

SOUTH CAMBRIDGESHIRE DISTRICT COUNCIL

REPORT TO: Planning Committee 12 December 2018
AUTHOR/S: Joint Director for Planning and Economic Development

Application Number: S/2941/18/FL

Parish(es): Melbourn

Proposal: New office and technology research development facilities

Site address: Land to the North of Melbourn Science Park, Melbourn

Applicant(s): Melbourn Science Park (TTP)

Recommendation: Delegated approval, subject to S106 agreement and call-in to the Secretary of State.

Key material considerations: Principle of development
Economic and social role of the proposal
Impact on character of the area and landscape
Biodiversity and trees
Design and appearance
Residential amenity
Highway safety and impact on network

Committee Site Visit: Yes, 11 December 2018

Departure Application: Yes (advertised) 15th August 2018

Presenting Officer: John Koch, Team Leader (on behalf of Rebecca Ward)

Application brought to Committee because: The application represents a significant departure from the adopted Local Plan

Date by which decision due: 21 December 2018

Executive Summary

1. The application site is located outside of the Melbourn development framework and in the countryside. The proposal seeks planning permission for the expansion of the Melbourn Science Park (MSP) to accommodate 10,000sqm of new commercial floor-space and associated infrastructure to the support growing needs of The Technology Partnership (TTP) which currently occupy the MSP.
2. The report recognises that the proposal departs from some policies in the up-to-date development plan including village framework policy, however, continues to consider the other economic and social material considerations that have been submitted by the applicant to indicate why the plan should not be followed and development should be permitted.

3. In summary, the proposed development will result in localised harm to the character of the area as the proposal will introduce new built form on undeveloped land on the edge of the village and thus would encroach into the countryside. However, against this conflict, the proposal would support the provision of a new office and research development buildings that would support the future needs of TTP plc and their external demands adjacent to its existing group of companies and workforce. Local support, including that from the local member has been submitted in favour of the scheme.
4. As justified in this report and weighing up the material considerations, officers consider the adverse impacts arising from the development in terms of environmental harm would not be significant and demonstrably outweighed by the economic and social benefits of the proposal when taken as a whole.
5. On this basis, it is considered that the development is a sustainable form of development in the context of paragraphs 11 to 12 of the National Planning Policy Framework and should be approved subject to conditions and s106 agreement.

Relevant Planning History

6. None of relevance to this site but there has been various permissions on the existing Melbourn Science Park.

National Guidance

7. National Planning Policy Framework 2018 (NPPF)
Planning Practice Guidance
8. **South Cambridgeshire Local Plan Submission – Adopted September 2018**
S/1 Vision
S/2 Objectives of the Local Plan
S/3 Presumption in Favour of Sustainable Development
S/5 Provision of New Jobs and Homes
S/6 The Development Strategy to 2031
S/7 Development Frameworks
S/9 Minor Rural Centre
S/12 Phasing, Delivery and Monitoring
NH/4 Biodiversity
CC/1 Mitigation and Adaptation to Climate Change
CC/3 Renewable and Low Carbon Energy in New Developments
CC/4 Water Efficiency
CC/6 Construction Methods
CC/7 Water Quality
CC/8 Sustainable Drainage Systems
CC/9 Managing Flood Risk
HQ/1 Design Principles
HQ/2 Public Art and New Development
NH/2 Protecting and Enhancing Landscape Character
NH/3 Protecting Agricultural Land
NH/4 Biodiversity
E/10 Shared Social Spaces in Employment Areas
E/12 New Employment Development in Villages
E/13 New Employment Development on the Edges of Villages
E/15 Established Employment Areas

E/16 Expansion of Existing Businesses in the Countryside
SC/2 Health Impact Assessment
SC/6 Indoor Community Facilities
SC/7 Outdoor Playspace, Informal Open Space, and New Developments
SC/8 Open Space Standards
SC/9 Lighting Proposals
SC/10 Noise Pollution
SC/11 Contaminated Land
SC/12 Air Quality
TI/2 Planning for Sustainable Travel
TI/3 Parking Provision
TI/8 Infrastructure and New Developments
TI/10 Broadband

9. **South Cambridgeshire LDF Supplementary Planning Documents (SPD):**
Open Space in New Developments SPD - Adopted January 2009
Trees & Development Sites SPD - Adopted January 2009
Landscape in New Developments SPD - Adopted March 2010
Biodiversity SPD - Adopted July 2009
District Design Guide SPD - Adopted March 2010

Consultation

10. **Melbourn Parish Council** - Supports this application with no further comments to make.
- 10a. **Cllr Philippa Hart (Melbourn Ward)** - I am writing to give my wholehearted support to this application. The applicant, TTP, has an exemplary track record in its sector, with particular expertise in nurturing new and spin-off tech companies. TTP is seeking to expand on its site and will thereby show an ongoing commitment to Melbourn and to the economy of South Cambridgeshire as a whole. A great deal of thought has been given to the design and layout of the site and I believe there will be enhancement both in terms of facilities for the TTP workforce and to the natural capital onsite. I am pleased to report that there has been full consultation and engagement with the local community and local members.
11. **Urban Design Officer and Landscape Officer** - The following items can be agreed by planning condition on the consent :
- Further information on wayfinding and enhancement on the approach to the site should be provided.
 - Details of the pedestrian link from the recreation ground should also be secured.
 - Further work on the detailed design of this space is required to improve safety for cyclist/pedestrians
 - Samples and details of all materials and finishes are to be submitted and agreed.
 - Details of boundary treatments
 - Details of landscaping (hard and soft)
 - Details of lighting
12. **Tree Officer** - No arboricultural or hedgerow objections to this application. There are trees on and adjacent to site with no statutory protection. There are areas of trees on the site, especially along the access road. The Arboricultural Impact Assessment (dated July 2018) is sufficient for this site and proposal.

There are concerns about the species choice as South Cambridgeshire is too dry for birch trees. As such tree diversity should be expanded through fruit trees and more unusual species such as mulberry, medlar and walnut. Additional details on tree planting plans will need to be submitted via planning conditions. Should this application be approved please ensure the Arboricultural Impact Assessment is listed as an approved document.

13. **Ecology Officer** - The Case Officer has received an updated Ecological Assessment (AGB Environmental, November 2018) in response to my previous comments. The updated document has adequately dealt with the concerns raised about the previous submission. I am satisfied that the application can move to determination without Ecology being of further material concern.

Under normal circumstances I would recommend conditioning a Construction Ecological Management Plan, to provide a detailed method statement to remove the risk of harming any protected species during the construction phase. However as the submitted document has provided a comprehensive mitigation and avoidance strategy I am satisfied it can be conditioned as it stands.

The above document does also provide ecological enhancements to provide a net gain in biodiversity; however as landscaping plans will be brought forward by condition I would suggest a Landscape Ecological Management Plan is conditioned in addition to secure a joined up approach between the landscape and ecology recommendations.

14. **Sustainability Officer** - The applicant appears to have a good understanding of the requirements of local plan policy with reference to energy and carbon emissions, and suggests a fabric first approach to achieving the required reductions.

- The applicant suggests the inclusion of the following fabric and efficiency measures to reduce the energy requirements of new office and research facilities.
- The applicant suggests that solar photovoltaics (PV) are the most appropriate solution to meet the 10% carbon reduction required by local plan policy CC/3. This must be revisited and clarified providing BRUKL Output document for all buildings and BER of development before inclusion of solar PV

Initial scoring has been undertaken for a BREEAM New Construction Other Building 2018 assessment, and the proposed building is currently on target to achieve the desired Very Good Rating. The applicant is aware of the requirements of local plan policy CC/4 which requires the new buildings to be designed to be water efficient. The initial scoring provided suggests that this will be achieved and such water standards will be captured in the conditions related to BREEAM certification suggested below.

To ensure the development meets appropriate standards the following conditions should be attached to any planning permission; carbon reduction statement, BREEAM (pre-construction) and BREEAM (post construction).

15. **Archaeology Officer** - The results of the evaluation indicate that the site was located on the periphery of Roman settlement known to be located to the south east. Further archaeological investigation would not add to the understanding of this landscape. We would therefore advise you that we do not consider a condition of planning permission requiring archaeological investigation to be necessary. This advice supersedes our previous recommendation for a condition dated 17th August 2018.

16. **Anglian Water** - The foul drainage from this development is in the catchment of Melbourn Water Recycling Centre which currently does not have capacity to treat flows. Should development be permitted AW are obligated to take necessary steps to ensure there is sufficient treatment capacity. The sewerage system at present has available capacity for these flows via a direct connection to MELMSM pumping station.
17. **Cambridge County Council Growth Minerals and Waste** - No objections
18. **Contaminated Land Officer** - No objections subject to a planning condition for detailed investigations to be undertaken.
19. **Local Highways Authority Development Management** - Following comments from Cambridgeshire County Councils Major Developments Team the Local Highway Authority believes that this proposal will have no significant adverse effect upon the Public Highway should result from this proposal, should it gain benefit of Planning Permission.
20. **Local Highways Authority Transport Assets Team** - Sufficient details have been presented to make a sound assessment in relation to the impact on the highway network. As such, no objections to the application subject to mitigation package. The mitigation package should include:
 - Installing two bus stops with shelters on Cambridge Road
 - Provision of a 3m cycle path linking Cambridge Road to the site
 - Travel Plan
 - Parking requirements for phase 2
 - Payment to Melbourn PC for bus shelter maintenance
 - Footway improvements
 - Station Road footway improvements contribution
 - Royston to Melbourn cycle route improvements
21. **Highways England** - Following the submission of amended details no objections raised to the application.
22. **S106 Officer** - Having considered the impact of a new technology park in a minor rural centre, and which generates demand for meeting space from its new employees, it is entirely logical that the applicant should be required to mitigate this impact. A contribution of £93,500 to provide new infrastructure this is therefore required. Details have been set out in memo dated 12 October 2018.
23. **Environmental Health Officer** - No comments received. Conditions to be attached.
24. **Lead Local Flood and Water Authority** - Following the submission of amended details no objections have been made to the application subject to a surface water drainage condition and maintenance plan.
25. **Drainage Engineer** - Following the submission of amended details no objections have been made to the application subject to a surface water drainage condition and maintenance plan.
26. **Environment Agency** - No objection in principle to the proposed development subject to the following conditions and informative; all surface water drainage from parking areas and hardstanding should be passed through oil interceptor designed compatible with the site being drained, foul water should be discharged to public foul sewer and contamination.

Health Officer - To be included

Representations

27. Six letters of objection have been received. The letters can be viewed on the Councils website. The following comments have been raised:
- Ownership concerns with access from Moat Lane. Concern that the applicants do not have access across the entrance lane from the existing science park.
 - Construction access should be via the MSP and not from Moat Lane.
 - Proposal is outside of the development framework and is not an exception in the plan.
 - Proposal will set a precedent for other major development in the countryside and impact the character of Melbourn.
 - Impact on the highway safety on surrounding roads as a result of construction traffic and subsequent site traffic
 - Noise and pollution impacts from increase in traffic
 - Traffic should enter the science park via A10 rather than Cambridge Road
 - Parking area is too close to adjoining neighbours and should be closer to the A10.
 - Loss of privacy to houses along the Moat Lane
28. Three letters of support have been submitted. The letters can be viewed on the Councils website. The following comments have been raised:
- Proposal will support the growth of the local community
 - TTP plays a key role in technology sector meeting local, national and global economy
 - Significant potential for increase in direct and in-direct job opportunities and spin-offs
 - Improvements to cycling path to station

Site and Surroundings

29. The site is located to the north-eastern edge of Melbourn and is in close proximity to the recreation ground, existing residential development along the Moor, Dickasons, Moat Lane and Cambridge Road.
30. The application site as defined on the submitted plan extends to 8.98 hectares. The boundary includes the access road through the existing Melbourn Science Park extending into the large open fields to the north of the park. The fields are predominantly flat with surrounding vegetation. A number of trees are located within the centre of the fields.
31. The main part of the site lies outside of the designated development framework for Melbourn and is therefore in the countryside for planning policy terms. The site is within a Flood Zone 1 low risk (not within a Flood Zone 2 or 3) and is not in the setting of any heritage assets.
32. The Planning Statement explains that commercial use on Melbourn Science Park originally started in 1957 when it was used for Metal research and from 1980s expanded into offices. Melbourn Science Park is now an owned freehold by The Technology Partnership (TTP) with TTP Group occupying 50% of the current accommodation and third parties such as Astra Zeneca occupying the rest. TTP was founded in Melbourn over 30 years ago.

Proposal

33. To accommodate the aspirations of TTP and their future on MSP they have submitted a full planning application for the construction of 10,974 sqm of new floor space, in two phases (approx. 9,000sqm delivered in the first phase and 1,000sqm delivered in the second phase), across the site comprising the following buildings:
- The main building (known as the Hive)
 - The Technology Barn
 - The Service Building
 - The Conference Pod
 - The Forum Pod
34. The above buildings are located in the field area to the north of the existing park. The Planning Statement states that the buildings are to be considered as an extension to the MSP. The main vehicular, cycling and pedestrian access will be from the site entrance on Cambridge Road. However, there will be an informal access into the site for pedestrians from the recreation ground.
35. The access road will include a suitably dimensioned carriageway and a 3m wide footway/cycleway. The total capacity of the car park if fully built out will be 378 car parking spaces (including 5% blue badge holders and electric charging). There will also be provision for upto 378 cycle spaces.

Planning Assessment

Principle of Development

36. Paragraph 2 of the National Planning Policy Framework (NPPF) states that planning law requires that applications for planning permission be determined in accordance with the development plan, unless material considerations indicate otherwise. The National Planning Policy Framework must also be taken into account in planning decisions.
37. The application site lies outside but on the edge of the village development framework of Melbourn and in planning terms is located in the designated countryside. The proposal would therefore be contrary to policy S/7 of the adopted Local Plan which seeks to protect the countryside from gradual encroachment and to guard against incremental growth in unsustainable locations. In addition the site has not been put forward as part of Council's wider employment strategy having a site-specific policy and is not allocated for employment use in the adopted Local Plan.
38. In terms of the adopted employment policies, policy E/9 seeks to ensure the promotion of employment clusters in suitable locations drawing on specialism of the Cambridge area such as biotechnology, computer services and electronic engineering. The proposed development would expand the existing facilities on the site that do deliver these specialist services, however, the policies intention is to ensure major sites deliver development of high tech clusters (as per paragraph 8.46) given that a larger amount of employment land is available than in the past.
39. The proposal is not supported by policy E/12 as this supports new employment development within village frameworks. Whilst policy E/13 does support new employment development on the edge of villages, this is subject to various criteria all being satisfied. The proposal whilst meeting some criteria including d (identified end-user), falls down on others includes b (considering brownfield land).

40. Policy E/16 refers to the expansion of established existing firms, which are already outside development frameworks. Whilst TTP is an established firm in Melbourn and an expansion would support this firm, the current MSP site is wholly within the framework boundary.
41. As such there is no specific employment policy in the adopted Local Plan, which is directly relevant to the development proposal. However, TTP have put forward a case of other material planning considerations to take into account when determining the planning application. Officers have considered their and have assessed them in the economic and social sections below.
42. For decision taking paragraph 12 of the NPPF confirms that ; *'the local planning authorities may take decisions that depart from an up-to-date development plan, but only if material considerations in a particular case indicate that the plan should not be followed'*. Members will have to have regard to these when making a recommendation.

Economic and Social Role

43. Paragraph 80 of the NPPF states that decisions should help create the conditions in which businesses can invest, expand and adapt and that 'significant weight' should be placed on the need to support economic growth and productivity taking into account local business needs and wider opportunities for development. Paragraph 82 goes onto state that making provision for clusters or networks of knowledge and data-drive in suitably accessible locations.

The following paragraphs assesses the material submitted within the application and following pre-application engagement with officers to establish the weight that can be attached to the economic benefits.

Role of 'The Technology Partner' (TTP plc)

44. The Planning Statement submitted with the application provides that the TTP plc was founded in Melbourn 30 years ago. TTP plc has developed into a world-leading local technology and product development organisation with 460 employees currently working on the park. The jobs include but not limited to scientists, engineers and a range of other supporting roles.
45. Well-recognised businesses on the current park include Labtech (manufacture of laboratory equipment), Toneejet (digital print company) and Ventus (Disc Pump technology). The core business unit, TTP plc also invent new technologies across a broad spectrum of sectors including healthcare, life science, communications, printing, security and industrial technology. Having these experts on the same park provides them an opportunity to share knowledge and draw on expertise.
46. In terms of the global market, the applicant indicates that the site has clients from the USA, Europe and Japan (including Astra Zeneca, Vodafone, Airbus, Bayer, Canon etc) and together they help to deliver the Governments Industrial Strategy "Building a Britain fit for the future" (November 2017).
46. In the sub-region, the East of England Science and Innovation Audit (sponsored by the Department for Business, Energy and Industrial Strategy in September 2017 para 2.17) specifically recognise TTP as playing a long-term role in technology transfer process in Cambridge and more generally and being a source of spinouts in the industry.
47. From the evidence submitted with the application and through public consultation and

third party representations, it is clear that TTP plc and the park in general has an important role in working closely with world leading companies but also the key role it plays in East Anglia and South Cambridgeshire economy.

Role within the local community

48. Notwithstanding the companies' presence in the village since 1980s, in the last five years the TTP group has contributed towards various different community projects in Melbourn. This includes; a long term pledge to enhance science teaching at Melbourn School, contributions towards Melbourn Community Hub, support to Melbourn Primary School (Ipads and PCs), member of Melbourn Business Association, support and contributor towards cycle path upgrades.

Future vision for growth

49. The acceleration of the science sector around Cambridge (as seen at the Biomedical Campus) is having an influence on the need for TTP grow to meet greater demand on that this is places on their services. Whilst the existing park has accommodation for both biology laboratories and microfabrication facilities, they are too dispersed on the MSP and are insufficient to meet the company's demand.
50. The applicant has considered redevelopment of the MSP and this is not possible due to long terms lease agreements, disruptions and relocation requirements and the scale of the buildings needed to meet new demand. A new purposes built facility to increase the workforce and provide up to date research facilities is therefore essential to their future vision for growth. As a result of the proposal the planning statement indicates that the workforce will increase by approximately 400 employees and potential for further increase beyond this point.
51. Given the levels of employment this extended site could bring and retaining the presence of the company in the area, the above economic and social material considerations should be given significant weight in the determination of this application and together they do full fill the economic and social role of sustainable development in accordance with the National Planning Policy Framework.

Environmental role

Sustainability of the location

52. Adopted policy TI/2 Planning for sustainable travel states that development must be located and designed to reduce the need to travel, particularly by car, and promote sustainable travel appropriate to its location, site has sufficient integration and accessibility by walking, cycling or public and community transport and for larger developments of this nature, maximise opportunities for sustainable travel.
53. Melbourn is identified as a Minor Rural Centre under policy S/9 the adopted Local Plan. Minor Rural Centres have a lower level of services, facilities and employment than other Rural Centres but a greater level than most other villages in South Cambridgeshire and often provide facilities for a small rural hinterland. The proposal will bring an additional jobs that will be in a sustainable location for the hinterland catchment, particularly those that live in Melbourn and Meldreth.
54. In terms of the wider catchment, currently there is no high quality public transport (such as train or guided bus etc) directly to Melbourn or the MSP. However, Meldreth train station is approximately 1.6 km (10 minute cycle) from the site and offers regular

services between Cambridge and London (with stops in between). There is an hourly rural bus service running between Cambridge and Royston that stops on the High Street. In terms of cycle network there is a new 2.5m wide shared footway on Cambridge Road that is part of an improved cycle route between Melbourn and Cambridge. As part of the extended Melbourn Greenways Project (Greater Cambridge Partnership) there is also a principal agreement to extend the cycle path to Royston (subject to funding) with another project for a new bridge to Royston. This would extend the existing cycle network.

55. Upgrades to the cycle network (including ramps, travel plan incentives, footway improvements, contributions towards the new bridge, cycle parking facilities and way-marking) from Meldreth station to the MSP have been proposed to help encourage more employees and visitors to use other modes of transport as their main mode of getting to the MSP (see heads of terms in appendix 1).
56. Measures have also been included to encourage people to make sustainable travel choices, such as infrastructure / facilities for electric charging plug-in points, travel plan , provision of cycle lanes and parking management will also assist with reducing these impacts.
57. The sustainability of the location is not a wholly unsustainable one to develop as there will be access for employees to use other forms of travel to access the site, however, there are some shortfalls in its location when considered against more sustainable 'Rural Centres' and edge of city sites in the district.

Impact on the character of the area, agricultural land and landscape

58. The application is accompanied by a full Landscape Visual Impact Assessment (LVIA), which has considered the effects the scheme, would have on landscape features in the local and wider landscape character. This has been informed through pre-application discussions with the Councils Landscape Officer.
59. The site lies within the National Character Area defined as East Anglian Chalk by Natural England. The East of England Landscape Framework identified a broad range of landscape character types with the site lying in the 'lowland village chalk lands'.
60. At a local level, the proposed development would be located in Landscape Character Area B: Chalklands. The site comprises a large area of open flat grassland which is separated by hedging and groups of large trees. There are four groups of category B trees and one group of category A trees. The land falls gently from the southern corner to the lower point in the north-east. Ditches lies along the western, northern, eastern and part of the southern boundary.
61. Whilst the land is not currently in agricultural production, the land is part of a wider area of land classified as grade 2 by Natural England on the Land Classification map. This land is designated the best and most versatile agricultural land.
62. In terms of views, there are few opportunities for longer-range views of the site in relation to the village. At a local level, the site can be appreciated from the Melbourn Science Park, rear of residential gardens, filtered views from the Melbourn recreation ground, Meldreth train station, oblique views from The Moor and a number of views from public footways around this part of the village.
63. As proposed, there will be no built development in the northern part of the site with most of the development and parking controlled within the centre of the site and

adjacent to the existing built form of the MSP and residential properties. The building heights have also been restricted to single storey and one-half storey units with a maximum height of 8m. A deep strategic green buffer has been provided around all boundaries of the site to soften the impact of the buildings on the surroundings.

64. Given the limited wider views and its modest single storey nature the proposal in this sense would not harm the character of the wider landscape area. On a more local level, the intrinsic character of the open fields/grassland, hedgerows and trees make a strong contribution to the distinctive character of the village with a contrast between the built up area of the Melbourn village framework and its open countryside setting. This difference is appreciated from various public views listed above. Given the scale of the proposal, this existing character would be undermined by the proposed development.
65. In terms of loss of agricultural land, policy NH/3 of the adopted Local Plan states that planning permission will not be granted for development which would lead to the irreversible loss of grade 1,2 or 3a unless there are specific circumstances. The most relevant to this application includes sustainability considerations and the needs for development are sufficient to override the need to protect agricultural value of the land. The proposal would clearly fail to protect a significant area of high value soil and the development would result in the loss of some of the best and most versatile agricultural land.
66. Whilst in time the impact would be mitigated by the green buffers, the proposed development would encroach into the countryside and would not preserve the landscape character of the local area and would have an effect on this part of the village in its countryside setting. This would conflict, on a local level, with policies S/7, HQ/1 and NH/2 of the adopted Local Plan which together seek to protect the countryside from gradual encroachment and preserve the character of the local urban and rural areas. This harm will need to be weighed against the benefits of the proposed scheme.

Layout, Design and Appearance

67. The layout, design and appearance of the buildings have been informed through a series of pre-application Design Workshops with relevant specialist officers. The proposal has also been presented to the Councils Design Enabling Panel where an independent panel praised the overall approach to the development and the applicant has also undertaken a public exhibition to understand/consider local views.
68. As previously mentioned in this report the buildings will be located in the centre of the site with parking to the southern boundary. A strategic green buffer will be around the edge of the site with a parameter footway and a large attenuation basin/pond to the north. The design of the buildings is modern and futuristic, accommodating a range of facilities for the future workforce.
69. The work undertaken through this early engagement has resulted in acceptable form development in relation to these particular matters and there has been not in principle objections on design grounds from the Councils Consultancy unit. The proposal as a whole is therefore considered to comply with policies HQ/1 that seeks to ensure the delivery of high quality development that is sensitive to its surroundings.

Biodiversity and Trees

70. The application is accompanied an Arboricultural Impact Assessment BS5837 and Ecological Assessment (as amended dated November 2018).

71. There is no Tree Preservation Orders on the site and the site is not within a designated Conservation Area. Therefore no trees on the site have a statutory protection. Some of the hedgerows would qualify as 'important hedgerows' under the Hedgerow Regulations 1997 due to their maturity.
72. Due to the siting of the proposed development, a number of existing trees on the site will be removed. They are mostly category C trees with some category B trees (as listed in the Arboricultural Impact Assessment BS5837). Trees which are to be retained will require Tree Protection measures during construction works and can be conditioned on the decision notice.
73. To mitigate the loss of trees, the proposal will provide significant landscape enhancements which include developing a woodland, meadow and amenity areas that can be enjoyed by both people on the MSP and the general public. The proposed landscaping scheme has the potential to increase both species diversity in the area and age class to allow for next generation trees.
74. In terms of ecology, the ecology reports have indicated no signs of water voles. In terms of reptiles the report has stated that construction zones will be fenced and reptiles will be moved to a receptor site within the redline boundary of the site. Details of how this will be undertaken.
75. In terms of ecological enhancement, as previously mentioned the large open grassland areas, new woodlands, wetland area and green roofs to some of the buildings brings a unique opportunity to provide 'excellent ecological enhancement features' (as defined by the Council Ecology Officer) to the area and would represent a measurable net gain in biodiversity once completed. Conditions for a LEMP are considered necessary to ensure this is achieved.
76. Given the mitigation measures that have been put in place, the Council's Tree Officer and Ecology Officer has no in principle objections to the application subject to conditions to agree specific details. The proposal would therefore comply with the main aims and objectives of policies NH/5 of the adopted Local Plan.

Flood Risk and Drainage

77. The application is accompanied by a Foul and Surface Water Drainage Strategy by AKT Ltd dated July 2018 and amended on 11 September 2018. The application site is in a Flood Zone 1 and therefore is considered to be an appropriate one to develop in terms of flood risk.
78. The surface water will drain towards a large storage pond to the north of the application site which is within the red-line boundary. The outfall will discharge into the existing water course along the northern boundary. The discharge rates into the water course have been reduced to 2.5 litres/sec to be as close to greenfield run-off. The car parking areas will be constructed using permeable paving and have an alternative option to provide swales and depressions to store run-off. The details can be agreed by planning condition. The Lead Local Flood and Water Authority have reviewed the details and have confirmed they are supportive of the SuDS proposed across the site. The proposal therefore complies with the requirements of policy CC/8 as it incorporates an appropriate sustainable surface water drainage system. A condition will be imposed on the decision notice for details to be submitted.
79. In terms of foul water, Anglian Water has confirmed that the Melbourn Water Recycling

Centre does not have capacity to treat the flows of the development site. However, Anglian Water is obligated to accept the foul flows from the development and therefore would take the necessary steps to ensure there is sufficient capacity if planning permission is granted.

80. The buildings will be connected to the main sewers located in the Moor which is to the south-west of the site. Anglian Water have raised no in principle objections to the proposal and details of the connection will be agreed under a section 104 agreement of the Water Industry Act 1991 and therefore a condition is not considered necessary.

Highway Safety and Parking

81. The application is supported by a Transport Assessment by Birchwood (July 2018). There is currently a single point of access to the site for vehicles and pedestrians/cyclists onto Cambridge Road. The junction is within the 30mph speed limit. There is a shared footway/cycleway on either side of the access with a refuge island on Cambridge Road.
82. The sole vehicle access into the site will be from Cambridge Road through the existing park. There will be no vehicle access from Moat Lane or the Moor. There will be additional pedestrian and cyclist access from the recreation ground and from Moat Lane to improve the sites permeability. A new 3m wide cycleway will stretch from Cambridge Road through the park and up to the new buildings.
83. The Local Highways Authority and Highways England have considered the suitability of the existing access, junctions within the village, junctions onto the A10 and the slip-road onto junction 11 of the M11 taking into account this increase in commercial floor space (and together with other permitted schemes) and do not consider any further works/upgrades to the junctions to be necessary. The proposal would therefore comply with 109 of the National Planning Policy Framework which seeks ensure development has an acceptable impact on highway safety.
84. In terms of vehicle parking, the proposed development will include upto 378 parking spaces. This includes 19 disabled spaces and 16 electric vehicle charging spaces. These spaces will be solely allocated for this use and secured through a car parking management plan. It is expected that the development would accommodate approximately 450 employees with additional visitors.
85. Whilst the car parking provision would be in accordance with the car parking standard of 1 space per 30 sqm GFA and the existing car driver mode share, this amount of parking if implemented is not likely to result in encouragement for staff to travel to work by other means. Officers considered removing more spaces from the application, however, found that fine balance needs to be achieved to providing spaces and ensuring parking does not spill onto the surrounding road network.
86. As such, the applicant has agreed to not implement 49 of these spaces (as identified on the proposed phasing plan) unless the up to date Travel Plan indicates they are essential once the building is in operation. If the spaces are not implemented this will be the car parking ratio to 1 space per 35sqm.
87. In terms of cycle parking, Phase 1 seeks to include 136 cycle parking spaces upon opening. This will be a ratio of 1 space per 72 square meters. This will incrementally increase to 378 at a ratio of 1 space per 30 square meters (as per the requirement of policy TI/3) spaces through Travel Plan monitoring. The opening figure is based on the demand expected from the travel surveys and allowance for additional extra spaces to

encourage cycle use. This will be secured through Travel Plan monitoring which will be agreed via planning obligation.

Impact to Residential Amenity

86. Third party comments have been submitted which raise concern about noise and pollution from the car parking areas in relation to the residential properties along Moat Lane and the Moor. A noise report (by AECOM July 2018) and Transport Assessment (by AECOM) has been submitted with the planning application and has considered the impact of the proposed development on these properties. The application has also been considered by the Councils Air Quality Officer who has not raised any objections subject to conditions.
87. The entrance road into the site is approximately 20m from the shared boundary of the closest residential property 'Bourn House' and the closest parking area is located approximately 25m from 'The Willows'. In between this area a significant amount of planting is proposed and additional boundary treatments can be agreed via planning condition to ensure the amenity of the occupiers to preserve. Furthermore, due to the nature of the use vehicles entering the site will be predominantly during normal working day hours. Any vehicles entering the site in the evenings and weekends will be more limited.
88. Whilst there will be an noticeable intensification to the site and this intensification is likely be experienced from the closest properties, there is considered to be suitable separation and mitigation treatments to not cause significant or adverse impact on residential amenity to warrant the scheme for refusal in accordance with policy HQ/1, SC/10 and SC/12 of the adopted Local Plan.

S106 contributions

89. A contribution of £93,500 has been requested to provide new infrastructure towards the expansion of The Hub community centre in Melbourn. The Councils S106 officer has provided a break down on the contributions and reasons for the request in memo dated 12 October 2018. On this basis officers consider the contribution to meet the relevant tests of the CIL regulations and can subsequently be secured via a s106 agreement. The agent has agreed to this provision.
90. Contributions have also been requested by the Local Highways Authority towards highway improvements to encourage more of the employees to use sustainable transport methods to get to work in accordance with policy TI/2 of the adopted Local Plan. This includes (full details have been provided in appendix 1);
 - bus stop shelter maintenance
 - footway widening and extension to Meldreth Station (including solar stud)
 - Melbourn to Royston cycle way project
 - ramp at Melreth station
91. Officers consider the contribution to met the relevant tests of the CIL regulations and can subsequently be secured via a s106 agreement. The agent has agreed to this provision.

Other Matters

92. In terms of land ownership, an objector enclosed an old land registry plan from 1977. They raise concern that the applicant does not have access rights across the entrance. Ownership and legal rights of way are not a material planning consideration; however for the purposes of completeness, the agent has reviewed the comments and

confirmed that their client is fully aware of the need to secure the appropriate access rights in order to deliver this development. Certificate B (ownership) of the planning application form has been signed and relevant notice has been served on land owners. They have also reconfirmed that there will be no vehicle access from Moat Lane.

Planning Balance and Conclusion

93. The development on the site would cause limited harm to the wider landscape; however, there would be greater localised harm to the character of the village, its countryside setting and the encroachment of built development beyond the village framework in conflict with the associated policies. Given the scale of the proposal this harm carries fairly significant weight. The loss of an area of best and most versatile agricultural land carries moderate weight given the context of local availability.
94. Against these conflicts, the proposal would support the provision of a new office and research buildings that would support the future needs of TTP plc adjacent to its existing group of companies and workforce. The proposal would also enable:
- the company's capacity to continue to enable the delivery of important technologies and ideas on a regional, national and international market
 - provide approximately 400 new jobs
 - the expansion of the facility will be contributing to local amenity (including schools and community centre)
95. As justified in this report and weighing up the material considerations, officers consider the adverse impacts arising from the development in terms of environmental harm would not be significant and demonstrably outweighed by the economic and social benefits of the proposal when taken as a whole.
96. On this basis, it is considered that the development is a sustainable form of development in the context of paragraphs 11 to 12 of the National Planning Policy Framework and should be approved subject to conditions and s106 agreement.

Recommendation

97. Officers recommend committee give delegated powers to approve the application subject to the planning conditions, completed S106 agreement and call-in to the Secretary of State (under The Town and Country Planning (consultation) (England) Direction 2009). If amendments are required to the planning conditions or S106 agreement these should be agreed in advance of issuing a decision notice with the chair and vice chair of the planning committee.

Conditions

1. The development hereby permitted shall be begun before the expiration of 3 years from the date of this permission.
(Reason - To ensure that consideration of any future application for development in the area will not be prejudiced by permissions for development, which have not been acted upon.)
2. The development hereby permitted shall be carried out in accordance with the following approved plans:

(Reason - To facilitate any future application to the Local Planning Authority under Section 73 of the Town and Country Planning Act 1990.)

3. The development, hereby permitted, shall be carried out and occupied only by the Technology Partnership plc. (Reason - By virtue of Policy S/7 of the South Cambridgeshire Local Plan 2018, the permitted use would not normally be granted, however, personal circumstances dictate this is acceptable in this particular case).

Design and appearance

4. No development shall take place above slab level, until details of the materials to be used in the construction of the external surfaces of the buildings hereby permitted have been submitted to and approved in writing by the Local Planning Authority. Development shall be carried out in accordance with the approved details. (Reason - To ensure the appearance of the development is satisfactory in accordance with Policy HQ/1 of the adopted South Cambridgeshire Local Plan 2018).

Landscaping and boundary treatment

5. No development above slab level shall take place until full details of both hard and soft landscape works, wayfinding signs and boundary treatments shall be submitted to and approved in writing by the Local Planning Authority. The details shall also include specification of all proposed trees, hedges and shrub planting, which shall include details of species, density and size of stock. (Reason - To ensure the development is satisfactorily assimilated into the area and enhances biodiversity in accordance with Policies HQ/1 and NH/6 of the adopted South Cambridgeshire Local Plan 2018).
6. All hard and soft landscape works, wayfinding signs and boundary treatments shall be carried out in accordance with the approved details. The works shall be carried out prior to the occupation of any part of the development or in accordance with a programme agreed in writing with the Local Planning Authority. If within a period of five years from the date of the planting, or replacement planting, any tree or plant is removed, uprooted or destroyed or dies, another tree or plant of the same species and size as that originally planted shall be planted at the same place, unless the Local Planning Authority gives its written consent to any variation. (Reason - To ensure the development is satisfactorily assimilated into the area and enhances biodiversity in accordance with Policies HQ/1 and NH/6 of the adopted South Cambridgeshire Local Plan 2018.)
7. The development hereby permitted shall be carried out in accordance with the Arboricultural Impact Assessment by Tamla Trees Consulting Arborists (dated July 2018). (Reason - To ensure the development is satisfactorily assimilated into the area and enhances biodiversity in accordance with Policies HQ/1 and NH/6 of the adopted South Cambridgeshire Local Plan 2018).

Ecology

8. All ecological measures and/or works shall be carried out in accordance with the details contained in the Ecological Assessment (AGB Environmental, November 2018) as already submitted with the planning application and agreed in principle with the local planning authority prior to determination. (Reason - To conserve biodiversity in accordance with policy NH/4 of the adopted South

Cambridgeshire Local Plan 2018).

9. No development shall take place until a Landscape and Ecological Management Plan (LEMP) has been submitted to, and approved in writing by, the local planning authority. The content of the LEMP shall include the following:
 - a) Description and evaluation of features to be managed, to include integrated bat and bird nesting boxes on all dwellings, provision of four reptile hibernacula, hedgehog permeability throughout the whole site, provision of wildflower grassland, strengthening of current boundaries, and a strong north/ south corridor through the centre of the site.
 - b) Ecological trends and constraints on site that might influence management.
 - c) Aims and objectives of management.
 - d) Appropriate management options for achieving aims and objectives.
 - e) Prescriptions for management actions.
 - f) Prescription of a work schedule (including an annual work plan capable of being rolled forward over a five-year period).
 - g) Details of the body or organisation responsible for implementation of the plan.
 - h) Ongoing monitoring and remedial measures.

The LEMP shall also include details of the legal and funding mechanism(s) by which the long-term implementation of the plan will be secured by the developer with the management body(ies) responsible for its delivery. The plan shall also set out (where the results from monitoring show that conservation aims and objectives of the LEMP are not being met) contingencies and/or remedial action will be identified, agreed and implemented so that the development still delivers the fully functioning biodiversity objectives of the originally approved scheme. The approved plan will be implemented in accordance with the approved details. (Reason - To conserve biodiversity in accordance with policy NH/4 of the adopted South Cambridgeshire Local Plan 2018).

Highways and parking

10. No demolition or construction works shall commence on site until a construction traffic management plan has been agreed with the Planning Authority. The principle areas of concern that should be addressed are:
 - i) Movements and control of muck away lorries (all loading and unloading should be undertaken off the adopted public highway).
 - ii) Contractor parking, for both phases all such parking should be within the curtilage of the site and not on street.
 - iii) Movements and control of all deliveries (all loading and unloading should be undertaken off the adopted public highway)
 - iv) Control of dust, mud and debris, in relationship to the functioning of the adopted public highway(Reason - In the interests of highway safety in accordance with Policy HQ/1 of the adopted South Cambridgeshire Local Plan 2018).
11. Prior to the occupation of the development covered and secure cycle parking details shall be submitted to and approved in writing by the local planning authority. The plan shall include phasing, monitoring and the implementation of the cycle parking with a minimum of 136 spaces deliver prior to occupation. The

cycle parking shall be installed in accordance with the agreed details prior to the occupation of the development. (Reason – To ensure the development complies with policy TI/3 of the adopted South Cambridgeshire Local Plan 2018)

12. The Phase 2 Parking area, as identified on drawing no.BWD-SRA-SW-XX-DR-A-02-12 P01 (Proposed Phasing Plan), shall not be implemented until an up to date Travel Plan and Car Parking Management Plan has been submitted indicating these spaces are essential for the operation of the development. If the results demonstrate the spaces shall not be implemented. (Reason - To ensure the development complies with policy TI/2 of the adopted South Cambridgeshire Local Plan 2018)
13. Prior to the occupation of the development the 3m wide footway/cycleway stretching from Cambridge Road through the Melbourn Science Park and up to the new buildings shall be completed and maintained as such thereafter. (Reason - To ensure the development complies with policy TI/2 of the adopted South Cambridgeshire Local Plan 2018)
14. Prior to the occupation of the development details of the design and location of bus stop improvements along with hard standing and raised kerbs on both sides of Cambridge Road have been submitted to and approved in writing by the Local Planning Authority, in consultation with the Local Highway Authority. Works are to be carried out by the applicant as part of a section 278 agreement. The buildings shall not be occupied until the shelters have been provided in accordance with the approved details. (Reason - To ensure the development complies with policy TI/2 of the adopted South Cambridgeshire Local Plan 2018)
15. Prior to the occupation of the development a Travel Plan to reduce car dependency and to promote alternative modes of travel shall be submitted to and approved in writing by the Local Planning Authority. The Plan shall monitor car and cycle parking and be implemented in accordance with the approved details prior to the occupation of the development. (Reason - To reduce car dependency and to promote alternative modes of travel in accordance with Policy TR/3 of the adopted Local Development Framework 2007.)

Drainage

16. No development other than site preparation, ground works and enabling works shall commence until a detailed surface water drainage scheme for the site, based on the agreed Foul and Surface Water Drainage Strategy and supplemented note by AKT II Ltd (dated 11 September 2018) shall be submitted to and approved in writing by the Local Planning Authority. The scheme shall be subsequently be implemented in full accordance with the approved details before development is completed. (Reason - To ensure that the proposed development can be adequately drained and to ensure that there is no flood risk on or off site resulting from the proposed development in accordance with policy CC/8 and CC/9 of the adopted South Cambridgeshire Local Plan 2018).
17. Prior to the first occupation of any dwellings hereby permitted details of the long-term maintenance arrangements for the surface water drainage system (including SuDs features) to be submitted to and approved in writing by the

Local Planning Authority. The submitted details should identify run-off sub catchments, SuDS components, control structures, flow routes and outfalls. In addition, the plan must clarify the access that is required to each surface water management component for maintenance purposes. The maintenance plan shall be carried out in full thereafter.

(Reasons - To ensure that satisfactory maintenance of unadopted drainage systems in accordance with the requirements of paragraph 103 and 109 of the National Planning Policy Framework).

Environmental Health - during construction

18. No development shall commence until a Construction and Environmental Management Plan (CEMP) has been submitted to and approved in writing by the Local Planning Authority. The CEMP shall set out the management measures which builders will adopt and implement for the construction effects on the surrounding environment and community. The development shall be carried out in accordance with the agreed details. (Reasons - To protect amenities of nearby residential properties and the environment in accordance with policy SC/11 of the adopted Local Plan 2018)
19. Prior to the installation of any floodlighting, security or street lighting, a lighting scheme for that particular phase of development shall be submitted to and agreed in writing by the Local Planning Authority. The approved lighting scheme shall be installed, maintained and operated in accordance with the approved details. (Reason - To protect local residents from light pollution / nuisance and protect / safeguard the amenities of nearby residential properties in accordance with SC/10 of the adopted South Cambridgeshire Local Plan 2018.)
20. No construction work and/or construction related dispatches from or deliveries to the site shall take place other than between the hours of 08.00 to 18.00 on Monday to Friday, 08.00 to 13.00 hours on Saturdays and no construction works or collection / deliveries shall take place on Sundays, Bank or Public Holidays unless otherwise approved in writing by the local planning authority. (Reason - To protect the amenities of nearby residential properties in accordance with policy SC/10 of the adopted South Cambridgeshire Local Plan 2018.)
21. In the event of the foundations for the proposed development requiring piling, prior to piling taking place the applicant shall provide the local authority with a report / method statement for approval detailing the type of piling and mitigation measures to be taken to protect local residents noise and or vibration. Potential noise and vibration levels at the nearest noise sensitive locations shall be predicted in accordance with the provisions of BS 5528, 2009 - Code of Practice for Noise and Vibration Control on Construction and Open Sites Parts 1 - Noise and 2 -Vibration (or as superseded). Development shall be carried out in accordance with the approved details. (Reason - To protect the amenities of nearby residential properties in accordance with Policies HQ/1 and SC/11 of the adopted South Cambridgeshire Local Plan 2018.)

Contaminated Land

22. No development shall be commenced until;
 - a) The application site has been subject to a detailed scheme for the

investigation and recording of contamination and remediation objectives have been determined through risk assessment and agreed in writing by the Local Planning Authority.

- b) Detailed proposals for the removal, containment or otherwise rendering harmless any contamination (the Remediation Method Statement) have been submitted to and approved in writing by the Local Planning Authority.
- c) Thereafter and following the commencement of development as necessary, works specified in the Remediation Method Statement shall thereafter have been completed, and a Verification report submitted to and approved in writing by the Local Planning Authority, in accordance with the approved details in b) above.
- d) If, during remediation and/or construction works, any contamination is identified that has not been considered in the remediation method statement, then remediation proposals for this material should be agreed in writing by the Local Planning Authority.

(Reason – To ensure that risks from land contamination to the future users of the land and neighbouring land are minimised, together with those to controlled waters, property and ecological systems, and to ensure that the development can be carried out safely without unacceptable risks to workers, neighbours and other offsite receptors in accordance with Policy SC/12 of the adopted South Cambridgeshire Local Plan 2018).

Sustainability and renewable energy

23. No development above slab level shall take place until an Electric Vehicle Charging Plan has been submitted to and approved in writing by the local planning authority. The Plan should include the details of the provision of cabling infrastructure location with the spaces allocated for Electric Vehicle Charging. The development shall be carried out in accordance with the agreed details prior to the occupation of the development. (Reasons – To ensure charging points can be installed as the request of future occupiers to enhance the sustainability credentials of the development in accordance with CC/4 of the adopted South Cambridgeshire Local Plan 2018).
24. No development above slab level shall take place until an Carbon Reduction Statement and maintenance plan which shall demonstrate how at least 10% of the expected carbon emissions will be reduced through the implementation of onsite renewable sources or low carbon technologies. The statement shall include;
- a) SBEM calculations demonstrating the total energy requirements of the whole development, set out in kg/C02/annum based on a Part L Compliant Scheme;
 - b) A schedule of how the proposed on-site renewable and/or low carbon energy technologies will impact on the carbon emissions presented in (a) above.

The development shall be carried out in accordance with the approved strategy and maintained as such thereafter. (Reason - To ensure an energy efficient and sustainable development in accordance with CC/3 of the adopted South Cambridgeshire Local Plan 2018).

25. No development above slab level shall take place until evidence has been submitted to demonstrate the development is registered with a BREEAM certification body and a pre-assessment report (or design certificate with interim

rating) has been submitted to and approved in writing by the Local Planning Authority to demonstrate the development can achieve a 'very good' final BREEAM (or such equivalent national measure of sustainable building which replaces that scheme) level. (Reason – In the interests of reducing carbon emissions and promoting principles of sustainable construction and efficient use of building in accordance with the adopted South Cambridgeshire Local Plan 2018).

26. Prior to the occupation of the development, a final certificate shall be submitted to the Local Planning Authority certifying that BREEAM rating 'Very Good' has been achieved for the proposed development. (Reason – In the interests of reducing carbon emissions and promoting principles of sustainable construction and efficient use of building in accordance with the adopted South Cambridgeshire Local Plan 2018).
27. Prior to the fitting out of the development, a water conservation statement detailing water conservation and management measures has been submitted to and approved in writing by the Local Planning Authority. The scheme shall detail water efficiency measures sufficient to ensure that residential development achieves a minimum water efficiency standard of 105 litres per person per day (additional 5 litres for outdoor use). The development shall be carried out in accordance with the agreed details. (Reason - There is a high demand for limited water resources in the East of England; therefore it is necessary to manage water use in accordance with South Cambridgeshire Local Plan policy CC/4).
28. Prior to the first occupation of the development, infrastructure to enable the delivery of broadband services to industry standards should be provided to the proposed development. (Reason - Support the implementation of the South Cambridgeshire Economic Development Strategy in accordance with policy TI/10 of the adopted South Cambridgeshire Local Plan 2018.)

Informatives

1. This permission is subject to an Agreement under Section 106 of the Town and Country Planning Act 1990 (as amended) dated
2. During construction there shall be no bonfires or burning of waste on site except with the prior permission of the Environmental Health Officer in accordance with best practice and existing waste management legislation.
3. In the event that the Planning Authority is so minded as to grant permission to the proposal please add an informative to the effect that the granting of a planning permission does not constitute a permission or licence to a developer to carry out any works within, or disturbance of, or interference with, the Public Highway, and that a separate permission must be sought from the Highway Authority for such works.
4. Constructions or alterations with an ordinary watercourse require consent from the Lead Local Flood and Water Authority under the Land Drainage Act 1991. Ordinary watercourse include every river, drain, stream, ditch, dyke, sewer and passage through which water flows that do not form part of the main rivers. The applicant should refer to Cambridgeshire County Council Culvert policy.

Background Papers:

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

- South Cambridgeshire Local Plan 2018
- South Cambridgeshire Local Development Framework Supplementary Planning Documents (SPD's)
- Planning File Reference: S/2941/18/FL

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