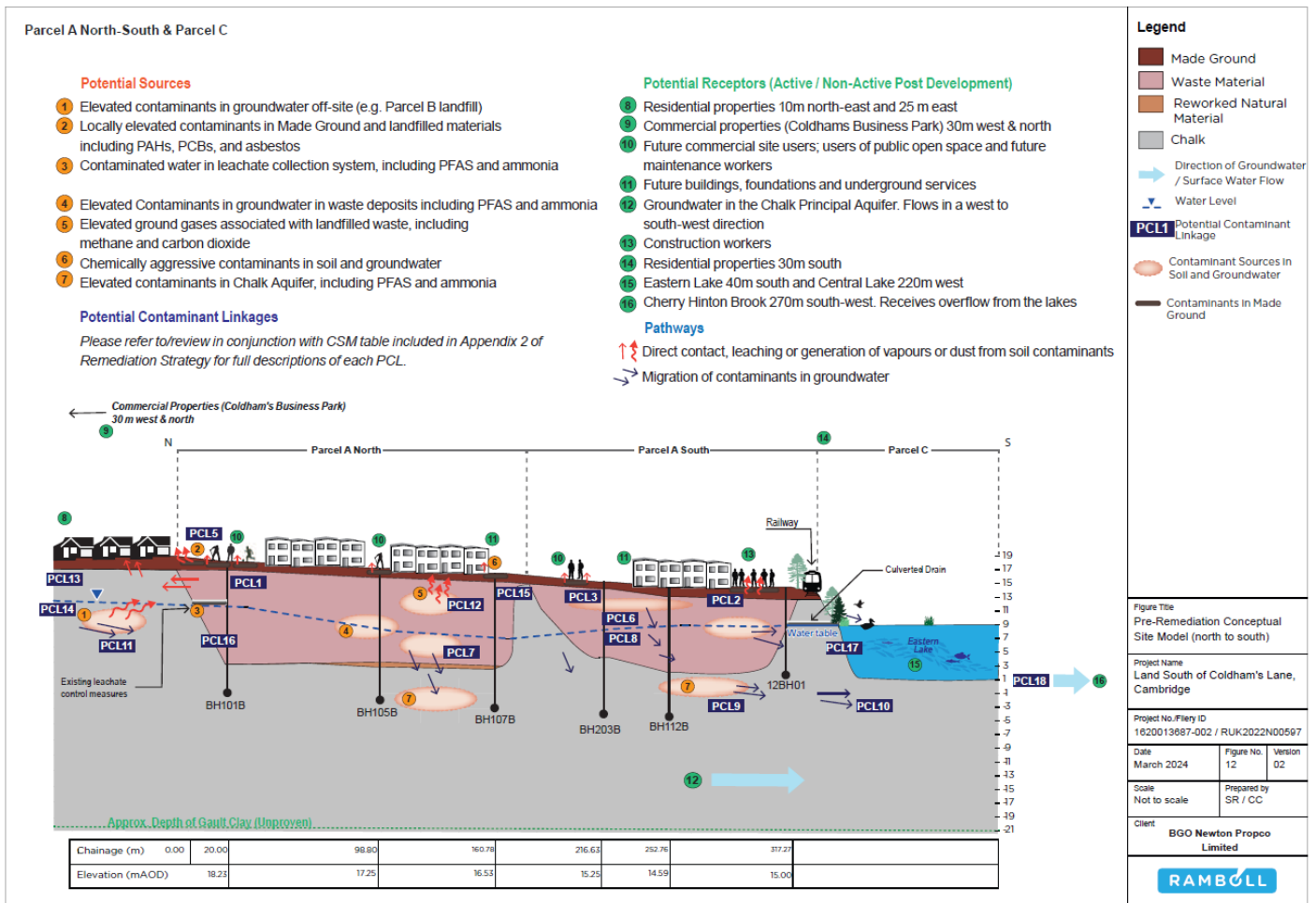


Figure 5: Pre-remediation Conceptual Site Model, Ramboll 2024.

- 23.14 Further investigations and remedial interventions are being recommended by the Applicant's expert consultant team so that it can deliver a site suitable for the uses being proposed. These are considered in the following sub-section.
- 23.15 Both the Environment Agency and Council's Environmental Health Team have commended the Applicant's extensive assessment and understanding of the existing site contamination and its potential risks to sensitive receptors.

Development Led Remediation Strategy

- 23.16 The remediation strategy methodology follows the requirements of the UK Government's Land Contamination Risk Management (LCRM) process. It is within this process that the pre-remediation conceptual site model (CSM) is established, remedial objectives developed and the remediation options shortlisted to arrive at viable solutions.
- 23.17 The development design takes into account the former landfill use of the site and provides a number of development-led remediation solutions which will involve:
- Design of the scheme to raise ground levels, install an engineered capping layer and minimise any excavations into the waste.
 - The provision of impermeable liners to newly-constructed surface water features.
 - Selection of appropriate foundations and ground improvement solutions;
 - The presence of new buildings, paved areas and a suitably designed drainage system will limit infiltration rates and improve the quality of the groundwater.
 - The provision of a capping layer and growth medium in areas of soft landscaping across Parcel A where new planting is proposed for amenity purposes.
 - Break layers to de-mark for future maintenance workers the presence of engineered capping and deeper original 'informal capping'/waste deposits e.g. geotextile membranes.
 - The provision of ground gas protection measures to all buildings in Parcel A.
 - The provision of appropriate gas venting measures for areas of proposed landscaping in Parcel A.
 - The prevention of surface water migration through potentially contaminated shallow soils by a suitably designed drainage system.
 - The provision of impermeable liners to newly constructed surface water features.
- 23.18 In addition, the Applicant's groundwater Remediation Options Appraisal and Remediation Strategy documents (Ramboll, 2024) identifies remediation actions that will be required in order to address PCLs associated with the

risks to controlled waters. The Applicant's overarching aim is to create meaningful improvement to groundwater quality in the form of 'betterment'.

23.19 Given the complexity of the contaminated nature of Parcel A and its hydrogeology, a small number of remediation options are currently identified that would technically be capable of achieving the individual or combined pollutant linkages. They are as follows:

- **Option 1:** Pump & Treat for groundwater in the Waste Deposits and Pump & Treat for Chalk groundwater.
- **Option 2:** Pump & Treat for groundwater in the Waste Deposits and In Situ Horizontal Adsorption 'Barrier' at the base of the Waste Deposits.
- **Option 3:** Pump & Treat for groundwater in the Waste Deposits and In Situ Vertical Adsorption Treatment Zone at site perimeter.
- **Option 4:** Pump & Treat for groundwater in the Waste Deposits and Pump & Treat for Chalk groundwater and In Situ Horizontal Adsorption 'Barrier' at the base of the Waste Deposits.

23.20 Based on what is currently known about the site from its detailed site investigations, the consultant expert team consider that Option 4 is likely to represent the most effective technique for use although acknowledges also that further feasibility testing still needs to be carried out which may result in any of the three remaining options becoming more viable.

23.21 The above remediation options are being developed in tandem with the Applicant's preliminary options for building foundation and ground improvement methods, including monitoring and mitigation approaches (refer to Outline Foundation Works Risk Assessment, Ramboll 2024).

23.22 The ground improvement solution for future hardstanding areas and the road access into the site includes;

- soil mass mixing.
- soil mixed transfer platform with shallow soil mixed columns.
- dynamic compaction or replacement (with leachate management).
- creation of a temporary or permanent engineered working platform.

23.23 At the current stage, all these methods are potentially viable and would avoid creating new pollutant pathways.

23.24 Current foundation solutions considered are:

- Uncased continuous flight auger (CFA).
- Hybrid piling method that combines the benefit of CFA piling through the Chalk with displacement augering within the waste deposits to reduce arisings.
- Raft foundation with soil mixed columns.

- 23.25 Whilst all the above foundation solutions are indicated as being potentially viable, the CFA based piling (and hybrid) methods are currently being favoured as they currently represent the least environmental risks.
- 23.26 In order to test the efficacy of its groundwater remediation solutions alongside its chosen foundation technique, the Applicant's consultant expert team has recommended for further pilot trials (e.g. field or bench scale trials) to be carried out and to be secured by planning condition. Officers and statutory consultee advice agree in principle that such trials would be necessary to ensure the environmental risks of its chosen construction and remediation options in each phase of development (on Parcel A) can be minimised and managed effectively for its lifetime.

Consultation Responses: Environment Agency (EA) and the Council's Environmental Health Team (Env. HT)

- 23.27 Summaries of the respective responses of the EA and Env. HT received to date are contained in Section 8 of this report. Full comments can be found on the Council's public access portal.
- 23.28 Until recently, the EA's main concern has been focussed on the efficacy of the Applicant's remediation, foundation and ground improvement strategies which it says may exacerbate the pollution risk to groundwater and surface waters. However, following further meetings with the EA to discuss the legal and practical merits of using planning conditions, the EA has agreed to withdraw its holding objection subject to robustly worded planning conditions. The EA has accepted that conditions to minimise, monitor and remediate potential groundwater pollution arising from the construction of the development can be utilised alongside securing appropriate S106 monitoring contributions. The Env. HT has followed the EA's lead and accepted the sufficiency of the information submitted pursuant to the application and that permission can be granted subject to planning conditions and monitoring contributions including but not limited to the design, control and monitoring of gas emissions arising from the development of the site.
- 23.29 Due to the timing of this report, the precise wording of the conditions to satisfy the EA and Env. HT has not been agreed. The EA advise the Applicant's draft bespoke planning conditions are currently insufficient to meet NPPF guidance. Further discussion and review of these and S106 planning obligations is therefore necessary to provide certainty on the type and range of conditions being required to ensure the pilot tests/investigations and subsequent development (as proposed) minimise environmental risk.
- 23.30 Officers have recommended a suite of planning conditions which were prepared in consultation with the Env.HT and Environment Agency. Officers seek authority that delegated powers are given, following any endorsement to approve by committee, to agree and further amend contaminated land associated conditions in parallel with the relevant S106 monitoring

obligations to ensure a robust conditional remediation strategy is implemented (refer to Conditions 41, 46, 47, 48,49 50, 51, 52, 53, 54, 55,56, 57 and 58).

Other Matters

- 23.31 The EAs requirements for abstraction licences and environmental permits as a result of potential remediation methods are also acknowledged. These requirements are however dealt with under a separate legislative regime to planning (Environmental Protection Act (1990) in this instance). Notwithstanding, informatives in respect of this can be included in the event planning permission is granted.
- 23.32 Parcel B works and its potential future contamination risks will need to be addressed by the Applicant and its landowner who will have principal remit to ensure a 'duty of care' is observed.

Conclusion

- 23.33 Officers consider the Applicant's extensive and ongoing assessment of contamination risks and its proposed remediation, ground improvement and foundation strategies to minimise and mitigate construction and post construction risks provide a satisfactory and competent basis upon which planning permission can be given. The use of planning conditions and S106 obligations are considered reasonable and necessary to ensure that there would be no adverse environmental or human health impacts to future users of the site, surrounding occupiers or controlled waters.
- 23.34 Subject to the agreement of conditions and S106 planning obligations delegated to officers, the proposals would comply with Policy 33 of the CLP.

24.0 Other Environmental Issues

Airport Safeguarding

- 24.1 The site is within a safeguarding zone for Cambridge City Airport for any structure greater than 15 metres above ground level.
- 24.2 Cambridge City Airport (Air Safeguarding) has commented on subsequent additional information relating to bird hazard management, external lighting strategy and glint and glare assessment. It has confirmed that it does not object to the proposals subject to the inclusion of planning conditions that will safeguard the operational capacity of the airport.

24.3 Officers consider the conditions requested to be reasonable and necessary to ensure the operation of Cambridge City Airport can be adequately secured in accordance with the requirements of Policy 37 of the CLP are complied with (refer to Conditions 14, 36, 37 and 38).

Public Health Effects (air quality, lighting, noise and vibration)

24.4 This section specifically addresses the (general) public health impacts in respect to air quality, lighting and noise impacts of the proposed development on Parcel A. Matters relating to contamination risks and how the Applicant proposes to manage the wider environmental effects during construction and operational stages are considered under Section 23 of the report.

24.5 The following technical documents/information provides an assessment of relevant environmental impacts of the proposed development and mitigations:

- Noise and Vibration: ES Chapter 8 (including appendices) (Waterman, November 2023)
- Air Quality: ES Chapter 9 (including appendices) (Waterman, November 2023)
- Construction Strategy & Programme: ES Chapter 5 (Waterman, November 2023)
- Artificial Lighting Impacts: External Lighting Statement and Lighting Environmental Impact Statement (Buro Happold)

24.6 In terms of air, noise and artificial lighting impacts, the Council's Environmental Health Team is satisfied in principle that planning conditions (both for outline and detailed elements) could adequately control and manage the effects of development during construction and operational stages.

24.7 Additional information requested in relation to detailed aspect of the scheme such as potential noise impacts of future uses in the community building, nature and duration of outdoor events and ductwork locations for cooking odours can be appropriately addressed through S106 obligations and planning conditions (refer to Conditions 42, 43 and 68).

Wind Microclimate & Pedestrian/Cyclist Comfort

24.8 The Applicant has provided a desk-top analysis of future wind comfort impacts of its proposed development on pedestrian and cyclists.

24.9 Using the Lawson wind comfort criteria, the initial analysis has demonstrated that the comfortable levels would be achievable in the public realm spaces that are most likely to be populated by people, e.g. The Tins and The Mixer.

24.10 Therefore in respect of wind microclimate effects of the proposed development, the requirements specified in Policy 60 (part d) are met. However, officers recommend that a condition is included that requires each phase of development to provide a detailed assessment of wind comfort levels (carried out in accordance with the Lawson Wind Comfort Criteria) to ensure all open spaces can provide an optimum future environment for both pedestrians and cyclists (refer to Condition 61).

25.0 Residential Amenity

25.1 Policies 55 and 57 of the CLP require that development is designed to respond positively to its context and all new buildings are of a high quality.

25.2 Policy 60 of the CLP under part (d) specifically requests that applicants demonstrate there is no adverse impact on neighbouring buildings...and....there is adequate sunlight and daylight within and around the proposals.

25.3 This section therefore considers daylight, sunlight and overshadowing and loss of privacy and visual enclosure. Matters relating to air quality, noise, vibration, and artificial lighting effects on residential amenity is addressed in Section 24 of this report (see above).

Daylight, sunlight and overshadowing

25.4 The 'Daylight and Sunlight Effects Report (Neighbouring Properties)' (Devla Patman Redler, January 2024) provides an assessment of the likely impacts on daylight and sunlight on the nearest affected residential occupiers.

25.5 Its assessment methodology follows the recommendations set out in:

- 'Site Layout Planning for Daylight and Sunlight: A guide to good practice' (BR209, 2022 edition) by Building Research Establishment; and
- Professional Guidance Note 'Daylighting and sunlighting' (1st Edition, 2012) by the and Royal Institute of Chartered Surveyors.

25.6 The published results are based on the maximum parameter massing of proposed built development. It is therefore expected that the worst-case scenario analysis would likely improve as detailed design of individual buildings come forward.

25.7 Following BRE good practice guidance, it is recommended that the potential effects of loss of daylight and sunlight to neighbouring properties should only be considered in more detail as follows:

- In the case of daylight loss, where the tallest part of the development subtends (breaches) an angle greater than 25 degrees as measured

from the centre of the lowest affected windows in an existing building plane perpendicular to the window wall; and

- In the case of loss of sunlight, only where the tallest part of the development is situated within 90 degrees of due south of a main window wall of an existing building, and in the section drawn perpendicular to this existing window wall, the new development subtends an angle greater than 25° to the horizontal measured from the centre of the lowest window to a main living room.

- 25.8 In each of the nearest residential cases assessed, the Applicant's consultant specialist has demonstrated that all properties will comfortably sit within the 25 degree angle and on that basis no further detailed assessments would be required to be undertaken.
- 25.9 Officers have reviewed section drawings provided at Appendix 3 of the daylight assessment and are satisfied that none of the proposed blocks would breach the 25 degree angle to the nearest relevant residential property shown. It should also be noted that the current analysis is based on the maximum design parameter of each building ("worst case scenario") and therefore it can be reasonably expected that the situation would improve once detailed design has been completed.
- 25.10 In respect to sunlight impacts on neighbouring gardens and amenity spaces, BRE guidance recommends that assessments should be based on the March 21 (spring equinox) to main back gardens of houses and other open space used for amenity. If following development, the area of the garden or other amenity space that can receive at least 2 hours of sunlight on the 21 arch is reduced to both less than 50% of its total area and less than 0.8 times its former value, the loss of sunlight is likely to be noticeable and the space will tend to look overshadowed.
- 25.11 In the maximum parameter assessment scenario, the Applicant's specialist has demonstrated that all 34 garden and amenity spaces assessed would satisfy the recommended guidelines for sun on ground. Officers accept this analysis.

Loss of Privacy and Visual Enclosure

- 25.12 Notwithstanding the land use allocation permitting commercial use on Parcel A, officers expect that future new development to be designed in a form that minimises the loss of privacy to those occupiers living the closest to the application boundary.
- 25.13 The proposed siting and massing of development has been predicated on sensitively addressing the close proximity of residential properties adjacent on part Coldham's Lane (Rosemary Court), Kathleen Elliot Way, Wolsey Way, Orchard Estate, Harcombe Road and Hayster Drive to ensure existing amenities are not adversely affected.

25.14 Proposed retention and reinforcement of strategic tree landscaping buffers will also play an important role in providing valuable screening and softening of the future built development.

25.15 The separation distances from the maximum building envelopes (as shown on Parameter Plan 01 (Developable Areas)) and (nearest) residential dwellings are as follows:

- Rosemary Court (Coldham's Lane) – c. 42 metres
- Kathleen Elliott Way – c.33-66 metres
- Wolsey Way – c.32 metres
- Orchard Estate – c.38 metres
- Harcombe Road – c.61 metres
- Hayster Drive – c.42 metres

25.16 The relationship between existing residential buildings and the proposed development (based on its maximum building parameters) are shown in Figures 6 - 9 below. It is important to note that the relative separation and heights of buildings shown in each sections are not representative of the final built scheme. They critically exclude information such as articulation of building mass and external design; and the retention and enhancement of strategic buffer landscaping to be delivered with each phase of development.

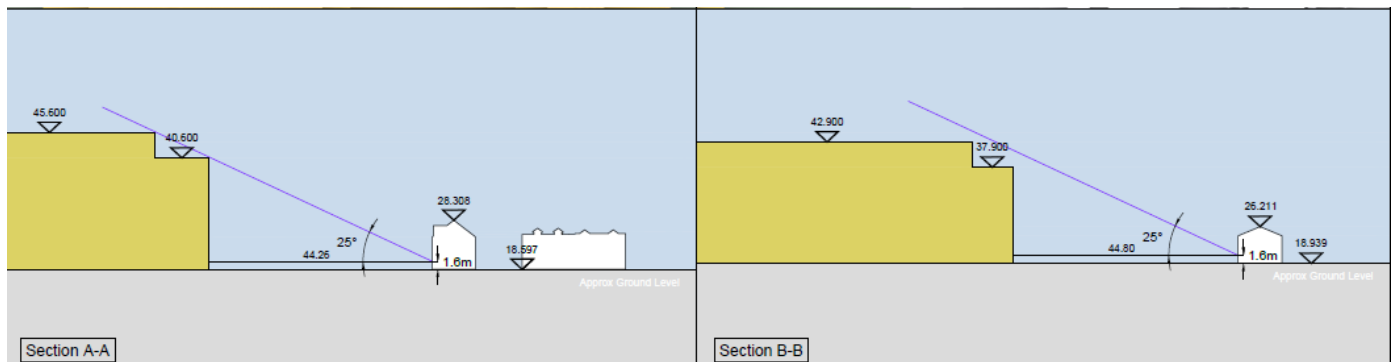


Figure 6: Proposed relationship between building envelope adjacent to Rosemary Court and 5 Kathleen Elliott Way (heights shown in mm AOD).

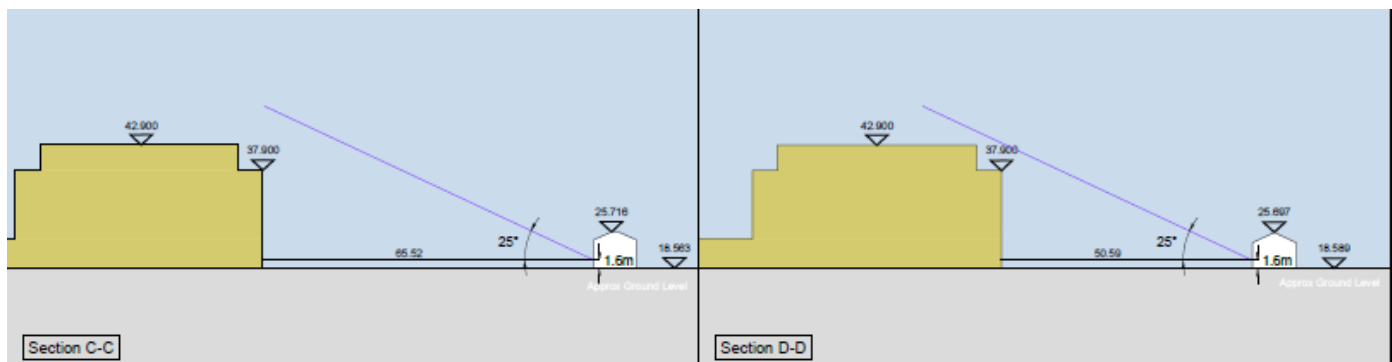


Figure 7: Proposed relationship between building envelope adjacent to 24 Kathleen Elliott Way and 40-44 Kathleen Elliott Way (heights shown in mm AOD).

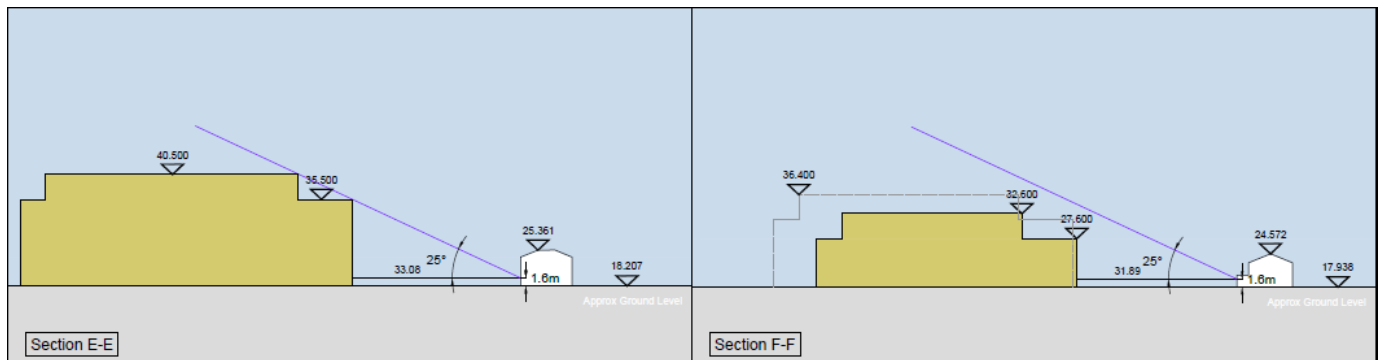


Figure 8: Proposed relationship between building envelope adjacent to 50 Kathleen Elliott Way and 29-30 Wolsey Way (heights shown in mm AOD).

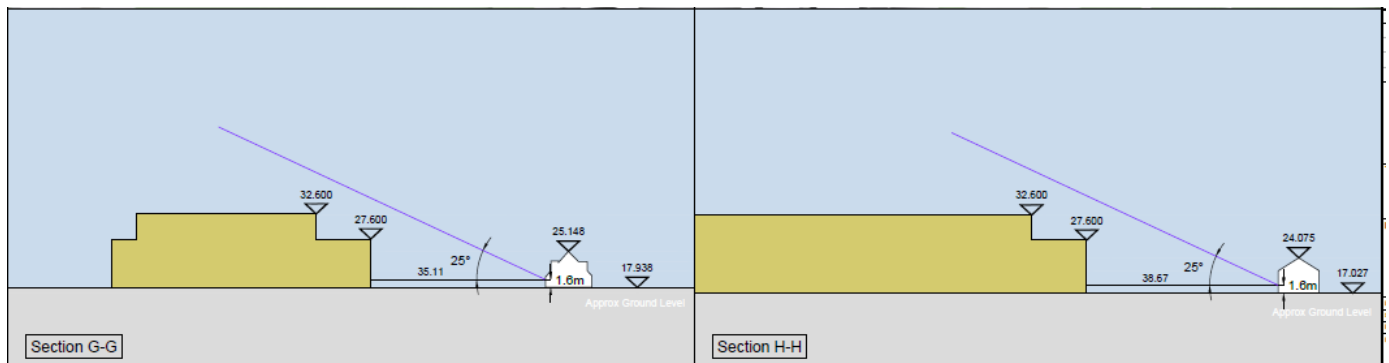


Figure 9: Proposed relationship between building envelope adjacent to 31 Wolsey Way and 36-38 Orchard Estate (heights shown in mm AOD).

- 25.17 In each of the relevant scenarios shown above, it is considered that both the separation distances and maximum building heights would avoid causing detrimental harm in terms of overlooking and visual enclosure. As such, an adequate level of amenity for local residents will be maintained.
- 25.18 The maximum development parameter zone in the southern part of the site (between Buildings 6, 7 and 8 and adjacent properties in Wolsey Way) provides for 'visual breaks' that will measure a minimum of 14m in width between its future 3no. buildings. This aspect is considered an effective (built-in) design measure that will enable greater modulation of the future built form and scale in this location to minimise visual enclosure to residents in Wolsey Way.
- 25.19 The impacts of the development parameter on residential amenities in Harcombe Road and Hayster Drive are equally acceptable given the

measured separation distances in paragraph 25.15 including existing (and significant) landscape tree buffer and railway line that intervenes.

- 25.20 Addition of new landscaping and reinforcement of existing strategic landscape buffers adjacent to residential boundaries, together with further articulation of individual buildings will ensure that existing residential amenities are maintained in each future phase of development.
- 25.21 In the detailed element of the proposals, Building 3 would contain windows to its eastern flank. The intervening tree buffer alongside a window to window separation distance of c.+50metres (between the building and its nearest neighbours) is considered sufficient to mitigate harm to residential amenities in Kathleen Elliott Way.
- 25.22 The impacts of the proposed development on existing residential amenities, particularly in relation to daylight, sunlight and overshadowing including privacy and outlook, is acceptable. The proposed development in terms of design and uses represent a significant improvement when compared to the previous logistics proposals which comprised significant building forms closer to residential boundaries and greater movement traffic to/from the site.
- 25.23 The potential risks to human health in respect of odour from waste during construction activity has been considered in the Applicant's Odour Management Plan Scoping Report (Ramboll, March 2024). Env. H colleagues are satisfied that appropriate measures and mitigations can be secured via bespoke planning condition (refer to Condition 41).
- 25.24 The proposals will not result in detrimental harm to existing residential amenities and therefore complies with policies 36, 55, 57, 60 of the CLP and the NPPF.

26.0 Transport Impacts, Highway Safety and Parking

- 26.1 Policy 80 supports developments where access via walking, cycling and public transport are prioritised and is accessible for all. Policy 81 states that developments will only be permitted where they do not have an unacceptable transport impact.
- 26.2 Para. 115 of the NPPF advises that development should only be prevented or refused on highways grounds if there would be an unacceptable impact on highway safety, or the residual cumulative impacts on the road network would be severe.
- 26.3 The application is supported by the following documents prepared by its transport consultants Paul Basham Associates:

- Transport Assessment (TA) (November 2023) which examines the existing transport and highway network, site accessibility, parking and servicing arrangements and trip generations.
- A Travel Plan (TP) (November 2023) which sets out the strategy for managing travel demand of the proposed development by addressing the travel needs of its future users.
- Monitor and Manage Strategy (Technical Note, August 2024)

- 26.4 For clarity, the impacts on the local and strategic highway network as a result of development proposals on Parcel A are the main focus in this section. Given that Parcels B and C will not provide for public car parking respectively, significant vehicular impacts on the local and/or strategic highway network are likely to be minimal if not insignificant.
- 26.5 Officer's response to the comments of Camcycle (Cambridge Cycling Campaign) and Active Travel England are covered in Section 29 of the report.

Existing Site Conditions and Site Accessibility

- 26.6 Coldham's Lane is a single carriageway road (c.6.75m wide) which provides connection from Newmarket Road in the centre of Cambridge to Cherry Hinton High Street to the east of the Application Site. The signalised junction between Coldham's Lane and Norman Way adjacent to Parcel A benefits from advance cycle stop lanes and signalised crossing facilities with tactile paving and dropped kerbs.
- 26.7 There are extensive pedestrian and cycle connections surrounding the Application Site. Both Norman Way and Coldham's Lane provide approximately 2m wide footways either side of the carriageway. The Norman Way/Coldham's Lane signalised junction provides safe and convenient pedestrian crossing point to both sides of Coldham's Lane adjacent to Parcel A. The Tins and Snakey Path (footpaths 39/1 and 39/2) are both Public Rights of Way (PRoW) and provide pedestrian and cycle routes around Burnside Lakes (Parcel C) and from between Cherry Hinton and East Cambridge. A further PRoW (footpath 39/4) runs in a north-south direction between Coldham's Lane and The Tins to the east side of Parcel A. Figure 10 shows the respective location of the PRoW network.



Figure 10: Local PRoW routes.

- 26.8 The Tins is intended to form part of the planned Fulbourn Greenway which will provide a continuous pedestrian route from the City Centre to the village of Fulbourn with completion forecast in 2025.
- 26.9 A pair of bus stops are located on Coldham's Lane although they are not currently in operation. The nearest bus stop currently in operation is located on Cherry Hinton High Street (adj. St Andrews Church) approximately 7 minutes' walk from the Application Site.
- 26.10 Cambridge Railway Station is the nearest train station and provides the largest variety of travel options beyond the local area. This can be accessed by a 15-minute bus journey from St Andrews Church bus stops. The pedestrian/cycle route from Cambridge Railway Station and the Application Site largely is within a 10-minute cycle or 30 minute walk.

Norman Way Vehicle Access

- 26.11 The proposed T-junction access road from Norman Way into Parcel A site is designed to comply with the requirements of Cambridgeshire Highways Development Management 'General Principles for Development' (January 2023) and will be delivered as part of the first phase of development. It will

provide the only ingress and egress point for vehicles, including for service and delivery vehicles, on Parcel A.

26.12 No objections have been raised by the Local Highway Authority in respect to its proposed location or design. A planning condition requiring the completion of the access road prior to occupation of first phase of development (Buildings 3,4 and 9) is recommended (refer to Condition 65).

26.13 Accordingly, the requirements of Policy 80 of the CLP are complied with.

Impacts on Highway Network

Modal trip generation and distribution

26.14 The following provides a summary of the proposed number of trips that will be generated by car, cycle and walking modes, their respective distribution and impacts on the local and strategic highway network.

26.15 The Applicant’s analysis for each travel mode is underpinned by the following:

- maximum number of jobs to be created in all phases (c.3,440);
- typical distribution of hybrid/remote workers across the 5-day working week;
- vehicle driver mode share of 40%;
- vehicle arrival and departure profiles in peak hours based on Cambridge Science Park; and
- traffic flows at Land North of Cherry Hinton (full build out).

26.16 Based on the forecast staff typically on the Application Site per weekday, the car driver mode share (single occupancy) identified for the (currently anticipated) four phases of development and the vehicle arrival and departure profile, the Applicant’s forecast vehicle trip generation in the AM (08:00-09:00) and PM (17:00-18:00) peak hours to/from Parcel A are indicated as follows:

Phase	AM Peak Hour (08:00-09:00)		PM Peak Hour (17:00-18:00)	
	Arrivals	Departures	Arrivals	Departures
Phase 1 (Building 3 and 4) 40% car driver mode share	45	5	5	32
Phase 2 (Phase 1+Building 1 and 2) 37.5% car driver mode share	143	16	17	103
Phase 3 (Phase 1+2+Building 5 and 6) 35% car driver mode share	221	25	26	159
Phase 4 (Phase 1+2+3+Building 7 and 8) 30% car driver mode share	215	25	26	155

Table 2: Applicant’s forecast vehicle trip generation (all phases).

- 26.17 The vehicle movements identified in Table 2 have been applied to assessments of vehicle distribution and assignment, including further junction impact assessment.
- 26.18 Vehicle distribution on the network is forecast to be greatest in (east and west approaches) through the Coldham's Lane/Norman Way/High Street T-junction.
- 26.19 Forecast trips for cycling and walking modes is based on similar methodology used for vehicle trips.
- 26.20 The adopted baseline for walking mode share of 8% and cycling mode share of 32%. By phase 4 (final phase of development) and also taking into account its proposed Travel plan objectives and measures, the Applicant forecasts that the mode share for walking and cycling will be increased respectively to 10.5% and 37%. Table 3 below sets out the baseline and forecast scenarios for trip generation in the AM and PM peaks to/from Parcel A.

Phase	Mode Share	AM Peak Hour (08:00-09:00)		PM Peak Hour (17:00-18:00)	
		Arrivals	Departures	Arrivals	Departures
Phase 1 (Building 3 and 4)	8% Walking	9	1	1	6
	32% Cycling	36	4	4	26
Phase 2 (Phase 1+Building 1 and 2)	8.5% Walking	32	4	4	23
	33.5% Cycling	127	15	15	92
Phase 3 (Phase 1+2+Building 5 and 6)	9.5% Walking	60	7	7	43
	35% Cycling	221	25	26	159
Phase 4 (Phase 1+2+3+Building 7 and 8)	10.5% Walking	75	9	9	54
	37% Cycling	265	30	32	191

Table 3: Applicant's forecast walking and cycling trip generation (all phases).

- 26.21 The Applicant has indicated that pedestrians and cyclists are more likely to use The Tins to travel to/from the Application Site.

Forecast future traffic flows and junction capacity

- 26.22 To identify future baseline traffic flows in 2031, the Applicant has added the LNCH traffic flows (committed development) onto the 2023 baseline traffic flow. Separate junction modelling has also been undertaken at 8 separate junctions. The modelling has been carried out on 'with' and 'without' proposed development scenario on Parcel A.
- 26.23 The capacity assessments demonstrate that the impact of the development on the local highway network during the future development scenario

(2031) would largely be negligible with the majority of assessed junctions remaining under capacity.

26.24 Only two of the seven junctions are forecast to operate above their theoretical capacity in the future year scenario (2031). These junctions are Coldham's Lane/Brooks Road roundabout and the Barnwell Road/Newmarket Road roundabout. However, these junctions are shown to operate over capacity in either AM or PM peak hours in the 2023 baseline or 2031 baseline without the proposed development.

Proposed Mitigations

26.25 The Applicant has proposed a series of mitigations including additional measures that will encourage better and more sustainable travel choices and in turn minimise the impacts on the local highway network.

26.26 The first proposed mitigation is embedded within the proposed project design. It includes:

- The Travel Hub (Building 4) - designed to accommodate significant cycle parking (664 spaces) with a wide range of cycle stand types including electric cycle charging and onsite cycle maintenance/repairs facility. This will be delivered in the first phase of development (under the detailed element as indicated previously).
- Additional future cycle provision to the southern part of Parcel A (c.261 spaces). Delivered during future development phases (Phases 3 and 4).

26.27 In addition to the embedded mitigation, the proposals include a package of measures to be secured and delivered via S106 obligations throughout the lifetime of development. These include:

- Commitment to Monitor and Manage approach for subsequent phases of the proposed development (during Phases 3 and 4). This will in principle allow additional funding and mitigation to be provided should the car driver mode share targets not be achieved following transport assessment updates in Phases 3 and 4 of the proposed development.
- Contribution towards implementation of a Car Parking zone on nearby residential streets (following separate parking survey and review).
- Financial incentives to be provided within Travel Plan monitoring to encourage sustainable travel choices during peak hours.
- Provision of a Car Parking Management Plan including Automatic Number Plate Recognition (ANPR) to monitor car park usage and reallocation of car parking spaces should usage be lower than forecast.

26.28 The Applicant's Monitor and Manage approach sets out the car driver mode 'target cap' for each phase of development. The overall objective of the MMS is to achieve a 27% car driver mode share by Phase 4 (full occupation stage).

26.29 In order to achieve the car share target caps in each phase of development, the following measures will be provided as Tier 1 measures. They include:

- Cycle to work scheme
- Discounted public transport tickets or cycle vouchers
- Hire bikes and electric scooters
- Cycle lockers and showers
- Cycle parking
- Community facilities including the Pavilion, café, cycle repair
- Travel Plan Welcome Pack
- Car sharing information
- Private Shuttle Bus service or contribution towards commercial bus service
- Works to the Tins at the site frontage
- New and Improved pedestrian access points:
 - Norman Way
 - Coldham's Lane including a route across Parcel 'C'
 - Kathleen Elliot Way
 - The Tins
 - New and enhanced routes
- Financial contribution towards:
 - Fulbourn Greenway
 - Eastern Access

26.30 The majority of these measures (above) will be delivered by the Applicant apart from the Fulbourn Greenway and Eastern Access contributions.

26.31 At the time of writing, financial contributions that would enable delivery of the Fulbourn Greenway and Eastern Access schemes had not been settled. Delegated authority is sought to secure the final level of contributions in the S106 Agreement.

26.32 Tier 2 measures may be required to be brought forward in the event that the car driver mode share 'target caps' are being exceeded (in accordance with the definition of exceedance). These mitigations could include but are not limited to:

- Further communication of Travel Plan measures to raise awareness of financial incentive, car sharing, shuttle service and active travel routes
- Increase in financial incentive (public transport tickets/cycle vouchers)
- Increase in frequency or destinations of the shuttle bus service (based on data obtained from surveys)
- Management of car parking spaces
- Increasing number of car parking spaces as dedicated car sharing bays
- Improved and enhanced cycle facilities
- Additional cycle parking spaces
- Additional micro-mobility facilities (electric bike hire or scooter hire)

- 26.33 As part of its Tier 2 measures, the Applicant has also committed to making a (capped) 'reserve' contribution towards further infrastructure measures (see below) which can be drawn upon in the event the trip targets are materially exceeded. The proportion of the draw down and the projects/measures will be agreed by a (to be) appointed 'Transport Review Group' that could include representatives of the Council, Applicant and the LHA.
- 26.34 The Tier 2 infrastructure 'reserve' measures identified in the Monitor and Manage note could include:
- Later phases of the Fulbourn Greenway
 - Later phases of the Eastern Access proposals
 - Cycling Plus scheme
 - Contribution to future Greater Cambridge Partnership or CCC schemes
 - Passenger transport enhancements
 - Chisholm Trail
 - Active Travel enhancements
- 26.35 Financial contributions towards Tier 2 interventions were not agreed at the time of publishing this report. Delegated authority is sought to secure the final level of contributions in the S106 Agreement.
- 26.36 In principle, both Tier 1 and Tier 2 projects and measures are acceptable to the LHA and will be secured in the subsequent S106 Agreement.

Cambridge County Council Highways Response

- 26.37 The Local Highway Authority (LHA) had originally challenged some of the modelling assumptions made by the Applicant's transport consultant in its TA.
- 26.38 However, following further discussions with the Applicant and its transport consultant, and particularly in respect to understanding the components underpinning its Monitor and Manage approach, it has agreed to withdraw its holding objection subject to conditions and S106 planning obligations.
- 26.39 Pending further officer updates in respect to the level of contributions to be secured for Tier 1 and 2 infrastructure, the LHA's position is:
- Secure (via S106 Agreement)
 - Secure Tier 1 infrastructure contribution (TBA)
 - Secure Tier 2 infrastructure 'reserve' contributions of (TBA)
 - Secure (via conditions)
 - Works to The Tins at the site frontage
 - New and improved pedestrian access points at Norman Way; Coldham's Lane including a route across Parcel B; Kathleen Elliott Way; and The Tins.

- 26.40 It has also requested additional measures to be secured via the Travel plan; a detailed monitoring strategy including commencement of the baseline surveys 3 months after the occupation of Phase 1 (Buildings 3,4 and 9).

Conclusion – Impacts and Mitigations

- 26.41 It should be noted that the proposed development differs substantially from the previous planning application for commercial and logistics operations. The proposed development is considered to put forward a comprehensive strategy for reducing car driver mode share, integrating into the local community and reducing impact on the local highway network, particularly in terms of HGV movements.
- 26.42 Should planning permission be granted, it is recommended that the above mitigations are secured in order that the future transport impacts of the proposed development on the local highways can be effectively managed.

Cycle Parking Provision

- 26.43 The CLP supports development which encourages and prioritises sustainable transport, such as walking, cycling and public transport.
- 26.44 Policy 80 of the CLP requires new developments to comply with the cycle parking standards as set out within Appendix L which for non-residential development states should:
- *reflect the design and dimensions for cycle parking established in the Council's Cycle Parking Guide for New Residential Developments;*
 - *include parking for employees and students in a convenient and covered location, subject to natural surveillance. A proportion of the cycle parking (minimum of 20%) should be provided within a secure location; and*
 - *access to cycle parking should be as close as is practical to staff entrances, and closer than non-disabled staff car parking.*
- 26.45 The proposed total provision of cycle parking (925 spaces) is split between Building 4 (664 spaces) and the remaining (261 spaces) distributed on the southern part of Parcel A.
- 26.46 Current CLP cycle parking standards for 'offices' represent a starting point in which to consider the adequacy of proposed parking space provision but are generally considered out of date and incapable of appropriately assessing the likely demand for cycling parking particularly in respect of larger commercial development and where lab-space is proposed, which typically has lower occupant to floorspace ratios given the amount of plant and lab equipment necessary to function.

26.47 The current prescribed parking standards for office uses are:

- *2 spaces for every 5 members of staff or 1 per 30 sq m Gross Floor Area (whichever is greater); and*
- *Some visitor parking on merit*

26.48 Applying both of the above standards will equate to a range between c.1,376 spaces (lower end) and c.2,075 spaces (upper end). Officers consider that both lower and upper estimates are unlikely to be an accurate representation of true needs/demands and that a more appropriate means of assessing future need is through a bespoke assessment based upon an anticipated employee workforce present on site at any one time and an aspirational target modal share which would typically be above existing city-wide cycle to work percentage data.

26.49 The proposed total cycle provision of 925 spaces will in the first instance be more than adequate to cater for the northern plots on Parcel A. Future buildings on the southern portion of Parcel A will also include provision which will ensure an appropriate level and distribution of cycle parking across the development. The following considerations should also be noted:

- The Travel Plan and its associated Monitor and Manage strategy will seek in principle to lower car-driver share mode and increase active/sustainable travel modes in each phase of development. In practice, where its car driver mode share targets are being met and/or exceeded, there will be potential for additional cycle provision onsite if need/demand is demonstrated.
- The Applicant has committed to making off-site contributions towards enhancing cycle infrastructure in the area.

26.50 On the above basis, the proposed total quantum for cycle parking spaces is considered a balanced provision at this early stage with mechanisms that will ensure additional needs/demands of cyclists are met as the development is built out over time.

26.51 All cycle parking amenities are provided at ground level of Building 4 (The Travel Hub) which cyclists can access from The Tins, via the new road access from Norman Way or from shared access points from Coldham's Lane. The Travel Hub provides all associated end-of-journey facilities for cyclists including lockers, changing/wash and a cycle repair workshop.

26.52 Cycle parking spaces will be designed to accommodate a range of users needs. At present, in Building 4 (The Travel Hub) the total 664 spaces are assigned as: 244 (36%) Sheffield Stands, 412 (62%) two-tier stands and 8 (1%) non-standard spaces. The number of Sheffield Stands are noted to exceed the minimum 20% currently recommended in the CLP. Further space provision for e-scooters is shown at ground floor level of Building 4

although no further information is provided for cargo bikes or electric bike charging facilities.

26.53 Officers recommend that further details of the cycle stand design, their arrangement, electric bike charging equipment and security arrangements are secured by planning condition (refer to Conditions 67 and 73).

26.54 Details of lockers, changing/wash and cycle repair facility/workshop are shown and are considered acceptable in terms of location and numbers.

Car Parking Provision

26.55 Policy 82 of the CLP requires new developments to comply with, and not exceed, the maximum car parking standards as set out within Appendix L.

26.56 The site is not located within an existing Controlled Parking Zone.

26.57 The proposed development will provide a total of 816 spaces. All standard car parking spaces are provided within The Travel Hub.

26.58 The proposed total parking quantum includes 40 accessible parking spaces. The accessible spaces are provided across the Application Site adjacent to individual buildings in order to reduce the walking distance between the parking space and the building entrance. A total of 15 accessible spaces are provided within The Travel Hub and remaining 25 spaces are to be provided across the Application Site.

26.59 Table 4 below shows the type and number of parking spaces proposed.

Car Parking Space Type	Number of Spaces
Standard spaces (passive)	388 (located in the Travel Hub)
Slow charge EV enabled (day 1)	319 (located in the Travel Hub)
Rapid charge EV enabled (day 1)	69 (located in the Travel Hub)
Accessible spaces (passive)	20 (of which 12 are in the Travel Hub)
Accessible spaces (EV enabled)	20 (of which 3 are in the Travel Hub)
Total	816

Table 4: Parking space types.

26.60 The proposals for accessible spaces and electric vehicle charging infrastructure provision complies with CLP recommendations.

26.61 The proposed car parking ratio of 1:110sqm is proposed which is considered appropriate to meet likely demand within Parcel A whilst encouraging active and sustainable travel modes via the Travel Plan and Monitor and Manage strategy.

26.62 The total quantum of car parking proposed is comparatively lower than similar sites as demonstrated in Table 5 below.

Similar Sites	Parking Space per sqm
270 Cambridge Science Park (CB4 0WE)	27-30sqm (three phases)
216 Cambridge Science Park (CB4 0WA)	40 sqm
24 Cambridge Science Park (The Hub) (CB4 0FN)	30 sqm
Units 22 & 25 Cambridge Science Park	34 sqm
Cambridge Biomedical Campus Extension	72 sqm
Peterhouse Tech Park Cambridge	46 sqm
International Technology Park	40 sqm
Melbourn Science Park	30 sqm

Table 5: Parking provision comparison.

26.63 The transport strategy which includes infrastructure improvements and active travel schemes to enhance the pedestrian and cycle network will improve and support the ability of users to make sustainable travel choices. This is further supported by the proposed low car-driver mode share of 27%.

26.64 The implementation of the Travel Plan measures (incorporating a Monitor and Manage approach) is considered integral to discouraging the use of private car and the need for additional parking onsite as well as promoting alternative sustainable modes of travel. In accordance with the recommendations of the LHA, the scope of the Travel Plan measures, which aim to reduce car mode share, will need to be agreed and secured as a S106 obligation.

26.65 In response to concerns that uncontrolled off-site parking would potentially increase as a consequence of the proposed development, officers recommend a S106 planning obligation that will require parking surveys to be carried out following the completion of each phase of development. Should the surveys demonstrate the development is contributing to increased parking in the surrounding neighbourhood, funding for the extension or implementation of a new Car Parking Zone will be secured from the Applicant.

Conclusion – Cycle and Car Parking

26.66 Overall, the proposed cycle and car parking provision is considered to be proportionate and appropriate for this edge of city location. The provision of a centralised hub for cycle parking and associated amenities close to The Tins enhances the reality for active and sustainable travel choices to be

made. Equally, the Travel Plan and its Monitor and Manage approach will provide a solid and flexible foundation upon which the use of the private car can be actively discouraged whilst supporting the step change towards increasing active travel modes. Subject to the conditions and S106 mitigations as noted above, the proposal accords with the objectives of policies 80, 81 and 82 of the Local Plan and is compliant with NPPF advice.

Pedestrian and Cycle Link – Parcel B

- 26.67 The potential provision of a pedestrian/cycle link across Parcel B is considered a key objective in supporting enhanced public access links to/from and within all three land parcels and in providing a more strategic link to Coldham's Lane and in future the Cambridge East site.
- 26.68 Such a link is consistent with the aims and objectives of the CLP in the following ways:

Strategic objectives 13, 14 and 15, requiring all new development in Cambridge to:

- *be located to help minimise the distance people need to travel, and be designed to make it easy for everyone to move around the city and access jobs and services by sustainable modes of transport;*
- *ensure appropriate and timely provision of environmentally sustainable forms of infrastructure to support the demands of the city, including digital and cultural infrastructure; and*
- *promote a safe and healthy environment, minimising the impacts of development and ensuring quality of life and place.*

Supporting text in relation to Policy 16 (Land south of Coldham's Lane):

Para. 3.37:

- *The area provides a unique opportunity to introduce new uses, redevelop key sites and improve access.*

Para.3.39:

- *Any redevelopment of the eastern portion of the landfill sites marked as areas A on Figure 3.4 will require ecological enhancement as part of any redevelopment on site and provision of enhanced wildlife habitat and **publicly accessible open space on the western portion of the landfill sites marked as area B on Figure 3.4.**” (My emphasis).*

Policy 80 (supporting sustainable access to development):

- *Development will be supported where it demonstrates that prioritisation of access is by walking, cycling and public transport, and is accessible for all.*

Supporting text in relation to Policy 80:

Para 9.14:

Developers will be required to fund high-quality paths, both along the identified routes, and any others that may be suitable for accessing the particular development.

- 26.69 The Applicant has agreed in principle to include an S106 obligation which will commit to the safeguarding of land and a financial contribution towards the provision of the pedestrian and cycle link between The Tins and Coldham's Lane. The final level of contribution is to be agreed with officers relative to the overall transport mitigation package.
- 26.70 Overall, officers consider that there is a sound planning policy rationale for requiring the safeguarding and contribution towards the new pedestrian and cycle link in this location.
- 26.71 Further updates on this matter will be provided at the committee meeting.

Construction Traffic Management (CTMP)

- 26.72 The Applicant has provided a CTMP which includes a trip generation assessment and will be implemented as part of the transport strategy during the construction period. It is anticipated that a peak of 74 vehicles per day during the peak construction period. The LHA Development Management Team has reviewed the CTMP and whilst it does not object to the frequency, distribution and routing of vehicles on the highway network it has requested for a revised/updated CTMP is submitted for each phase of development and for hours restrictions in respect of the operation of demolition, construction or delivery vehicles, including those in excess of 3.5 tonnes.
- 26.73 The recommended conditions are included (refer to Condition 6 part (b)).

Servicing and Delivery – Operational Phases

- 26.74 The Applicant has not provided a servicing and delivery strategy for the operational stages of its development. Officers acknowledge that the site is

able to accommodate a range of service and delivery vehicles although will require an overarching strategy to be submitted for agreement prior to occupation of each phase of development (refer to Condition 40).

27.0 Public Art Strategy

- 27.1 Policies 56 and 59 of the CLP encourage proposals to integrate public art within development and in the public realm recognising that it can make an important contribution towards the City's character and visual quality.
- 27.2 The Council's Public Art Supplementary Planning Document (2010) sets out the vision for public art within the context of Cambridge as a centre for culture and learning and how it can support the Council's aspirations towards securing high quality and sustainable new communities.
- 27.3 The Applicant has provided a Public Art Strategy where it states its strategic vision to be:

“An arts & science ‘live laboratory’ that champions learning, innovation, wellness & biodiversity.”

- 27.4 Three separate approaches underpin the Applicant's proposed Public Art Programme, within which individual/defined projects are then delivered. They include:
- Artist in residences
 - Embedded arts opportunities
 - Activation within communities
- 27.5 The first approach, artist in residences, will involve two residency commissions which will focus on the complementary themes of 'Ecology' and 'Land'. Through partnership with scientists/researchers and the wider local community, each residence would seek to investigate key themes and areas of research relevant to the site and its future use and contribute to current debate and developments within the scientific fields. They would materialise within a variety of public engagement outcomes that may include temporary public art installations and/or events, e.g. performances, exhibitions, conferences etc. These could also form part of the meanwhile on-site activation or offsite outreach activities. In terms of delivery, these would be commissioned pre-construction and run for 1-2 years with their brief developed and agreed via a Public Art Delivery Plan under S106.
- 27.6 The second approach, embedding art opportunities, involves integrating arts and cultural projects into the fabric of the proposed development, within elements of the architecture, infrastructure and public realm. Four targeted opportunities have been identified which include:

1. Travel Hub Façade (Building 4) - creating a welcoming entrance environment. The Travel Hub is a unique multi-user building at a key gateway entrance to the site. Public Art will address the northern facade to create an authentic, dynamic identity for regular users and visitors.
2. Verandas (Building 4) - enhancing the public interface spaces for 3 buildings. The Verandas enable the lab buildings to invite the wider public inside - they are spaces of exchange and interaction that can be enhanced in part through embedded public art and activation. Their glazing, lighting, furniture and overall purpose and functionality can be shaped by exciting arts & science collaborations, that set the Verandas up to be flexible and inspiring with the potential for spaces for public engagement programming.
3. Art & Landscape - embedding inspiring public art in the landscape. Enabling an artist to embed themselves in the design team and identify key opportunities across the landscape to integrate human scale art projects that help connect people to place.
4. Tins Bridge - signifying a key pedestrian and cycle gateway to the site. Embedding an artist in the bridge/tunnel design team to help create a distinctive and authentic experience on this key route as it enters the Proposed Development.

- 27.7 This approach will integrate artists into the design team throughout the design and delivery programme as detailed elements of the scheme are brought forward as part of reserved matters.
- 27.8 The third approach, activations with communities, involves the integration of communities (occupying companies, visiting professionals, and local communities) who interact through the design and function of the public realm and key infrastructure such as the Verandas and the centrally located Mixer (Building 9) which are designed to be accessible to the wider community.
- 27.9 The first step in this process will be to initiate outreach and events programmes to connect public audiences to the site. From there, the Artist in Residence and Embedded Arts approaches will support artists to contribute to a programme of meanwhile events and site activities to engage the diverse audiences across a wide range of cultural forms. A legacy activation programme will build on the collaborations and partnerships with the local and wider creative agencies over time to provide a sustainable legacy for the whole site.
- 27.10 The Applicant has costed its art strategy and proposes an indicative total budget value of £1.55m and which is subject to further detailed allocation as its Public Art Delivery Plan(s) for each phase is developed further. In terms of proposed governance arrangements, the Applicant intends to take full

responsibility for the delivery of the strategy with a steering group and art consultant appointed to guide and curate the future artist programmes.

- 27.11 The overall public art strategy has been welcomed by the Council's Art Development Officer with support given to its overarching vision, mission and principles. Notwithstanding, it is concerned that the current indicative budget proposals may not be adequate, particularly in relation to the current costs being assigned to individual art programmes and the overall timescale for delivery, contingency and retention fees for curator/public art consultant.
- 27.12 The Art Officer's view on the budget and assignment of various costs is noted. Officers consider that the proposed indicative sum of £1.55m would still enable a significant contribution to be made towards achieving an extensive art programme. However, additional Council monitoring contributions are required to ensure that the strategy is deliverable over its lifetime (c.20 years) and therefore must be secured in the S106 Agreement. The indicative budget will be index linked over the lifetime to ensure the programme can be appropriately funded and delivered.
- 27.13 It should also be considered that the proposed art programme is entirely exclusive of additional commitments secured through the Youth Engagement Process, e.g. separate funding for street furniture on Parcel A, bird screens and hedgehog houses on Parcel C (see Appendix E, page 7).
- 27.14 Overall the proposed public art strategy provides a positive foundation upon which it can contribute towards creating a high quality and distinctive new science location in the City. As such the art proposals are acceptable subject to being secured in principle through the S106 Agreement including the indicative budget.
- 27.15 The proposals comply with policies 56 and 59 of the CLP.

28.0 Other Matters

- 28.1 In this section, matters relating to Secure by Design, emergency vehicle access and waste collection are considered.

Secure-by-Design

- 28.2 With regard to Secure-by-Design, the Design Out Crime Officer (Cambridgeshire Constabulary) has not objected to the proposals although makes a range of recommendations in relation to both Parcels A and C and encourages submission of a SBD Commercial application for accreditation.
- 28.3 Should planning permission be given, it is recommended that prior to any above ground works commencing in any future phase of Parcel A (as may be agreed) and Parcel C, the Applicant demonstrates how its proposals will

seek to apply the principles of Secured by Design for approval (refer to Condition 31).

Emergency Access Infrastructure

- 28.4 The comments of Cambridge Fire Authority (see Section 8) in respect to making provision for hydrants are noted and will be secured by planning condition (refer to Condition 59).
- 28.5 Access and routing for fire tenders into Parcel A (northern section only) from the new Norman Way access junction has been demonstrated in preliminary drawings provided by the Applicant's transport consultant.
- 28.6 No objections have been raised by the Local Highway Authority in this regard.

Operational Waste Minimisation & Management

- 28.7 In respect to waste storage and its management in the operational stages of development, the Applicant's site-wide strategy (Operational Waste Management and Minimisation Strategy (OWMMS, Ramboll March 2024)) for Phase 1 demonstrates that weekly and twice weekly collection frequencies are likely to be required.
- 28.8 The OWMMS anticipates that waste storage areas will be provided and located external to the main buildings accessed via their service yards. Preliminary vehicle tracking for refuse trucks has been demonstrated, ingress/egress to occur from Norman Way.
- 28.9 Based on the building floor areas and ratio splits for recycling and general waste based on use, sufficient bins will be provided together with an additional allowance of 10m² spacing for each building for infrequent waste including bulky equipment, hazardous and maintenance waste.
- 28.10 In the event that planning permission is granted, the Applicant shall demonstrate how each building (by phase) will comply with the abovementioned site-wide strategy (refer to Condition 62).
- 28.11 Overall, it is considered that crime prevention measures, emergency infrastructure and waste management requirements can be adequately provided and secured through planning conditions. As such the aims and objectives of policies 56 and 57 of the CLP have been met.

29.0 Third Party Representations

- 29.1 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
Principle of Use	
Housing is more urgently required rather than R&D	Housing provision is a key priority in the CLP within which strategic targets and location for major new settlements either identified or being delivered. The 3 land parcels form part of a strategic site allocation for commercial, ecological and open recreation uses within the CLP and are not suitable for housing development given their former use.
New development should be located on Parcel B	Policy 16 of the CLP has identified that Parcel B is most suitable for ecological enhancement. The site is directly beneath an existing flight path for planes using Cambridge Airport and any development of this land would be heavily constrained as a result.
Design, Character and Appearance	
Lack of evidence that ground conditions on Parcel A can support proposals for landscaping & tree planting	The Applicant's landscaping and tree planting strategies are designed to respond to the different ground conditions on Parcel A. Details of the choice of species will be secured by planning conditions to ensure they successfully take and adapt over time. Future management and maintenance equally will ensure longevity and/or replacement over time.
Prizon Park replacement should be retained in same location	The application proposes reprovision of a play area for 12+ years at the junction of Kathleen Elliott Way and The Tins. The play area will be delivered as part of its detailed landscape proposals in Phase 1.
Ecology & Biodiversity	
Loss of green corridor in Cherry Hinton	The Applicant's proposals seek to enhance the target (BNG) baseline indicated in Section 19 of the report. The significant enhancement of ecology and biodiversity on Parcel B will mitigate the net loss on Parcel A. Further bespoke landscape management and maintenance measures will support and maintain the existing green corridor and allow further strategic enhancements / improvements to come forward through adjacent projects.
The proposals should not cause/exacerbate pollution risks to Cherry Hinton Brook	The Application proposals fully acknowledge the effects and potential risks of contamination being disturbed and exported beyond the site and into Cherry Brook.

	Safeguarding measures are to be agreed and monitored through a range of planning conditions and S106 planning obligations during testing (pre-development phase) and full construction stages of development to ensure the baseline environmental risks are not made worse.
Parcel C and urban country park	
Fishing rights of Cherry Hinton Angling Club should be maintained	The Applicant's Draft Framework Management Plan for Parcel C maintains the opportunity for fishing to continue on the lakes. Fishing rights are currently granted under licence from the City Council and not the Applicant. Engagement between the CHAC and Applicant has taken place and is expected to continue as the management/maintenance framework and future use of Parcel C as an urban country park is developed.
Health and safety of open recreation use on Parcel C has been underestimated. Current proposals need to be re-thought.	Making safe open recreation uses on Parcel C is acknowledged by Council officers and the Applicant. All future potential recreation activities will be subject to rigorous scrutiny through the development of a future management and maintenance regime for the site. A range of stakeholder groups will be engaged to ensure the most appropriate form of recreation use(s) can be delivered and made safe for all.
Installation of a kiosk will result in the loss of valuable trees and wildlife	The installation of a kiosk at the northwest corner of Parcel C is indicative at this stage and will be required to be developed further in tandem with the dFMP. The removal of trees in this location are minimal to allow for the creation of a new access at the junction with Brookfields/The Tins.
Anti-social behaviour will increase by virtue of opening up Parcel C to wider public	The dFMP acknowledges the potential for anti-social behaviour on Parcel C. Measures to prevent and reduce potential future anti-social behaviour will be considered in the development of the future management and maintenance plan for this area.
Removal of trees in northwest corner of Parcel C unacceptable	The removal of the trees in the northwest corner of the site are necessary to provide a key public access point into Parcel C. The existing trees in this location are identified as low-medium category in the Tree Survey. The Tree Team have not objected to their categorisation or removal. Tree replacements are proposed across Parcel C

	to mitigate the trees removed. No TPO trees are affected by its current proposals.
dFMP has misrepresented the objectives of the Cambridge Nature Recovery Network	Should planning permission be granted, it is envisaged that a more detailed and robust FMP will be secured with an expectation that objectives for the continued protection and enhancement of wildlife made a key aspect.
Granting public access may result in de-designation of site as a CiWS	Granting public access does not automatically lead to de-designation as many CiWS are accessible. The impact of public access on existing wildlife will require appropriate management to be defined / determined in the future Operational Management and Maintenance Plan for the site.
Residential Amenity	
Duration of construction will impact on residents	Disruption caused by construction activity, including noise, air and vibration, will be managed in combination by Construction Environmental Management Plan and Construction Traffic Management Plan which will be submitted and agreed by the LPA in advance of each phase of development commencing.
Outdoor music venue on Parcel A will potentially cause unacceptable noise disturbance	The future duration and type of events within Parcel A open space/public realm and its potential to cause noise disturbance will be controlled through bespoke noise related planning condition and management plan secured under S106 planning obligation.
How will lab waste be handled safely?	Laboratory waste will be stored and collected according to details that will need to be provided under each reserved matters application. Planning conditions will be included as part of any consent given in this instance to secure adequate space for storage. Separate licencing provisions outside of planning will be applicable to sensitive waste / fume extract.
It is imperative that independent monitoring of the effects of development on an existing landfill site is carried out to ensure all future risks to human health are avoided	A suite of planning conditions and S106 planning obligations are recommended by officers to ensure the environmental and human health risks of the proposed development can be robustly monitored and managed for its lifetime.
Highways and Traffic	

<p>Road safety and congestion concerns in Burnside and Brookfields as a result of Parcel C proposals</p>	<p>The potential for increased congestion and related road safety concerns of local residents in Burnside and Brookfields as a consequence of opening up Parcel C as a urban country park will need to be reviewed. The S106 obligation package in Section 30 comprises a requirement for a financial contribution for the City to undertake a survey of road conditions within the first 12 months of the opening of the urban country park and for a Car Parking Zone to be implemented in the event one is justified and agreed by residents.</p>
<p>Visitor parking provision within Parcel C insufficient</p>	<p>All car parking spaces (including a policy compliant provision for accessible users) to be provided within Parcel C is restricted for members of the CHAC only. This will be secured by planning condition with related S106 obligations specified in the future management/maintenance strategy (tba).</p>
<p>Closure of The Tins/footways for 6 months to construct permanent link bridge in Phases 3-4 unacceptable</p>	<p>The Applicant's Construction Traffic Management Plan has identified that temporary closure and alternative diversion will be required to construct the permanent link bridge over The Tins. This would commence in the later phases of the development and to which will need the consent of the Local Highway Authority in advance. Further details of the design of the link bridge will be made available as soon as the relevant reserved matters application has been made to the Council.</p>
<p>Coldham's Lane should accommodate new cycle infrastructure as a condition of development being allowed</p>	<p>The Design Principles document identifies options for a potential cycle/pedestrian zone that could run parallel with Coldham's Lane if required. The precise design is a matter for determination in a future reserved matters application for Phase 2.</p>
<p>Insufficient information has been provided regarding the potential private shuttle bus</p>	<p>Through the Monitor & Manage Strategy, the Applicant commits to providing a private shuttle bus or contribution towards a commercial bus service in order to reduce car driver mode. The detail of either chosen measure is to be agreed with the LHA via S106 planning obligation and information provided as part of its performance monitoring under the Travel Plan for each phase.</p>

Cycle access into Parcel C unsafe	The cycle access into Parcel C will be enabled off The Tins and Burnside access points and will allow for cyclists to pull off and dismount safely at point of entry.
Provide a new spur off existing railway into Parcel A for a new Cambridge East station	There are currently no long-term plans to provide an additional rail link or station into and/or near this part of Cambridge. The Applicant proposes a car driver mode share target of 27% (of all trips) by completion of Phase 4. Achieving this target mode share will be supplemented by the Monitor and Manage strategy which will monitor car driver caps for each phase and ensure any excess car usage is mitigated in the prescribed ways, e.g. Applicant's own design interventions or financial contributions to strategic travel initiatives where mitigation has not been successful. The Monitor and Manage approach measures are in addition to other commitments made to upgrade and incentivise active travel opportunities.
'The Tins' Bridge Over railway needs to be upgraded to safely accommodate increased cycle/pedestrian traffic	The LHA and planning officers acknowledge community concerns relating to current inadequate design of the bridge to safely accommodate increased/intensified use by cyclists and pedestrians. The Applicant's scheme has committed to making a financial contribution (inter alia) towards the Fulbourn Greenway upgrade/improvement scheme which also comprises the bridge in this location.
Re-open bus stops on Coldham's Lane to get people out of cars	The Monitor and Manage Strategy allows for financial contributions to be made towards commercial bus services as an alternative to its own private shuttle service. However, it is noted that whichever measure is proposed will need to be justified in accordance with the Monitor and Manage and Travel Plans that will be submitted for each phase.
Section 106 Planning Obligations	
Obligations will be difficult to enforce given fragmented ownership/responsibilities	To relevant landowners of Parcel A, B and C are committed to being signatories to any final S106 Agreement made and the respective compliance as is necessary and/or applies to each party.
Coleridge Ward Green Party	
Applicant has carried out minimal engagement with	The Applicant's 'Statement of Community Engagement' document summarises its consultation programme with stakeholders,

Councillors or residents of Coleridge Ward	the initial issues and concerns raised and process for future engagement. At the point of the planning submission in December 2023, the Applicant had issued community newsletters on 3no separate occasions to c.2500 homes with 2 no public exhibitions including presentations/attendance at the Cambridge East Community Forum. Public engagement outside the Council's own obligations an Applicant led process.
Camcycle	
Adoption of Monitor and Manage approach unlikely to trigger additional cycle provision and the step change for sustainable forms of travel.	The principle of the Monitor and Manage approach has been discussed and agreed with the LHA. Through this approach, additional cycle parking can be provided as part of future reserved matters applications if required.
Cycle parking will be flexible and not allocated	The strategy is to maintain cycle spaces at individual buildings flexible for staff and visitors. There are no known end users at this early stage and therefore a combined approach to provision in The Travel Hub and adjacent to individual buildings is the appropriate way to encourage cycle use.
Specification of cycle parking provisions inadequate	The total provision for cycle parking will be able to accommodate the anticipated 37% cycle mode share whilst providing 20% contingency for visitor cycles and 10% contingency within the total cycle parking provision.
Lack of detailed drawings submitted for bridge link over The Tins	Detailed drawings will be submitted as part of a future reserved matters application.
Construction Traffic Management Plan should be conditioned	This matter is covered by planning condition.
Objects to Bilton cycle stand type and access from Burnside into Parcel C	Drawings have been updated to address these issues.
Active Travel England	
Cycle parking total provision low and would disincentivise uptake of cycling mode for some future employees	The proposals makes significant provision for cycle parking for both future employees and visitors. The monitor and manage strategy is designed to ensure adequate cycle provision is provided in each phase of development.

Lack of detailed drawings submitted for bridge link over The Tins	Detailed drawings will be submitted as part of a future reserved matters application.
Travel Plan should commit to removal of car parking spaces within Travel Hub if targets are to be achieved	The monitor and manage approach is predicated on reducing on car driver mode share in favour of active and sustainable transport modes. Each phase of development has a car share 'target cap' that will need to be met. Where these are not met, alternative initiatives will be considered to assist in meeting these targets.

30.0 Planning Obligations (S106)

30.1 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.

30.2 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.

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

Heads of Terms

30.4 A complete list of S106 Heads of Terms (HoTs) which will need to be secured with any grant of planning permission has been set out in the below table.

	Obligation	Contribution
1	Employment & Skills Strategy – Parcel A only	To provide a strategy and mechanism that will secure local jobs and in-training opportunities during construction and operational phases.

2	Community Outreach Strategy – Parcel A only	To secure an agreed range of community-related benefits (other than jobs and employment creation) that are sustainable for the lifetime of development.
3	Studio Workspace (Travel Hub)	To provide and maintain studio workspace within the Travel Hub marketed to non-laboratory occupiers.
4	Incubation / start-up / scale up space	To secure a strategy that demonstrates how the development of the site will contribute towards the Cambridge life sciences eco-system. To include consideration of the viability for the provision of incubation, start up and scale up space and how this can be supported onsite. The strategy should also identify how the site will provide and manage maximum gross floorspace (tba) of such space across its campus at any one time.
5	Public Realm Management & Strategy – Parcel A only	To submit a strategy setting out how relevant public realm areas (and anti-social activities) will be managed including ensuring public access for lifetime of the development.
6	Meanwhile Use Strategy – Parcel A only	A strategy setting out the intended approach to identifying appropriate meanwhile uses and occupiers (where relevant) to demonstrate how meanwhile uses can be deployed throughout the construction phases of development.

7	Management/maintenance/funding strategy for Parcels B & C	FMP and OMMP to be secured in consultation with stakeholders. Funding and step-in rights to be defined and agreed.
8	Biodiversity Net Gain – All land parcels	To secure required BNG targets proposed across all 3 land parcels for their lifetime.
9	Pedestrian/Cycle Link – Parcel B only	To secure safeguarding of land and funding towards ped/cycle link.
10	Parcel B Ecological Enhancements	To implement and deliver its ecological enhancement works as indicated in the OHCMP.
11	Travel Plan – Parcel A only	-To secure full travel plan for each phase and/or commercial building. -TPs to embed Monitor and Manage strategy.
12	Transport Infrastructure Contributions	To secure the following measures: -Tier 1 and 2 infrastructure contributions -Phased parking surveys, funding and implementation of CPZ (if required).
13	Public Art Strategy – Parcel A only	To secure the Public Art Strategy and budget. A Public Art Delivery Programme in each phase shall be provided which accords with its agreed Public Art Strategy.
14	S106 Administration, Monitoring and Compliance	To secure adequate monitoring and compliance fees as follows: -Transport: To review compliance with TP and M&M provisions in all phases. -Public Art Team: To review and confirm each PADP over lifetime of agreed programme.

		-(Joint) Environmental Health/Environment Agency: To secure monitoring fees for independent review to confirm pre-investigation reports and post-investigation ground testing and remediation works. -S106 Planning Officer (other tbc)
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- 30.5 An Employment and Skills Strategy and Community Outreach Strategy is necessary to ensure that local jobs and apprenticeships (in both construction and operational stages) including additional community (non-employment) benefits can be secured throughout the lifetime of the proposals.
- 30.6 Studio work-space provision in Building 4 (The Travel Hub) is necessary to enhance the innovation culture and business diversity on Parcel A to create a new competitive and world-class ecosystem for enterprise in Cambridge.
- 30.7 A strategy for incubation, start-up and scale-up space on Parcel A is necessary to demonstrate how the development will contribute to supporting a range of existing and future business needs within the Cambridge life science ecosystem.
- 30.8 A public realm management strategy for Parcel A land is necessary to ensure that the benefits of open recreation and play spaces are accessible and maintained for public well-being and enjoyment during its lifetime.
- 30.9 A meanwhile use strategy for Parcel A is necessary to ensure that appropriate and enhanced use of undeveloped phases can be secured for public and environmental benefit whilst construction is ongoing.
- 30.10 A Framework Management Plan and funding strategy for Parcels B and C is necessary to ensure the public and social benefits of providing long-term and safe open recreation including achievement of the project's biodiversity enhancement objectives are sustainable.
- 30.11 A Biodiversity Net Gain obligation is necessary to ensure the proposed target uplift to be achieved through its proposed enhancements can be delivered effectively and consistently across Parcels A, B and C.

- 30.12 The safeguarding of land on Parcel B for the potential provision of a new pedestrian/cycle link and contributions towards this is necessary to minimise the effects of new high density employment development on the existing highway network surrounding the site and to support its proposals for greater modal shift from car mode to active travel as is envisaged by its proposed Travel Plan and Monitor and Manage approach. The route is also likely to be of future strategic importance and a significant proportion of its users are likely to be generated from the development and urban country park.
- 30.13 An obligation to secure ecological enhancements and managed access on Parcel B is necessary on the basis that they would not be deliverable/achievable as the site sits outside the formal application red line boundary. It is also necessary in order that a key objective of the site allocation (Policy 16) including ensuring that the significant proportion of BNG proposed onsite can be achieved.
- 30.14 The Travel Plan and Transport Infrastructure Contributions obligations are necessary to ensure the use of the private car can be actively discouraged whilst supporting the step change towards increasing active and sustainable travel modes.
- 30.15 A Public Art Strategy and budget to deliver is necessary to secure a high quality and distinctive new science location as anticipated by the developer.
- 30.16 S106 administration, monitoring and compliance obligations are necessary to ensure the proposed scheme is delivered and managed. Monitoring and compliance will be necessary especially in relation to the field trials and investigations and to ensure the efficacy of any future mitigation measures which are agreed in respect to protecting groundwater, soil and air are maintained in perpetuity.
- 30.17 The planning obligations are necessary, directly related to the development and fairly and reasonably in scale and kind to the development and therefore the Planning Obligation passes the tests set by the Community Infrastructure Levy Regulations 2010 in are in accordance with policy 85 of the CLP (2018).

31.0 Planning Balance

- 31.1 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).
- 31.2 The development proposals are considered to align with the development plan policy framework and the objectives of providing a high quality, legible and sustainable new employment and community uses including access to

open recreation opportunities via creation of a new urban country park as guided by Policy 16 of the Cambridge Local Plan (2018).

- 31.3 However, officers acknowledge that there would remain some concern in respect of water management and the additional harm this will have on both future potable supplies and protected waterbodies. This is despite the Applicant's commitment to achieve full credits for category Wat01 of BREEAM and associated planning conditions that will ensure water savings are made.
- 31.4 Additional harm will also exist in respect to the long-term loss of some locally valued landscape features which are a consequence of the development on Parcel A.
- 31.5 The benefits and dis-benefits of the development proposals have been carefully evaluated and assessed against the development plan for the area and the objectives of the NPPF and the presumption in favour of sustainable development.

Summary of Benefits

- 31.6 The development proposals would provide for **substantial social benefits** both locally and wider including:
- employment and training opportunities that will endeavour to pay Real Living Wage (or its equivalent), e.g. c.£4.3m to be achieved during design and construction; and c.£63.9m of estimated value identified via employment at completion stage of development
 - community outreach (non-employment based initiatives), e.g. curation of cultural and STEM learning opportunities through local partnerships with education, arts and community organisations
 - access and provision to a range of new playspaces and fitness infrastructure on Parcel A that encourages health and wellbeing
 - access to additional opportunities for open recreation, e.g. through delivery of urban country park (Parcel C) and ecological open space (Parcel B)
 - improvements to existing walking and cycling infrastructure onsite and off-site which will improve health and wellbeing
 - onsite community pavilion providing café and conferencing facilities for public and local organisations
 - large central public realm space that can be adapted for a range of public and on-site events
- 31.7 **Substantial positive weight** is attached to the social benefits arising from the development proposals.

31.8 In terms of economic benefits, national planning policy places a clear emphasis on the importance of economic growth and delivering economic benefits as a key component of sustainable development.

31.9 The application, if approved, will generate **significant positive economic impacts** during the construction and operational phases of the development. The proposed development would support:

- c.825 construction jobs of which a target level of 64 jobs at apprentice level
- net additional employment of c.1,965 full time equivalent (2,155 jobs accounting for part-time) created for Greater Cambridge residents.
- net additional employment of c.3,530 full time equivalent (or 3,870 jobs) created across the wider Cambridge region.
- c.£4.3m of estimated social value to be achieved during design and construction; and c.£63.9m of estimated value identified via employment at completion stage of development
- Applicant's commitment to ensure all future occupiers and service providers pay staff the Real Living Wage (or its equivalent)
- construction phase expenditure equivalent to £10.5m (estimated)
- GVA (gross value added) estimated £215m per year to the economy, equivalent to 10% of the total value of the office sector in the city of Cambridge
- additional tax revenues of between £64m-£86m each year
- £9.9m annual business rate payments, equivalent to 12% of the total amount collected in Cambridge by 31 March 2022
- contributions towards provision of flexible and adaptable innovation floorspace which is proven to be high in demand
- new and emerging start-ups including scale-up opportunities for innovation companies
- maintenance of Cambridge's role as a world leader in higher education, research and knowledge-based industries

31.10 **Substantial positive weight** is afforded to the economic benefits that will arise from the development proposals.

31.11 In terms of **environmental benefits**, the proposed development will contribute to:

- sustainable reuse of existing redundant brownfield sites for future new employment, community and open recreation opportunities
- remediation of contaminated land on Parcel A (and ongoing monitoring) to secure long-term betterment to existing soil and water environments compared to current 'do-nothing' approach
- creation and enhancement of existing ecological habitats (Parcels B and C)
- combined net increase of +22% in Biodiversity Net Gain across all three parcels and above current statutory and/or planning policy requirements

- sustainable and adaptable building design that commits to targeting high standards in respect of carbon emissions and embodied carbon; water use and conservation; and waste and pollution at construction and operational stages. The proposed design would achieve a minimum BREEAM Excellent target for reducing carbon emissions and Outstanding in future phases (tbc). Maximum BREEAM credits for water conservation are proposed with the expectation to improve further subject to future reviews.
- mitigating the effects of Urban Heat Island through a combination of enhancements including soft landscaping, increase in the tree canopy and its sustainable drainage design
- maintenance and enhancement of existing tree canopy (in the long-term)
- enhancing active and sustainable transport modes of travel throughout the lifetime of the development

31.12 **Substantial positive weight** is attached to these environmental benefits.

Summary of Harm

31.13 There is potential for the application proposals to harm waterbodies from increased potable water demand.

31.14 The objection of the Environment Agency and the reasons for their position are acknowledged. The development seeks to mitigate its impact on water use, as detailed in Sections 18 and 22 of this report. Nonetheless, a degree of impact would arise through an increase in water demand taking account of proposed mitigation measures (which accounts to an estimated 108.17 m³/daylitres per day).

31.15 In consideration of this potential impact, officers have regard to the three land parcels forming a long-term strategic site allocation in the development plan including recent Government publications on water scarcity in Greater Cambridge (see Section 22 of report).

31.16 These publications highlight the on-going collaborative work with all parties, including the Environment Agency, Cambridge Water and DEFRA, to secure resolution of the current uncertain environmental risks to waterbodies through the delivery of a WRMP by Cambridge Water to provide a sustainable, safe, sufficient supply of potable water to meet all of the planned development in the future across the Cambridge area. This includes work between water companies to ensure delivery of major new water resource infrastructure (i.e., Grafham Water transfer and a new reservoir in the Fens).

31.17 **Significant weight** is attached to the potential harm to waterbodies from potable water demand generated by the proposed development.

- 31.18 With regard to the long-term loss of some locally valued landscape features identified in the Applicant's TVIA (section 17 of the report), this is ultimately an acknowledged consequence of the requirements of the site allocation under Policy 16. Officers are however satisfied that the proposed development design has sought to minimise the effects of the development on its existing local character whilst acknowledging that the harm will remain long after and until the Applicant's strategic landscape measures are implemented.
- 31.19 **Moderate weight** is attached to the potential harm to the loss of locally valued landscape features as a result of the proposed development.

Conclusion

- 31.20 In the planning balance, officers consider that the proposed development will bring significant social, economic, and environmental benefits that accord with the three dimensions of sustainable development. Crucially, the development would bring forward local, regional and national benefits that would otherwise not be possible without development of Parcel A land for employment and community uses.
- 31.21 Officers are of the view that the Applicants have appropriately addressed the issues of water demand and landscape character views, and sought to minimise the environmental impacts of their scheme. Taken collectively, the social, economic, and environmental benefits of the proposal would in this instance outweigh the potential environmental harm to waterbodies and the local landscape character views.
- 31.22 Having considered the provisions of the development plan, the NPPF and the PPG, the views of statutory consultees and wider stakeholders, including the concerns of the Environment Agency and Natural England, as well as all other material planning considerations, the proposed development is considered to accord with the development plan as a whole.

32.0 Recommendation

- 32.1 Approve planning permission of planning application reference 23/04590/OUT, subject to:
- (i) The planning conditions and informatives as set out within this officer report and with delegated authority to officers to carry through amendments to those conditions and informatives (including additional / revised conditions as appropriate and necessary) prior to the issuing of the planning permission;
 - (ii) The prior completion of a Section 106 agreement with 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; and

- (ii) A reasoned conclusion of the significant effects of the development on the environment and the carrying out of appropriate notification under regs. 29 and 30 in accordance with the Town and Country Planning (EIA) Regulations 2017, delegated to officers.

32.2 Notwithstanding the above recommendations, officers commit to bring the future Operational Management and Maintenance Plan for Burnside Lakes and Parcel B to a future planning committee meeting for agreement of its Members.

33.0 Planning Conditions & Informatives

CONDITIONS

Site-Wide Planning Conditions (Applicable to Outline & Full Permissions)

1. Approved Plans

The development hereby permitted shall be carried out in accordance with the approved documents, as listed at Schedule 1 of this decision notice, save for where such details are superseded by further details being submitted to and approved in writing by the local planning authority pursuant to the conditions attached to this permission.

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

2. Environmental Impact Assessment

The development shall be carried out in accordance with the mitigation and subsequent monitoring measures set out in paragraphs 2.77 to 2.84 in the Environmental Statement (Volume 1) (Waterman Infrastructure & Environmental Limited, November 2023).

Reason: To ensure the development takes place in accordance with the principles and parameters contained within the Environmental Statement.

3. Quantum Development

The proposed maximum floorspace of land uses as set out in the table below shall not be exceeded on Parcel A, including all future reserved matters applications:

Uses	Amount (GEA)
Research and Development/Offices (Use Class E(g)(i) and E(g)(ii))	90,018sqm
Community use and Ancillary Retail/Facilities (Use Class E(a) and E(b))	880sqm
Transport Hub (Sui generis)	26,903sqm

Reason: In order to clarify the parameters of the permission in terms of overall floorspace for uses.

4. Site-Wide Phasing

Prior to the commencement of any development, with the exception of below ground trial foundations and associated monitoring, a Site Wide Phasing Plan (which includes Parcels A and C) shall be submitted to and approved in writing by the Local Planning Authority. The Site Wide Phasing Plan shall include but not be limited to the provision of the following elements:

- Buildings including community facilities;
- Key access roads and paths including provisions for the upgrade of The Tins;
- Strategic landscaping and play provisions;
- Strategic earthworks and drainage provisions.

The phasing plan shall include a mechanism for its review and amendment. The development shall be carried out in accordance with such approved details. References within this permission to a "phase" shall be to a phase as identified in the approved phasing plan.

Reason: To clarify how the site is to be phased to assist with the determination of subsequent reserved matters applications and in order to ensure that infrastructure provision and environmental mitigation are provided in time to cater for the needs and impacts arising out of the development (Cambridge Local Plan 2018, policies 56 and 85).

5. Levels

Prior to commencement of development on any phase, cross sections showing the finished floor levels of all proposed buildings and associated external landscaping in relation to the existing and

proposed ground levels of the surrounding land and buildings shall be submitted for approval to the Local Planning Authority. The development shall be constructed in accordance with the approved details.

Reason: To ensure that before any development commences the impact on the amenity of the area can be fully assessed and protected (Cambridge Local Plan 2018 policies 55, 56 and 57).

6. Demolition Construction Environmental Management Plan

Prior to the commencement of development on any phase, a Demolition and Construction Environmental Management Plan (DCEMP) for that phase shall be submitted to and approved in writing by the Local Planning Authority for that phase.

The DCEMP shall include the following aspects of construction:

- a) A Soil Management Strategy that includes details of all proposed earthworks, method statement for the stripping and handling of topsoil for reuse, the raising of land levels (if required) and arrangements for the temporary topsoil storage to BS3882:2007.
- b) A traffic management plan including:
 - contractor's access arrangements for vehicles, plant and personnel including the location of construction traffic routes to and from the site, and within the site details of their signing, monitoring and enforcement measures;
 - contractor parking including details and quantum of the proposed car parking and methods of preventing on street-car parking in the local area;
 - movements and control of muck away lorries (all loading and unloading shall be undertaken off the adopted public highway);
 - movements and control of all deliveries; and
 - control of dust, mud and debris, in relationship to the operation of the adopted public highway.
- c) A plan specifying the area and siting of land to be provided for parking, turning, loading and unloading of all vehicles visiting the relevant parts of the site and siting of the contractor's compound during the construction period to be agreed on a phased basis.
- d) Demolition and construction hours which shall be carried out between 0800 hours to 1800 hours Monday to Friday, and 0800 hours to 1300 hours on Saturday and at no time on Sundays, Bank or Public Holidays, unless otherwise agreed pursuant to criterion f) by the Local Planning Authority.

- e) Deliveries shall be carried out between 0800 to 1800 hours Monday to Friday, 0800 to 1300 hours on Saturdays and at no time on Sundays, Bank or Public Holidays, unless otherwise agreed pursuant to criterion (f) by the Local Planning Authority
- f) Prior notice and agreement procedures for works outside agreed limits and hours. Variations are required to be submitted to the local planning authority for consideration at least 10 working days before the event. Neighbouring properties are required to be notified by the applicant of the variation 5 working days in advance of the works.
- g) Noise impact assessment methodology, mitigation measures, noise monitoring and recording statements in accordance with the provisions of BS 5228-1:2009+A1:2014 Code of practice for noise and vibration control on construction and open sites - noise.
- h) Vibration impact assessment methodology, mitigation measures, vibration monitoring and recording statements in accordance with the provisions of BS 5228-2:2009+A1:2014 Code of practice for noise and vibration control on construction and open sites - vibration.
- i) Dust management, monitoring and wheel washing measures in accordance with the provisions of:
 - Guidance on the assessment of dust from demolition and construction, version 1.1 (IAQM, 2016).
 - Guidance on Monitoring in the Vicinity of Demolition and Construction Sites, version 1.1 (IAQM, 2018).
- j) Use of concrete crushers, if required.
- k) Prohibition of the burning of waste on site during demolition/construction.
- l) Site artificial lighting during construction and demolition including hours of operation, position and impact on neighbouring properties.
- m) Screening and hoarding details.
- n) Consideration of sensitive receptors.
- o) A Community Liaison Plan to inform the community in respect to:
 - the construction required to facilitate the development
 - how access to and from the development sites will be maintained during construction
 - contractor point of contact, complaints procedures, including complaints response procedures.

p) Membership of the Considerate Contractors Scheme.

The development shall then be undertaken in accordance with the agreed DCEMP.

Reason: To safeguard the health and quality of life of existing residential occupiers in accordance with policies 35 (noise and vibration) and 36 (air quality) of the Cambridge Local Plan 2018 and the Greater Cambridge Sustainable Design and Construction SPD 2020).

7. Construction Ecological Management Plan

Prior to commencement of development on any phase with the exception of below ground trial foundations and monitoring, a Construction Ecological Management Plan (CEcMP) for that phase shall be submitted to and approved in writing by the local planning authority. The CEcMP shall include the following:

- a. Risk assessment of potentially damaging construction activities on and off-site.
- b. Identification of biodiversity protection zones.
- c. Practical measures (both physical measures and sensitive working practices) to avoid or reduce impacts during construction (may be provided as a set of method statements).
- d. The location and timings of sensitive works to avoid harm to biodiversity features.
- e. The times during construction when specialist ecologists need to be present on site to oversee works.
- f. Responsible persons and lines of communication.
- g. The role and responsibilities on site of an ecological clerk of works (ECoW) or similarly competent person.
- h. Use of protective fences, exclusion barriers and warning signs if applicable.

The approved CEcMP shall be adhered to and implemented throughout the construction period strictly in accordance with the approved details.

Reason: To ensure that before any development commences appropriate construction ecological management plan has been agreed to fully conserve and enhance ecological interests. (Cambridge Local Plan 2018 policies 57, 59 and 70).

Biodiversity

8. Ecological Design Strategy

Prior to the commencement of development on any phase, with the exception of below ground trial foundations and monitoring, an Ecological Design Strategy (EDS) for each parcel of land addressing habitat creation, ecological enhancement, mitigation and compensation where appropriate, shall be submitted in accordance with the Greater Cambridge Biodiversity Supplementary Planning Document (2022) shall be submitted and approved in writing by the local planning authority.

The EDS shall include the following where appropriate:

- a. Purpose and conservation objectives for the proposed works.
- b. Review of site potential and constraints.
- c. Detailed design(s) and/or working method(s) to achieve stated BNG objectives/targets contained in the Section 106 Agreement.
- d. Extent and location/area of proposed works on appropriate scale maps and plans.
- e. Type and source of materials to be used where appropriate, native species of local provenance.
- f. Timetable for implementation demonstrating that works are aligned with the proposed phasing of development.
- g. Persons responsible for implementing the works.
- h. Details of initial aftercare and long-term maintenance.
- i. Details of monitoring and remedial measures.
- j. Details for disposal of any wastes arising from the works.
- k. An ecologically sensitive artificial lighting scheme. 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 EDS shall be implemented fully in accordance with the approved details for that phase and all features shall be retained as such.

Reason: To ensure that before any development commences an appropriate ecological design strategy has been agreed to fully conserve and enhance ecological interests (Cambridge Local Plan 2018 policies 57, 59 and 70).

9. Lighting Scheme

Prior to the commencement of development in any phase with the exception of below ground works, a lighting scheme for that phase shall be submitted to and approved in writing by the local planning authority. The scheme shall:

- a) Include details of any external lighting within that phase such as street lighting, floodlighting, security lighting and an assessment of impact on any sensitive residential premises off site. The scheme for a phase shall include layout plans / elevations with luminaire locations

annotated, full isolux contour map / diagrams showing the predicted illuminance in the horizontal and vertical plane (in lux) at critical locations within that phase, on the boundary of the that phase and at adjacent properties, hours and frequency of use, a schedule of equipment in the lighting design (luminaire type / profiles, mounting height, aiming angles / orientation, angle of glare, operational controls) and shall assess artificial light impact in accordance with the Institute of Lighting Professionals "Guidance Notes for the Reduction of Obtrusive Light GN01:21 (or as superseded)".

b) Identify those areas/features on that phase that are particularly sensitive for bats and which are likely to cause disturbance in or around their breeding sites and resting places or along important routes used to access key areas of their territory, e.g. for foraging; and

c) Show how and where any external lighting will be installed which clearly demonstrates that areas to be lit will not disturb or prevent bats from using their territory or having access to their breeding sites and resting places.

No external lighting within a phase shall be installed other than in accordance with the specifications and locations set out in the approved scheme for that phase, and shall be maintained thereafter in accordance with the scheme for the lifetime of the development. external lighting shall be installed unless an ecological lighting scheme has been first submitted to and approved in writing by the Local Planning Authority. The lighting scheme shall be installed and maintained in accordance with the approved details for that phase.

Reason: To minimise the effects of light pollution on the amenity of the surrounding area and conserve the nature of the city wildlife site (Cambridge Local Plan 2018 policies 34, 59, 69 and 70).

10. Biodiverse Roofs

No above ground level development shall commence on a building within any phase hereby approved until details of the biodiverse (green, blue or brown) roof(s) for that building has been submitted to and approved in writing by the Local Planning Authority. Details of the green biodiverse roof(s) shall include means of access for maintenance purposes. Plans and sections showing the make-up of the sub-base to be used shall include the following:

a) Roofs will be biodiverse based with extensive substrate varying in depth from between 80-300mm.

b) Planted/seeded with an agreed mix of species within the first planting season following the practical completion of the building works (the seed mix shall be focused on wildflower planting

indigenous to the locality and shall contain no more than a maximum of 25% sedum (green roofs only)).

c) The biodiverse (green) roof shall not be used as an amenity facility nor sitting out space of any kind whatsoever and shall only be used otherwise as a biodiverse green roof in the case of essential maintenance or repair, or escape in case of emergency.

d) Where possible and/or reasonable, bio-solar roofs should be considered where solar panels are proposed and thereafter installed and maintained. Any array layout that is to be provided will be required to incorporate a minimum of 0.75m between rows of panels for access and to ensure establishment of vegetation.

e) A management/maintenance plan.

All works to biodiverse roofs on a building shall be carried out in accordance with the approved details for that building prior to first occupation of that building and shall thereafter be maintained in accordance with the approved details for the lifetime of the development.

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

11. Bird and Bat Boxes

No development above ground level on a building within any phase shall take place until a scheme for bat and bird box installation has been submitted to and agreed in writing by the Local Planning Authority. The approved scheme shall be fully implemented prior to first occupation of any buildings on each phase or in accordance with a timescale agreed in writing by the Local Planning Authority.

Reason: To conserve and enhance ecological interests in accordance with Cambridge Local Plan policies 57, 59 and 70 and the Greater Cambridge Planning Biodiversity Supplementary Planning Document (2022).

Transport

12. The Tins – Improvement Works

Prior to commencement of development in any phase, with the exception of below ground trial foundations and monitoring, the

following details will need to be provided for the written agreement of the Local Planning Authority:

- a) upgrade/improvement works to the 'The Tins' pedestrian and cycle greenway;
- b) temporary closure and diversion routes whilst upgrade works are being undertaken;
- c) how health and safety of all users are considered whilst upgrade works are being undertaken.

The upgrade/improvement works shall be completed in accordance with the approved details and phasing plan.

Reason: In the interests of highway safety. (Cambridge Local Plan 2018 policy 81).

13. Pedestrian Access Points (New and Improved)

Prior to commencement of development in any phase, with the exception of below ground trial foundations and monitoring, details of upgrades/improvements to existing pedestrian access points including provision of new pedestrian accesses shall be completed before occupation of any building within that phase in accordance with the details agreed by the Local Planning Authority.

Reason: In the interests of highway safety. (Cambridge Local Plan 2018 policy 81).

Landscape

14. Hard and Soft Landscape

Notwithstanding the approved plans, as part of any reserved matters application in respect of landscaping, details of a hard and soft landscaping scheme for that phase shall be submitted and approved in writing by the Local Planning Authority. The scheme shall cross reference the requirements arising out of the agreed foundation and gas remediation strategies pursuant to conditions 49 and 51 and shall include:

- a) existing functional services above and below ground (e.g. drainage, power, communications cables, pipelines indicating lines, manholes, supports);
- b) planting plans; written specifications (including cultivation and other operations associated with plant and grass establishment); schedules of plants, noting species, plant sizes and proposed numbers/densities where appropriate and an implementation/planting programme;

- c) temporary and permanent boundary treatments (including support for wildlife passage) indicating the type, positions, design, and materials of boundary treatments to be erected;
- d) the planting and establishment of structural landscaping to be provided in advance of all or specified parts of the site as appropriate;
- e) the planted areas on upper levels and facades of buildings including, soil depths, soil specification, proposed watering/irrigation methods and drainage;
- f) details of all tree pits, including any planters, hard paving and soft landscaped areas. All proposed underground services will be coordinated with the proposed tree planting;
- g) specifications and locations for all site furniture;
- h) how all developer commitments made under Section 5 of the Youth Engagement Report are incorporated within the hard and soft landscaping details approved; and
- i) landscape maintenance and management plan including long term design objectives, management responsibilities and maintenance schedules for all landscape areas.

All hard and soft landscape details shall be shown on appropriately scaled drawings (as agreed). Works within each phase shall be carried out and maintained in accordance with the approved landscaping details and programme for delivery for that phase. If within a period of ten years from the date of the planting, or replacement planting, any tree or plant is removed, uprooted or destroyed or dies, another tree or plant of the same species and of a size to be agreed by the Local Planning Authority.

Reason: In the interests of the amenity of future occupants and to ensure that a detailed approach to the development of the built-up area (or parcels thereof) is agreed to safeguard the setting and special character of Cambridge and to ensure a suitable relationship and integration of the built development with its surroundings (Cambridge Local Plan 2018; Policies 55, 56, 57 and 59).

15. Advanced Structural Landscape Provision (Coldham's Lane and Kathleen Elliott Way Only)

Prior to commencement of development above ground in the first and second phases of Parcel A only, full details for the combined implementation of all structural tree planting on the site's boundary fronting Coldham's Lane and Kathleen Elliott Way shall be submitted to and agreed in writing by the Local Planning Authority. The approved details shall be maintained thereafter.

Reason: In the interests of the amenity of future occupants and to ensure that a detailed approach to the development of the built-up area (or parcels thereof) is agreed to safeguard the setting and special character of Cambridge and to ensure a suitable relationship and integration of the built development with its surroundings (Cambridge Local Plan 2018; Policies 55, 56, 57 and 59).

16. Tree Protection (Existing Only)

Existing trees agreed to be retained shall not be cut down, uprooted, destroyed, pruned, cut or damaged in any manner during the development phases and thereafter within 10 years from the date of the first occupation of the buildings, other than in accordance with the approved plans and particulars or as may be permitted in writing from the Local Planning Authority.

Reason: To safeguard and enhance the character and amenity of the area, to provide ecological, environmental and biodiversity benefits and to maximise the quality of the future development and uses proposed, and to enhance its setting within the immediate locality. (Cambridge Local Plan 2018; Policies 55, 56, 57, 59, 70 and 71).

17. Tree replacement

If within a period of 10 years from the date of planting of any trees or shrubs, they are removed, uprooted, destroyed, die or become seriously damaged or diseased, replacement trees and shrubs of the same species and of a size in the next available planting season, shall be 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 interests of visual amenity (Cambridge Local Plan 2018 Policy 71 and Section 197 of the Town and Country Planning Act 1990).

18. Wayfinding and Signage

Details of wayfinding and building signage insofar they are relevant to Parcels A and C phases shall be submitted to and approved in writing by the Local Planning Authority prior to occupation of that phase. The approved details shall be carried out in accordance with the approved material sample and signage details for that phase.

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

19. Play Equipment/Facilities

Prior to the occupation of development in any phase which is intended to provide play equipment, details of the following shall be submitted and agreed in writing by the Local Planning Authority:

- a) play areas, equipment, surfacing and related site furniture such as benches, sports equipment, natural play features and bespoke play features including plans and section at minimum 1:100 scale and details at minimum 1:50 scale;
- b) how the design of the play areas (where possible) incorporate the developer's commitments made in the Youth Engagement Report;
- c) a management and maintenance plan; and
- d) a written specification and a design stage ROSPA assessment.

The agreed details shall be completed and brought into use before occupation of buildings in the relevant phase.

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

Sustainability

20. Implementation of Site-Wide Sustainability Strategy

All future reserved matters applications for buildings shall be accompanied by a Sustainability Statement setting out how they meet the targets set out in the Site Wide Project Newton Sustainability Strategy, Element Four, 07.03.2024, Issue 2. The development shall be carried out and thereafter maintained strictly in accordance with the agreed details.

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

21. Review of Site-Wide Sustainability Strategy

Any changes to national or adopted local planning policy in respect of energy and water efficiency standards for buildings and their use (including in relation to the development of a water offset mechanism) shall, on written and explicit notification from the Local Planning Authority in respect of the changed standards, be reflected in an updated Site-Wide Sustainability Strategy which shall be submitted to and approved in writing by the Local Planning Authority within 3 months of notification. Subject to viability consideration, all RM's applications for buildings made following 3 months from notification shall be assessed against the cited revised energy and

water efficiency standards as indicated by the LPA as part of its notification and set out in a revised approved Site Wide Sustainability Strategy.

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

22. Greywater and Rainwater Harvesting Strategy

No development shall commence above base course (or in accordance with alternative agreed phasing) in each building in any phase until a detailed scheme for grey water and/or rainwater harvesting and recycling strategy has been submitted to and approved in writing by the Local Planning Authority. The scheme shall include relevant drawings showing the location of the necessary infrastructure required to facilitate the water reuse. The development shall be carried out and thereafter maintained strictly in accordance with the approved details.

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

23. BREEAM Pre-Assessment

All future reserved matters applications for buildings shall be accompanied by a BREEAM pre-assessment prepared by an accredited BREEAM Assessor, indicating that the building is capable of achieving the applicable 'Excellent' (or another standard as appropriate) rating as a minimum, with maximum credits achieved for Wat 01.

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

24. Water Efficiency

All future reserved matters applications for buildings shall be accompanied by detailed Water Conservation Statements, setting out the approach to meeting the targets and indicative levels of water use set out in the Project Newton Water Conservation Strategy: Site Wide Overview, Buro Happold, 25 March 2024 Revision P01 and Design Note – Site Wide Water Consumption Estimate – Summary. Buro Happold, 3 May 2024. The development shall be carried out and thereafter maintained strictly in accordance with the agreed details for that phase.

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

25. Water Monitoring

Prior to first occupation of a building, a comprehensive water metering and monitoring system for that building 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 (if indicated by the relevant RM's), and the total volume of rainwater reused (if indicated by the relevant RM's). No occupation of that building 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 for that building 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, 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.

26. BREEAM - Non-Resi Design Stage Certification

Within 12 months of commencement of each building and subject to any revised building standard prescribed through condition 21, or as soon as is practicable) after commencement of that building, a BRE issued Design Stage Certificate shall be submitted to, and approved in writing by, the Local Planning Authority demonstrating that BREEAM 'Excellent' as a minimum will be met, with maximum credits for Wat 01 (water consumption). Where the Design Stage certificate for that building shows a shortfall in credits for BREEAM 'Excellent' accreditation, a statement shall also be submitted identifying how the shortfall will be addressed to secure 'Excellent' accreditation. If such a rating is replaced by a comparable national measure of sustainability for building design, the equivalent level of measure shall be applicable to the proposed development.

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

27. BREEAM - Non-Resi Post Construction Certification

Within 12 months following first occupation of each building and subject to any revised building standard prescribed through condition 21, a BRE issued post Construction Certificate shall be submitted to, and approved in writing by the Local Planning Authority, indicating that the approved BREEAM rating has been met for that building. If such a rating is replaced by a comparable national measure of sustainability for building design, the equivalent level of measure shall be applicable to the proposed development.

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

Design

28. External Facing Materials

Prior to commencement of each phase of development above ground level, details of all the materials for the external surfaces of buildings and hard surfacing to be used in the construction of the development for that phase shall be submitted to and approved in writing by the Local Planning Authority.

The details shall demonstrate that the impact of the materials on the Urban Heat Island Effect has been considered in each phase. Only materials specified in the approved details shall be used on that phase of development.

Reason: To ensure that the external appearance of the development does not detract from the character and appearance of the area. (Cambridge Local Plan 2018 policies, 28, 55, 56, and 57).

29. External Facing Materials – Sample Panel

Prior to commencement of each phase of development above ground level, sample palettes shall be available to view on site of all the external materials to be used on site for buildings within that phase. Sample palettes shall include sample panels including concrete finishes, non-masonry walling systems, cladding and decorative panels, balustrades, colours and surface finishes/textures. All details shall be submitted to and approved in writing by the Local Planning Authority. The approved sample panels for a phase are to be retained on site for the duration of the work on that phase for comparative purposes. Works on a phase will take place only in accordance with approved details for that phase.

Reason: To ensure that the appearance of the external surfaces is appropriate. (Cambridge Local Plan 2018 policies 55,56 and 57). The details shall be submitted to and approved in writing by the Local Planning Authority.

30. Rooftop Plant Screen Design

No rooftop plant shall be constructed on a building until such time the full details of rooftop plant screening systems to be installed has been submitted to and approved in writing by the Local Planning Authority.

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

Reason: To ensure that the appearance of the external surfaces is appropriate to its immediate context whilst minimising the impacts on the historic skyline.

(Cambridge Local Plan 2018 policies 55,56,57 and 60).

31. Secure By Design

Prior to commencement of development in any phase, details shall be submitted to and approved, in writing, by the Local Planning Authority that demonstrates how such building or such parts of a building in that phase comply with the principles of Secured by Design (Commercial) (or its equivalent).

Reason: In the interests of ensuring a safe and secure design can be delivered. (Cambridge Local Plan 2018 policies 56, 57 and 59).

Drainage

32. Surface Water Drainage Design

No development above ground level on a phase shall commence until a detailed design of the surface water drainage for that phase, including a management and maintenance plan of surface water drainage within that phase, has been submitted to and approved in writing by the Local Planning Authority. The design submitted shall distinguish between those parts of the system which are to be adopted by a statutory undertaker and those which are to remain under private ownership. 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 Drainage Strategy prepared by Ramboll (ref: 2022N00597-RAM-XX-XX-RP-C-00100) dated November 2023 and shall also include:

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

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

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

33. Surface-Water Drainage (Construction Phase)

No development above ground level on a phase, 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 for that phase shall be brought into operation before any works to create buildings or hard surfaces commence.

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

34. Implementation of Surface Water Drainage

Upon completion of the surface water drainage system in any phase, including any attenuation ponds and swales, and prior to their adoption by a statutory undertaker or management company; a survey and report from an independent surveyor shall be submitted to and approved in writing by the Local Planning Authority. The survey and report shall be carried out by an appropriately qualified Chartered Surveyor or Chartered Engineer and demonstrate that the surface water drainage system has been constructed in accordance with the details approved under the planning permission. Where necessary, details of corrective works to be carried out along with a timetable for their completion, shall be included for approval in writing by the Local Planning Authority. Any corrective works required shall be carried out in accordance with the approved timetable and subsequently re-surveyed by an independent surveyor, with their findings submitted to and approved in writing by the Local Planning Authority.

Reason: To ensure the effective operation of the surface water drainage scheme following construction of the development. (Cambridge Local Plan 2018, policies 31 and 32).

35. Used Water Sewerage Network

Prior to the construction above damp-proof course of each building in any phase, 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 prevent environmental and amenity problems arising from flooding. (Cambridge Local Plan 2018, policies 31 and 32).

Airport Safeguarding

36. Bird Hazard Management Plan

Prior to occupation of buildings on Parcel A, a Bird Hazard Management Plan shall be submitted to and approved in writing by the Local Planning Authority. The submitted plan shall include details of the management of any flat/shallow pitched/green roofs on buildings within that phase which may be attractive to nesting, roosting and loafing birds.

The Bird Hazard Management Plan shall be implemented as approved and shall be managed in accordance with the Plan for the life of the buildings.. The management plan shall comply with Advice Note 3 'Wildlife Hazards Around Aerodromes'.

Reason: To avoid the cranes on site endangering the safe movement of aircraft and the operation of Cambridge Airport. (Cambridge Local Plan 2018, policy 37).

37. Aviation Obstacle Lighting Scheme

Each building on Parcel A shall comply with an aviation obstacle lighting scheme to be submitted to and agreed in writing by the Local Planning Authority prior to the commencement of development of that building. The obstacle lights must be steady state red lights with a minimum intensity of 32 candelas. Periods of illumination of obstacle lights, obstacle light locations and obstacle light photometric performance must all be in accordance with the requirements of UK regulation (EU) 139/2014, CS ADR-DSN.Q.847 Lighting of fixed objects with a height less than 45 m above ground level.

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

38. Glint and Glare

Prior to the installation of any PV panels on the roof of any building, a Glint and Glare Assessment for the PV panels on that building shall be submitted to and approved in writing by the Local Planning Authority. No PV panels shall be installed on a building other than in accordance with the approved details for that building.

Reason: To avoid endangering the safe operations of aircraft through confusion with aeronautical ground lights or glare. Further guidance is

available in the AOA Advice Notice 2 – Lighting near Aerodromes (www.aoa.org.uk). (Cambridge Local Plan 2018, policy 37).

Environmental Amenity

39. Operational Noise (Buildings & Plant Equipment)

Prior to commencement of each phase of development above ground level, excluding demolition, an operational noise impact assessment and a scheme for the insulation of the building(s) and/or associated plant / equipment or other attenuation measures for each building, designed to minimise and mitigate the level of noise emanating from the building(s) and/or plant/equipment shall be submitted to and approved in writing by the local planning authority for that phase. The scheme for each building as approved shall be fully implemented before the first occupation of that building and shall thereafter be maintained in strict accordance with the approved details for the life of the development.

Reason: To protect the amenity of the adjoining properties. (Cambridge Local Plan 2018 policy 35 and the Greater Cambridge Sustainable Design and Construction SPD 2020).

40. Noise (Service and Delivery Vehicles)

Prior to occupation of each phase, a Servicing and Operational Noise Minimisation Management Plan for the service yards shall be submitted in writing to the Local Planning Authority for approval. This shall include details of management and operational measures to be undertaken and implemented to mitigate and reduce noise activities / operations as far as are reasonably practicable. The approved plan shall be implemented and retained thereafter for that phase unless otherwise approved in writing by the Local Planning Authority.

The Plan should include consideration of but not exhaustively the following operations and activities within:

- i. The Journey to and from the service yard area
- ii. Within the Service Yard
- iii. Unloading/Re-loading
- iv. The Return Journey to and from the service yard area
- v. Advice and policy for drivers of service vehicles to minimise noise during collections and deliveries
- vi. Vehicles delivering to/from site
- vii. No idling parked delivery vehicles permitted within the site at any time. Only one delivery vehicle permitted on site at any time
- viii. No use of fork-lift trucks
- ix. No HGV deliveries
- x. No use of delivery cages

- xi. A complaints procedure for verifying and responding to complaints about noise / vibration.

Reason: To protect the amenity of the adjoining properties.
(Cambridge Local Plan 2018 policy 35 and the Greater Cambridge Sustainable Design and Construction SPD 2020).

41. Bespoke Odour Mitigation Strategy (construction stage only)

Prior to commencement of development in each phase above ground level, a scheme for the provision and implementation of odour management (Odour Management Plan) shall be submitted to and approved in writing by the Local Planning Authority for that phase. The works/scheme shall be constructed and completed in accordance with the approved plans/specification for that phase at such time(s) as may be specified in the approved scheme.

Reason: To prevent the increased risk of pollution to the air environment and impact on human senses (Cambridge Local Plan 2018 policy 36 and the Greater Cambridge Sustainable Design and Construction SPD 2020)

42. Commercial extraction discharge ductwork – Operational

Any reserved matters application shall include details of the location of associated ductwork, for the purpose of extraction and/or filtration of fumes and or odours of the commercial units to be submitted to and approved in writing by the local planning authority. The ductwork shall be installed as approved before the use hereby permitted is commenced.

Reason: To protect the amenity of the adjoining properties.
(Cambridge Local Plan 2018 policy 36 and the Greater Cambridge Sustainable Design and Construction SPD 2020).

43. Details of odour extraction/filtration – Operational

Prior to the first occupation of any building within each phase of development which is to contain a commercial kitchen, a scheme detailing plant, equipment and machinery used for the purposes of extraction, filtration and abatement of cooking odours for that building shall be submitted to and approved in writing by the local planning authority. The approved scheme for a building shall be installed and fully implemented before the first occupation of that building and shall thereafter be maintained in strict accordance with the approved details.

Reason: To protect the amenity of the adjoining properties.
(Cambridge Local

Plan 2018 policy 36 and the Greater Cambridge Sustainable Design and Construction SPD 2020).

44. Delivery, Servicing and Collection – Operational Hours

All service collections / dispatches from and deliveries to the uses within the development including refuse / recycling collections shall only be permitted between the hours of 07:00 to 23:00 Monday to Friday and 08:00 to 13:00 on Saturdays. Service collections / dispatches and deliveries are not permitted at any time on Sundays or Public Holidays.

Reason: To protect the amenity of the adjoining properties. (Cambridge Local Plan 2018 policy 35 and the Greater Cambridge Sustainable Design and Construction SPD 2020).

45. Electric Vehicle Car Parking (Compliance)

Electric Vehicle Car Parking shall be installed in full accordance with the specification submitted in the Transport Assessment (Ref: 1020.0002/TA/3) prepared by Paul Basham Associates (November 2023) prior to occupation of any buildings (where relevant) and shall be fully maintained and retained thereafter unless otherwise agreed in writing by the Local Planning Authority.

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

Contamination

46. Field Trialling: Strategy / Schedule

No development shall take place in any phase until a preliminary strategy, addressing the field trialling of all foundation works options, ground water improvement works options, and groundwater remediation options for that phase, has been submitted to and approved in writing by the Local Planning Authority. The preliminary strategy shall contain:

a) Preliminary details (justification and methodology) of the proposed groundwater monitoring strategies to be implemented before, during, and after all of the proposed field trials;

b) Preliminary details on the scope and the sequencing of all of the proposed field trials;

c)Preliminary details of the contingency measures to be put in place for each field trial should the field trials cause and/or exacerbate pollution to controlled waters; and

d)The methodology for reporting the results of the various field trials to the Local Planning Authority.

The field trialling must thereafter be completed in full accordance with the approved details for that phase.

Reason: To ensure an adequate and appropriate scope for the field trialling of construction and remediation methods, as well as to ensure that the field trialling processes themselves do not cause/exacerbate pollution to groundwater. This is in accordance with National Planning Policy Framework (NPPF) paragraphs 189, 190, 191 and 192 (2023), the Environment Agency Groundwater Protection Position Statement (The Environment Agency's Approach to Groundwater Protection, Feb 2018, version 1.2), and policies 33 & 31 of the Cambridge Local Plan.

47. Field Trialling: Foundation Works, Ground Improvement Works, and Remediation Works

No development shall take place in any phase until field trialling has been completed in accordance with the details approved under Condition 46, and updated Risk Assessments based on the field trial results, have been submitted to and approved in writing by the Local Planning Authority for that phase.

Reason - To ensure that field trials of foundation works, ground improvement works, and groundwater remediation methods do not harm groundwater and are deliverable and safe for the life of the proposed development. This is in accordance with National Planning Policy Framework (NPPF) paragraphs 189, 190, 191 and 192 (2023) and the Environment Agency Groundwater Protection Position Statement (The Environment Agency's Approach to Groundwater Protection, Feb 2018, version 1.2), and policies 33 & 31 of the Cambridge Local Plan.

48. Site-Wide Foundation Works and Ground Improvement Works

No development shall take place in any phase until a site-wide foundation and ground improvement strategy (relating to groundwater, soil and ground gas) has been submitted to and approved in writing by the Local Planning Authority. The site-wide foundation and ground improvement strategy shall be prepared in accordance with the recommendations approved under Condition 47 with regards to the field trial results and the updated Risk Assessments.

The submitted strategy shall include a schedule of works and a phasing plan for the proposed foundation and ground improvement works and measures. The submitted strategy must also provide a programme for the

phased delivery of all foundation and ground improvement activities in respect of each phase that will be implemented, including any monitoring and maintenance that may be required.

Reason: To ensure that the foundation and ground improvement works do not harm groundwater in accordance with National Planning Policy Framework (NPPF) paragraphs 189, 190, 191 and 192 (2023), the Environment Agency Groundwater Protection Position Statement (The Environment Agency's Approach to Groundwater Protection, Feb 2018, version 1.2), and policies 33 & 31 of the Cambridge Local Plan.

49. Site-Wide Foundation Works and Ground Improvement Works (Compliance)

Prior to the commencement of any development in any phase, with the exception of field trialling and monitoring, details of the foundation design and ground improvement works (including interaction with gas protection measures) shall be submitted for the written approval of the Local Planning Authority to demonstrate how they accord with the approved strategy pursuant to Condition 48. The development shall be implemented in full in accordance with the approved details and programme (save for ongoing maintenance and monitoring).

Reason: To ensure that the foundation and ground improvement works do not harm groundwater in accordance with National Planning Policy Framework (NPPF) paragraphs 189, 190, 191 and 192 (2023), the Environment Agency Groundwater Protection Position Statement (The Environment Agency's Approach to Groundwater Protection, Feb 2018, version 1.2), and policies 33 & 31 of the Cambridge Local Plan.

50. Contamination (Site-Wide Preliminary Scheme of Investigation)

No development, except for that related to agreed field trials, shall take place until a Site-Wide Preliminary Scheme of Investigation (SWPSI) for the design verification stage of the groundwater remediation scheme has been submitted to and approved in writing by the Local Planning Authority. The SWPSI should include an updated desk study, incorporating any new information or changes in site conditions; a refined conceptual model, based on the latest data; and a detail risk assessment confirming the suitability of the proposed remediation design. If any further intrusive investigations are required, these shall be carried out in full accordance with the approved SWPSI.

Reason: To ensure that the groundwater remediation treatment scheme is deliverable and able to protect and prevent the pollution of controlled waters in accordance with National Planning Policy Framework (NPPF) paragraphs 189, 190, 191 and 192 (2023) the Environment Agency Groundwater Protection Position Statement (The Environment Agency's Approach to Groundwater Protection, Feb 2018, version 1.2), and policies 33 & 31 of the Cambridge Local Plan.

51. Site-Wide Remediation Strategy

No development, except for that related to agreed field trials, shall take place until a site-wide remediation strategy has been submitted to and approved in writing by the Local Planning Authority. The site-wide remediation strategy (relating to groundwater, soil and ground gas) shall be prepared in accordance with the recommendations approved under Conditions 46 and 47 with regards to the field trial results, updated Risk Assessments, and Preliminary Scheme of Investigation.

The submitted strategy shall include a schedule of works and programme for delivery of all remediation activities that will be implemented, including any monitoring and maintenance that may be required.

52. Site-Wide Remediation (Compliance)

Prior to the commencement of any development in any phase, with the exception of field trialling and monitoring, details of the remediation design shall be submitted and approved in writing by the Local Planning Authority to demonstrate how they accord with the approved strategy pursuant to Condition 51. The development shall be implemented in full in accordance with the approved details and programme (save for ongoing maintenance and monitoring).

Reason: To ensure that the site-wide remediation strategy is able to protect and prevent the pollution of controlled waters, and to protect human health, from contamination in accordance with National Planning Policy Framework (NPPF) paragraphs 189, 190, 191 and 192 (2023), the Environment Agency Groundwater Protection Position Statement (The Environment Agency's Approach to Groundwater Protection, Feb 2018, version 1.2), and policies 33 & 31 of the Cambridge Local Plan.

53. Long-Term Site-Wide Monitoring and Management Scheme

No development approved by this planning permission shall take place until a site-wide controlled waters monitoring and maintenance scheme has been submitted to and approved in writing by the local planning authority.

The Site-wide monitoring and maintenance scheme shall contain:

a) The methodology to achieve the effective on-going monitoring and the maintenance of the groundwater remediation works (including contingency arrangements should the remediation prove to be ineffective and/or unworkable);

b) Details of the management body or bodies which will be appointed to undertake the monitoring and maintenance required by the approved scheme; and

c) Details of the funding mechanism to deliver the long-term requirements of the approved scheme.

All monitoring and maintenance activities shall thereafter be carried in full accordance with the approved scheme.

Reason: To maintain protection of controlled waters from potential pollutants in accordance with National Planning Policy Framework (NPPF) paragraphs 189, 190, 191 and 192 (2023), the Environment Agency Groundwater Protections Position Statement (The Environment Agency's Approach to Groundwater Protection, Feb 2018, version 1.2), and the policies 33 and 31 of the Cambridge Local Plan.

54. Eastern Lake Culvert (Parcel C)

Prior to the commencement of development (save for enabling works and foundation trials and groundwater remediation trials undertaken pursuant to condition 47):

- a) further assessment relating to the eastern lake culvert [as shown on XXX] shall be undertaken to identify direct pollutant linkages between Parcel A (as shown on the [Context Plan]) and the eastern lake culvert and the results of that further assessment shall be submitted to the local planning authority; and
- b) an update to the remediation strategy approved as part of this planning permission shall be submitted to the local planning authority for approval to provide details of how direct pollutant linkages between Parcel A and the eastern lake culvert identified in the assessment submitted to the local planning authority under (a) above are to be addressed as part of the development of Parcel A.

Reason: To maintain protection of controlled waters from potential pollutants in accordance with National Planning Policy Framework (NPPF) paragraphs 189, 190, 191 and 192 (2023), the Environment Agency Groundwater Protections Position Statement (The Environment Agency's Approach to Groundwater Protection, Feb 2018, version 1.2), and the policies 33 and 31 of the Cambridge Local Plan.

55. Completion / Verification Report (Foundation & Ground Improvement Strategy)

Prior to construction above ground level of any building on each phase, a completion report (save for post-remedial monitoring and maintenance

secured by Condition 53) that demonstrates compliance with the approved site-wide Foundation & Ground Improvement Strategy and associated details shall be submitted in accordance with reserved matters for the written agreement of the Local Planning Authority.

Reason - To ensure that the site-wide foundation and ground improvement strategy does not harm groundwater in accordance with National Planning Policy Framework (NPPF) paragraphs 189, 190, 191 and 192 (2023), the Environment Agency Groundwater Protection Position Statement (The Environment Agency's Approach to Groundwater Protection, Feb 2018, version 1.2), and policies 33 & 31 of the Cambridge Local Plan.

56. Completion / Verification Report (Remediation Strategy)

Prior to construction above ground level of any building on each phase, a completion report (save for post-remedial monitoring and maintenance secured by Condition 53) that demonstrates compliance with the approved site-wide remediation strategy and associated details shall be submitted in accordance with reserved matters for the written agreement of the Local Planning Authority.

Reason: To ensure that the site-wide remediation strategy is able to protect and prevent the pollution of controlled waters, and to protect human health, from contamination in accordance with National Planning Policy Framework (NPPF) paragraphs 189, 190, 191 and 192 (2023), the Environment Agency Groundwater Protection Position Statement (The Environment Agency's Approach to Groundwater Protection, Feb 2018, version 1.2), and policies 33 & 31 of the Cambridge Local Plan

57. Unexpected Contamination

If unexpected land contamination is encountered whilst undertaking the development on any phase, works shall immediately cease on the relevant development phase until the Local Planning Authority has been notified and the contamination has been fully assessed and a remediation strategy has been submitted to and approved by the Local Planning Authority. Thereafter the development shall not be implemented on the relevant development phase otherwise than in accordance with the approved remediation scheme.

Reason: To protect and prevent the pollution of controlled waters, and to protect human health, from potential pollutants associated with current and previous land uses in accordance with National Planning Policy Framework (NPPF) paragraphs 170, 178, 179 & 180 (2019), the Environment Agency Groundwater Protection Position Statement (The Environment Agency's Approach to Groundwater Protection, Feb 2018, version 1.2), and policies 33 & 31 of the Cambridge City Local Plan.

58. Material Management Plan

Prior to the importation, exportation, and/or reuse of material (soils and aggregates) necessary for the development of each phase, a Materials Management Plan (MMP) in respect of the relevant development phase shall be submitted to and approved in writing by the Local Planning Authority. Each MMP shall:

- (a) Include details of the volumes and types of such material proposed to be imported, exported, and/or reused from the relevant part of the site.
- (b) Include details of the management of the haulage of such materials proposed to be imported, exported, and/or reused from the relevant part of the site with respect to local air quality and loss of amenity to nearby residents from associated noise, dust, odour, and light emissions.
- (c) Include details of the proposed source(s) of such imported and/or reused material in respect of the relevant part of the site.
- (d) Include details of the chemical testing for all such imported and/or reused materials to be undertaken before placement onto the relevant part of the site.
- (e) Include the results of the chemical testing of contaminants which must show the relevant material is suitable for use on the relevant part of the development.
- (f) Include confirmation of the chain of evidence to be kept during the importation, exportation, and/or reuse of all such materials necessary for the development and the movement and placement of all reused site-won materials in respect of the relevant part of the site.

All works on each development phase must thereafter be undertaken in full accordance with the relevant approved MMP.

Reason: To protect and prevent the pollution of controlled waters, and to protect human health, from potential pollutants associated with current and previous land uses in accordance with National Planning Policy Framework (NPPF) paragraphs 170, 178, 179 & 180 (2019), the Environment Agency Groundwater Protection Position Statement (The Environment Agency's Approach to Groundwater Protection, Feb 2018, version 1.2), and policies 33 & 31 of the Cambridge City Local Plan.

59. Fire Hydrants

No development of a building above ground level in any phase, other than demolition and enabling/ utility diversion works, shall commence until a scheme for the provision and location of fire hydrants to serve that phase of 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 relevant building shall not be occupied until the approved scheme has been implemented.

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

60. Permitted Uses Only

The permitted uses on Parcel A shall be restricted to those hereby granted, and for no other purpose in Part 3 of Schedule 2 to the Town and Country Planning (Use Classes) Order 1987, or in any provision equivalent to that Class in any statutory instrument revoking and re-enacting that Order with or without modification).

Reason: The application has been assessed on its individual merits and the use of the premises for any other purpose may result in harm which would require re-examination of its impact. (Cambridge Local Plan 2018 policies 35, 55, 57, and 81).

61. Wind Microclimate

Prior to commencement of development in any phase on Parcel A, with the exception of field trialling and monitoring, details of the wind microclimate effects of the development in any phase shall be provided for the written approval of the Local Planning Authority.

Reason: To ensure a safe and convenient environment for all future users of the site on Parcel A. (Cambridge Local Plan 2018 policy 56).

62. Operational Waste Management Strategy

Prior to occupation of building in any phase on Parcel A, details shall be provided to demonstrate how each building has complied with the Operational Waste Management and Minimisation Strategy (OWMMS, Ramboll March 2024).

Reason: In the interests of minimising operational waste. (Cambridge Local Plan 2018 policy 35).

Planning Conditions (Applicable To That Part Of The Application That Was Submitted In Full)

63. Time Limit

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).

64. Change of Use – Building 3 (The Veranda)

Notwithstanding the provisions of Article 3 Schedule 2 of the Town and Country Planning (General Permitted Development) (England) Order 2015 (or any order revoking and re-enacting that order with or without modification), Building 3 shall only be used for office (Use Class E(g)(i)) and research and development (Use Class E(g)(ii)) uses above ground floor level and for no other use without the granting of a specific planning permission.

Reason: The application has been assessed on its individual merits and the use of the premises for any other purpose may result in harm which would require re-examination of its impact. (Cambridge Local Plan 2018 policies 35, 55, 57, and 81).

65. Change of Use – Building 9 (The Mixer/Community Pavilion)

Notwithstanding the provisions of Article 3 Schedule 2 of the Town and Country Planning (General Permitted Development) (England) Order 2015 (or any order revoking and re-enacting that order with or without modification), Building 9 shall only be used for (Use Class E(a-f)) and for no other use without the granting of a specific planning permission.

Reason: The application has been assessed on its individual merits and the use of the premises for any other purpose may result in harm which would require re-examination of its impact. (Cambridge Local Plan 2018 policies 35, 55, 57, and 81).

66. Vehicle Access (Parcel A Only)

The development, or any phase that is subsequently agreed under Condition 4, shall not be occupied or brought into use, until the vehicular access where it crosses the public highway has been laid out and constructed in accordance with drawing no. RAM-XX-XX-DR-C-00510 Rev. P01 and shall be retained as such.

Reason: In the interests of highway safety. (Cambridge Local Plan 2018 policy 81).

67. Travel Hub (Building 4)

Notwithstanding the approved plans, Building 4 shall not be occupied until the following details have been provided for the written agreement of the Local Planning Authority:

- a) Security and monitoring arrangements;
- b) Operational hours;
- c) Storage provision for all cycles and scooters, including non-standard cycles, such as cargo bikes, and electric bikes, as well as details of the mechanism to raise the double tier cycle parking; and

d) Long-term management and maintenance plan.

Reason: In the interests of supporting enhanced travel facilities.

(Cambridge

Local Plan 2018 policies 31, 80 and 82).

68. Noise insulation condition – Building 4 and 9

Prior to the commencement of works associated with Building 4 and Building 9 hereby approved, a noise insulation / mitigation scheme or details of other relevant noise control measures as appropriate, in order to minimise the level of noise emanating from the premises, including noise from activities and uses within the internal and external spaces, shall be submitted in writing for approval by the Local Planning Authority. The scheme / details shall have regard (but not be limited to) the following:

- Level and type of music / voice – acoustic / unamplified and amplified
- Sound system setup with in-house fixed sound system incorporating noise limiting control / device set to the satisfaction of the Local Planning Authority;
- Music noise cut-off devices to any external doors;
- Noise egress, airborne, structural and flanking sound via building structural elements;
- Building fabric, glazing, openings and ventilation systems acoustic performance including detailed composite acoustic performance calculations of external facades and noise prediction to nearby noise sensitive receptors with special consideration of low frequency noise characteristics / components of music;
- External terrace screening / balustrade / barrier acoustic performance and use of acoustically absorbent finishes to external hard reflective surfaces
- Adequate alternative ventilation should be provided to ensure external doors and windows remain closed;
- Premises entrances / exits (including details of acoustic lobbies) and any associated external spaces and patron noise;
- Noise management plan for external patron noise to include a complaints management and handling procedure;
- All other noise insulation / mitigation proposals not detailed above (such as perimeter walls / barriers / screens)

The noise insulation / mitigation scheme as approved shall be fully constructed and implemented before the use hereby permitted is commenced and shall be fully retained thereafter.

Planning Conditions (Applicable To The Part Of The Application That Was Submitted In Outline With All Matters Reserved)

69. Outline Permission - Reserved Matters Details

Prior to the commencement of each phase of development, details of the appearance, layout, scale and landscaping (hereinafter called the 'reserved matters') for that phase shall be submitted to and approved in writing by the local planning authority. The development of each phase shall be carried out as approved.

Reason: Details relating to the outline areas have been reserved for the subsequent approval of the Local Planning Authority.

70. Time limit – Reserved Matters

Application(s) for approval of the reserved matters for any phase in outline shall be made to the Local Planning Authority before the expiration of seven years from the date of this permission. The development of each outline phase shall commence before the expiration of ten years from the date of approval of the last of the reserved matters of that phase to be approved.

Reason: In accordance with the requirements of Section 92 of the Town and Country Planning Act 1990 (as amended by Section 51 of the Planning and Compulsory Purchase Act 2004).

71. Design Principles & Parameters

All reserved matters applications shall demonstrate how each phase of development complies with the agreed Parameter Plans and Design Principles Document (Ref: NEWT-HBA-ZZ-ZZ-RP-A -080002 – Rev.P06).

Reason: To ensure that future phases of development are delivered in accordance with the broad design principles agreed.

72. Back-Up Generators

Prior to the installation of any back-up power generator(s) associated with the approved development, details for each phase shall be submitted to and agreed in writing with the Local Planning Authority. The details shall include confirmation of fuel source, size, location of flue, height of flue, proximity to residential receptors, hours of operation and demonstrate that the cumulative operation of all generators on site will not lead to hourly exceedances of both nitrogen dioxide and particulate matter (PM10) against Local Air quality Management objectives. The approved system shall be installed, maintained and operated in accordance with the approved details.

Reason: To protect local air quality and human health by ensuring that the production of air pollutants such as nitrogen dioxide and particulate matter are kept to a minimum during the lifetime of the development (Cambridge Local Plan 2018 policy 36 and the Greater Cambridge Sustainable Design and Construction SPD 2020).

73. Cycle Parking Design

All reserved matters applications shall provide full design details of additional storage provisions for cycles and electric scooters, including non-standard cycles, such as cargo bikes, and electric bikes including management and maintenance for the written approval of the Local Planning Authority.

Reason: In the interests of supporting enhanced active travel facilities. (Cambridge Local Plan 2018 policies 31, 80 and 82).

INFORMATIVES

1. Anglian Water has assets close to or crossing this site or there are assets subject to an adoption agreement. Therefore the site layout should take this into account and accommodate those assets within either prospectively adoptable highways or public open space. If this is not practicable then the sewers will need to be diverted at the developers cost under Section 185 of the Water Industry Act 1991. or, in the case of apparatus under an adoption agreement, liaise with the owners of the apparatus. It should be noted that the diversion works should normally be completed before development can commence.
2. Notification of intention to connect to the public sewer under S106 of the Water Industry Act Approval and consent will be required by Anglian Water, under the Water Industry Act 1991. Contact Development Services Team 0345 606 6087.
3. 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.
4. 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. Given the nature of the proposed development it is possible that a crane may be required during its construction. We would, therefore, draw the applicant's attention to the requirement within the British Standard Code of Practice for the safe use of Cranes, for crane operators to consult the aerodrome before erecting a crane in close proximity to an aerodrome. This is explained further in Advice Note 4, 'Cranes and Other Construction Issues' (available at <http://www.aoa.org.uk/policy-campaigns/operations-safety/> and CAA CAP1096 [Guidance to crane users on aviation lighting and notification \(caa.co.uk\)](http://www.caa.co.uk)).

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

7. The use of cranes (over 55m AMSL) at this site may have the potential to impact the Instrument Flight Procedures (IFP's) associated to Cambridge Airport. Therefore, no development in any phase should take place until the developer has engaged further with Cambridge Airport, to allow a more in-depth study to be completed by an Approved Procedure Design Organisation (APDO), to determine the level of impact.
8. The development is close to the aerodrome and its operational areas for aircraft at Cambridge Airport. Lighting schemes required during construction and for completed development shall be of a flat glass, full cut off design, mounted horizontally and shall ensure that there is no light spill above the horizontal. Further guidance is available in the AOA Advice Notice 2 – Lighting near Aerodromes (www.aoa.org.uk)
9. Infiltration rates should be worked out in accordance with BRE 365/CIRIA 156. If for an outline application it is not feasible to access the site to carry out soakage tests before planning approval is granted, a desktop study may be undertaken looking at the underlying geology of the area and assuming a worst-case infiltration rate for that site. If infiltration methods are likely to be ineffective then discharge into a watercourse/surface water sewer may be appropriate; however soakage testing will be required at a later stage to clarify this.
10. Constructions or alterations within an ordinary watercourse (temporary or permanent) require consent from the Lead Local Flood Authority under the Land Drainage Act 1991. Ordinary watercourses include every river, drain, stream, ditch, dyke, sewer (other than public sewer) and passage through which water flows that do not form part of Main Rivers (Main Rivers are regulated by the Environment Agency). The applicant should refer to Cambridgeshire County Council's Culvert Policy for further guidance: <https://www.cambridgeshire.gov.uk/business/planning-and-development/water-minerals-and-waste/watercourse-management/>

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

11. Appropriate signage should be used in multi-function open space areas that would normally be used for recreation but infrequently can flood during extreme events. The signage should clearly explain the use of such areas for flood control and recreation. It should be fully visible so that infrequent flood inundation does not cause alarm. Signage should not be used as a replacement for appropriate design.
12. All green roofs should be designed, constructed and maintained in line with the CIRIA SuDS Manual (C753) and the Green Roof Code (GRO).
13. 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.
14. 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.
15. To satisfy and discharge Environmental Health conditions relating to artificial lighting, contaminated land, noise / sound, air quality and odours / fumes, any assessment and mitigation shall be in accordance with the scope, methodologies and requirements of relevant sections of the Greater Cambridge Sustainable Design and Construction SPD, (Adopted January 2020) <https://www.cambridge.gov.uk/greater-cambridge-sustainable-design-and-construction-spd> and in particular section 3.6 - Pollution and the following associated appendices:

6: Requirements for Specific Lighting Schemes

7: The Development of Potentially Contaminated Sites in Cambridge and South Cambridgeshire: A Developers Guide

8: Further technical guidance related to noise pollution

Schedule 1: Approved Drawings – TBA.

34.0 APPENDIX A - Draft Coldham's Lane Management and Funding Framework

35.0 APPENDIX B - Environmental Statement: Non-Technical Summary

36.0 APPENDIX C - The Greater Cambridge Design Review Panel

37.0 APPENDIX D - Disability Consultative Panel Review

38.0 APPENDIX E - The GCSPS Youth Engagement Report

39.0 APPENDIX F - Independent Critique of Draft Coldham's Lane Management and Funding Framework