



**Report to:**

South Cambridgeshire District  
Council Planning Committee

09 March 2022

**Lead Officer:**

Joint Director of Planning and Economic Development

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## **21/03822/FUL – Site 1, Granta Park, Great Abington, Cambridge**

Proposal: Erection of R&D building and associated decked car park, landscaping and associated infrastructure

Applicant: BMR Granta Park JC01 Limited

Key material considerations:

- Principle of Development
- Design / Visual Amenity
- Landscape Impact / Landscaping
- Biodiversity
- Trees
- Flood Risk and Drainage
- Highway Safety, Highway Network and Parking
- Renewables / Climate Change
- Noise
- Lighting
- Heritage Impact
- Residential Amenity
- Contamination
- Developer Contributions
- Other Matters

Date of Member site visit: 08 March 2022

Is it a Departure Application: No

Decision due by: 16 March 2022 (extension of time agreed)

Application brought to Committee because: Officer recommendation is contrary to Great Abington Parish Council's recommendation of refusal, referred to the Planning Committee through the Delegation Meeting process.

Officer Recommendation: Approval

Presenting Officer: Michael Sexton

## Executive Summary

1. The application seeks full planning permission for the erection of a research and development building and associated decked car park, landscaping and associated infrastructure.
2. The application site is located on Granta Park, which is designated as an Established Employment Area within the adopted Local Plan.
3. Granta Park is one of the UK's leading Science Campuses offering state of the art laboratory and office facilities across 14 buildings on a 50-hectare site, established for over 20 years with a scientific population of over 3,700 people.
4. The site itself occupies a vacant area of land to the west of the Park, known as Site 1, and is one of the few remaining prime development sites and is strategically well located close to the main site entrance.
5. The proposed research and development building is designed to be highly flexible and efficient, with a centralised core and able to accommodate a single or double tenancy per floor. The proposed building has a gross external area of 11,746 square metres (excluding roof plant) and could accommodate approximately 450 employees depending on tenancy arrangements and will make an important contribution to high-tech activity within South Cambridgeshire.
6. The scheme seeks to deliver a high-quality striking building at this prime location of exemplar architectural quality. The development will achieve a site wide carbon emission reduction of 27.4% and is designed to meet a BREEAM rating of 'Excellent' but is also targeting WELL rating 'Gold' and Wiredscore rating 'Gold'. The scheme will also deliver a net gain in biodiversity and provide electric vehicle charging infrastructure to 152 of the car parking spaces associated to the development (approximately 50%).
7. The proposed main building is large in scale, being a four storey structure with a roof plant enclosure. Several key design elements have been incorporated into the development to reduce the overall mass of the building, notably the significant setback on the upper floor and at roof plant level and retention and enhancement of existing landscaping.
8. The proposed research building would be evident in restricted transient views on approach to Granta Park, while the car park would be screened. However, although a change to the current character where built form is largely absent on the western edge Granta Park, the proposed building is not considered to result in significant harm to the local landscape character, which will be further integrated into its surroundings as existing landscaping continues to mature.
9. Officers recommend that the Planning Committee grants delegated approval subject to completion of a Section 106 Agreement and the conditions and informatives set out in the report.

## Relevant planning history

### Application Site

10. S/1680/11 – Reserved Matter approval of revised landscape scheme for Site 1 pursuant to Condition 2 of planning permission S/1170/06/F – Approved (01 November 2011)
11. S/1526/02/RM – Research and Development Building (Class B1 (B)) – Approved (25 November 2002)

### Wider Site: Granta Park

12. S/1170/06/O – Variation of Condition 1 of Planning Permission S/1786/95/O (as Varied by S/0714/99/F and S/0624/04/F) to Allow a Further Additional Period of 5 Years for the Submission of Reserved Matters for Erection of New Buildings and Construction of Access Road – Approved (29 August 2006)
13. S/0624/04/F – Variation of Condition 1 of Planning Permission S/1786/95/O (as Varied by S/0714/99/F) to Allow a Further Additional Period of 5 Years for the Submission of Reserved Matters for Erection of New Buildings and Construction of Access Road – (Approved 18 May 2004)
14. S/0714/99/F – Variation of Condition 1 of Planning Permission S/1786/95/O to Allow an Additional Period of Three Years for the Submission of the Remaining and Outstanding Reserved Matters – Approved (25 June 1999)
15. S/0845/97/RM – Highway arrangements and structural landscaping – Approved (14 November 1997)
16. S/0522/97/F – Variation of condition 8 of planning permission S/1786/95/O – Refused (02 July 1997)
17. S/1786/95/O – Erection of new buildings and construction of access road (renewal of S/0082/91/O – (Approved 28 August 1996)
18. S/0082/91/O – Erection of new buildings and construction of access road – (Approved 12 October 1993)

## Planning policies

### National Guidance

19. National Planning Policy Framework 2021  
National Planning Practice Guidance  
National Design Guide 2019

## **South Cambridgeshire Local Plan 2018**

- 20. 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/7 – Development Frameworks
- CC/1 – Mitigation and Adaption to Climate Change
- CC/3 – Renewable and Low Carbon Energy in New Developments
- CC/4 – Water Efficiency
- CC/6 – Construction Methods
- CC/7 – Water Quality
- CC/8 – Sustainable Drainage Systems
- CC/9 – Managing Flood Risk
- HQ/1 – Design Principles
- HQ/2 – Public Art and New Development
- NH/2 – Protecting and Enhancing Landscape Character
- NH/4 – Biodiversity
- NH/14 – Heritage Assets
- E/9 – Promotion of Clusters
- E/10 – Shared Social Spaces in Employment Areas
- E/15 – Expansion of Existing Businesses in the Countryside
- SC/2 – Health Impact Assessment
- SC/9 – Lighting Proposals
- SC/10 – Noise Pollution
- SC/11 – Contaminated Land
- SC/12 – Air Quality
- TI/2 – Planning for Sustainable Travel
- TI/3 – Parking Provision
- TI/8 – Infrastructure and New Developments
- TI/10 – Broadband

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

- 21. Biodiversity SPD – Adopted February 2022
- Sustainable Design and Construction SPD – Adopted January 2020
- Cambridgeshire Flood and Water SPD – Adopted November 2016
- Health Impact Assessment SPD – Adopted March 2011
- District Design Guide SPD – Adopted March 2010
- Landscape in New Developments SPD – Adopted March 2010
- Open Space SPD – Adopted January 2009
- Public Art SPD – Adopted January 2009
- Trees and Development Sites SPD – Adopted January 2009

## Consultation

### 22. Great Abington Parish Council – Objection.

January 2021 Comments (in full)

The Parish Council recommends REFUSAL of this planning application.

Comments: Great Abington Parish Council considered this planning application in October 2021, and sent in their comments in a letter dated 10 October 2021.

The Parish Council has now reconsidered all the documentation in the light of the amendments made in the additional documentation posted on the planning portal on 10 December 2021.

The Parish Council noted that the main changes were:

- a reduction of one floor in the height of the multi-storey car park, and hence a reduction of 39 car parking spaces;
- a significant increase in biodiversity enhancement of both habitats and hedgerows;
- an Addendum to the Landscape and Visual Impact Assessment.

However, the Parish Council also noted that there was no change in the height of the proposed R & D building. In the Parish Council's view this building is overtly dominant in its size, height and location, and this remains a major reason for the Parish Council's view that this application should be refused.

Initial buildings on the site were limited to two storeys and the existing two storey buildings on the Granta Park site fit reasonably well into the rural landscape. However, the proposed speculative four storey R & D building is over twice the height of the tree belt fronting Newmarket Road. The building would therefore not be shielded from view and would dominate the skyline in this rural location.

The Landscape and Visual Appraisal document states that: 'the surrounding woodland ... extends round the Park giving enclosure to and screening of the built elements within.' (page 13). However, the photo montage on first page of the Design and Access Statement Part 2 gives a clear visual representation of just how the height of the proposed R & D building would dominate its surrounding and the tree belt certainly does not screen the bulk of the building.

The Parish Council noted the reduction in height and number of car parking spaces in the amended multi-storey car park. However, this building would still be higher than the tree belt fronting Newmarket Road.

The reduction in the number of car parking spaces would still provide just over 300 car parking spaces associated with the new building. In isolation, the reduction of the number of car parking spaces would be welcomed; however, at the Parish Council's meeting where application 21/03822/FUL was considered, the Parish Council also considered planning application 21/05165 relating to

Zone 2 of Granta Park. This latter application involves an additional 1,018 car parking spaces.

The Parish Council has been concerned for some time that the cumulative impact of various planning applications relating to Granta Park have not been considered as a whole.

There are already problems with the existing volume of traffic using the Granta Park site, with traffic at the morning peak queuing back onto the A505. The Parish Council is therefore very concerned about the implications of a further 1,300+ car parking spaces on Granta Park, with all vehicle movements using the existing single entrance to the site. The existing morning congestion not only causes delays into the site, but the associated tailing-back also causes delays to traffic on Newmarket Road, both to local traffic and to traffic exiting south from the Four Wentways service area.

Mitigation of existing traffic movements is necessary, and the Parish Council's view is that there should be improved cycling access and other more sustainable modes of travel to and from Granta Park, not building more car parks. The Parish Council is also of the view that the Linton Greenway route should, after crossing the A11, go along Newmarket Road to the Entrance to Granta Park and then continue along Pampisford Road until it meets the A1307.

The Addendum to the Landscape and Visual Impact Assessment actually relates to Little Abington parish, and this raises an important point for the planning service. Great Abington Parish Council (GAPC) understands that Little Abington Parish Council (LAPC) has requested that all planning applications relating to Granta Park and TWI be sent to them, in addition to GAPC, but this does not appear to have happened. Some parts of the Granta Park site virtually border on Little Abington parish, and traffic issues relate as much to roads in Little Abington as to Great Abington.

Great Abington Parish Council therefore requests that all planning applications relating to Granta Park and TWI be sent to Little Abington Parish council as a matter of course.

Local residents have expressed concern about light pollution (car park and some building lights are on all night) from the Granta Park site, and this is only likely to increase with a further large and highly conspicuous building and multi-storey car park on the site. Noise has also been of local concern.

The Parish Council does request that the application be referred to the District Council Planning Committee for determination, with a site meeting prior to the consideration of this application.

October 2021 (summary)

#### Objection

- Object to the size and scale of the development which is overly dominant in its size, height and location. Initial buildings on the site were limited to

two storeys and existing buildings fit reasonably well into the rural landscape. The speculative four storey building is over twice the height of the tree and would therefore not be shielded.

- There are already problems with the existing volume of traffic using the site, concerned about a further 600 staff entering the single entrance site adding to existing morning congestion that delays residents and can make the roads hazardous to negotiate. Mitigation of existing traffic movements is necessary.
- Noise and light pollution from the site are an existing problem, which would increase further.

### 23. **Little Abington Parish Council – Objection.**

January 2021 Comments (in full)

LAPC met on Wednesday 12 January 2022 to discuss the amendments to this application. We unanimously decide to recommend refusal. We recommend referring this application to the SCDC planning committee.

[LAPC has previously been consulted about major developments at Granta Park, but wasn't contacted by SCDC about this new building. We would like to be kept informed at the earliest opportunity. Biomed Realty has been very helpful and has communicated about the proposals on several occasions.]

Statement building

LAPC is not at all convinced that Granta Park needs a 'statement building', which is how this development is being promoted. The height and mass of the proposed building would not be in keeping with the original principles of Granta Park which was that all developments on the site should be sympathetic to the rural environment. A piece of public art, say on the roundabout at the entrance to the site, would be a better alternative to a statement building. We would like a planning condition for noise production to be limited to prevent noise spilling over into Little Abington.

Travel Management Plan

LAPC is very keen to see the £338,000 of s106 contributions, paid by Granta Park to Cambridgeshire County Council in 2016, for infrastructure improvements, put to good use. Unfortunately, none of the improvements to cycle routes in Abington described in the 2017 Travel Plan have been delivered. It is now five years since the money was paid. Cycle Route from Babraham to Little Abington

BioMed Realty informed LAPC that improvements were made to the cycle route from Babraham some time ago. Unfortunately, those improvements did not upgrade the cycle path across the fields. The cycle path from Babraham to the A11 bridge is becoming increasingly difficult to ride, with narrow and high-sided ruts. The surface of the path is deteriorating. When cyclists need to pass, which is an increasingly frequent occurrence, one or both must ride up the side of a rut to create passing space and avoid the oncoming bicycle. This is dangerous even for experienced cyclists. The paths on both sides of the bridge are also

unlit. Therefore, further improvements are urgently needed to the cycle path from Babraham, particularly if it is going to be used by more cyclists.

#### Bridge over the A11

The bridge over the A11 is very narrow. At only 1.8 m wide, it is only half as wide as the proposed Linton Greenway. Cyclists wheeling their bikes across the bridge cannot pass each other easily. The bridge is also a bowstring design, so it will be difficult to add ramps to the ends of the bridge - a "fix" suggested by the GCP. LAPC suggests that a new, wider bridge is needed, suitable for all non-motorised users. Cycle paths along Newmarket Road to Granta Park.

One of the future actions listed in the 2017 Travel Plan was:

7.10 Granta Park should continue to liaise with Cambridgeshire County Council regarding the improvement of the cycle link between Babraham and Newmarket Road, as part of the s106 agreement. Whilst provision of the on-road cycle lanes along Newmarket Road should be implemented at the earliest opportunity.

LAPC is concerned that the cycle paths to Granta Park along Newmarket Road have not been delivered. The Parish Council has been in touch with the GCP about the inclusion of the cycle paths within the CSET Phase 2 project. The GCP could not provide a date for when these cycle paths would be delivered. LAPC feels that there is no good reason why the cycle paths down Newmarket Road should be delayed by being included in the Phase 2 plans. The cycle paths to Granta Park could be delivered within the next 12 months. This would be five years after they were originally proposed.

#### Access for cyclists to Granta Park

The 2017 Travel Plan also states:

7.12 As part of any development on Site 1, the provision of a 3m footway/cycleway at the Main Entrance junction should be considered in order to provide a safe off-road connection from the local highway network. Granta Park should continue to monitor the cycle usage at the Main Entrance and identify future improvements if and when required." This improvement has not been included in the current Site 1 plans and would obviously be of benefit to commuters arriving at the Campus by bicycle.

#### Walking routes to Granta Park

One of the future actions listed in the 2017 Travel Plan was:

7.4 The Granta Park TPC (Travel Plan Co-ordinator) should work with the individual GTCs (Green Travel Champions) to further promote walking routes around the Campus and within the immediate vicinity of the Campus. However, there are no footways on the roads around the perimeter of Granta Park. Pedestrians walking in the vicinity of the Campus, on Newmarket Road and Pampisford Road either have to walk on the road, where traffic passes at 50 mph, or have to walk on the uneven road verge. LAPC would like to see footways built along both Newmarket and Pampisford road. These would benefit both employees of Granta Park, particularly those arriving on the 13 bus, as well as village residents.

### Bus services to Granta Park

Many of the 3,000 or so new employees travelling to Granta Park over the next few years, who will be working in Site 1 or one of the Phase 2 buildings, will be coming from new housing developments in Cambourne, Northstowe and Haverhill. The number 13 bus service from Haverhill could be routed to continue along Pampisford Road, past the High Street, so that it can stop at the pedestrian access point to the Campus on Pampisford Road and also at the main entrance to the Campus. Granta Park could also extend their Campus bus scheme to serve Cambourne, Northstowe and Haverhill. As well as being more environmentally friendly, additional campus bus services would not require any infrastructure improvements and will prevent further traffic congestion around the Abingtons and A11, A505 and A1307 road junctions.

### Biodiversity and ecology

LAPC fully supports the plan to improve the woodland area along Newmarket Road and along the River Granta. We are pleased that there will be a management plan for the woodland as droughts are increasingly frequent in spring and summer and the area is home to rabbits and deer that will consume much of the new growth unless kept at bay. We also welcome the suggestions from SCDC's Ecology Officer that a "lighting design strategy for biodiversity" will be produced.

September 2021 (summary)

### Objection

- Failure to consult effectively (LAPC were excluded as were Newmarket Road properties).
- Scale of development is out of keeping with the rural environment of the Abingtons, taller than all the other buildings on the Park.
- Light pollution.
- Increased traffic, noise and movement which raises concerns for highway safety and impact on existing blockages.
- Consider creating a new entrance on Pampisford, although there are already concerns about traffic and road safety along that route.
- Pedestrian access to Granta Park - Sections 3.6 and 3.7 of the Travel Plan state that there are pedestrian footways linking Great and Little Abington to Granta Park. This is incorrect.
- Noise from the site is already a problem which has not been satisfactorily resolved since it was first reported to SCDC several years ago.
- There needs to be adequate on-site parking for buses
- Impact on wildlife and biodiversity (light and noise)
- The linear belt of trees that is adjacent to the proposed building is called Lagden's Grove and is part of the landscaping of Abington Hall, a Grade II listed building.
- Finally, the Parish Council queried if SCDC still has a copy of the masterplan agreed when development of the site was first proposed and if this and other recent developments are compliant with it.

24. **Access Officer** – comments.

It may be better to have blue badge parking on each floor clustered nearer to the lift core. Any double doors need to be electrically opened or be asymmetrical with one leaf being a minimum of 900mm. Hearing loops required in rooms, consider a changing places toilet and the standard accessible toilets should be divided equally between left-hand and right-hand transfer.

25. **Air Quality Officer** – No objection.

Recommend conditions to secure the provision of EV charging infrastructure in 15% of total parking spaces as proposed in the Transport Assessment and details for emission ratings (boiler and combined heat and power system).

26. **Anglian Water** – No objection.

The foul drainage from this development is in the catchment of Linton Water Recycling Centre that will have available capacity for these flows

27. **Contaminated Land Officer** – No objection.

Recommend conditions requiring the submission of a Phase 2 site investigation strategy, a Phase 2 intrusive site investigation report and a phase 3 remediation strategy, implantation of the phase 3 remediation strategy, a phase 4 verification/validation report and the identification of additional or unexpected contamination.

28. **Designing Out Crime Officer** – No objection.

29. **Development Officer (Health Specialist)** – No objection.

30. **Ecology Officer** – Support.

The Biodiversity Net Gain Assessment (MKA Ecology, November 2021) and the Biodiversity Net Gain Calculation Tool Metric 3.0 include additional ecological enhancement measures within the wider ownership of the applicant to achieve 10% net gain: a net gain in habitat biodiversity units of 10.83% and a net gain in linear hedgerow units of 10.05%.

These additional measures should be secured through the Landscape and Ecology Management Plan, together with the other enhancements, including bird and bat boxes, bee lawns and appropriate planting regimes (Biodiversity Net Gain Assessment (MKA Ecology, November 2021)).

Recommend conditions to secure works in accordance with the Preliminary Ecological Appraisal, the submission of a Construction Ecological Management Plan, a Landscape Ecological Management Plan and a lighting design strategy for biodiversity.

31. **Environment Agency** – No objection.

Recommend conditions for contamination details (preliminary risk assessment, a remediation strategy, verification report, the identification of unexpected contamination), a scheme for surface water disposal and details of piling or any other foundation designs and investigation boreholes.

32. **Environmental Health Officer** – No objection.

33. **Landscape Officer** – comments (summary).

The Landscape and Visual Assessment of the site concludes that there will be limited landscape effects as the site is low lying and surrounded by areas of woodland. Landscape effects on Granta Park itself would also be limited as the development proposed is similar to that already existing, and forms part of a planned campus - style research park. Visual effects to users of the wider landscape will also be limited due to the surrounding woodland belts. Users of Granta Park will experience a greater visual change, but this is seen in the context of the adjacent, similar buildings and the planned nature of the park.

The scale and form of the proposed buildings follow on from more recent buildings to the east of Granta Park and the refurbished Portland Building. The scale and prominence of the building will form a landmark, and it will be prominent in some approaching views above the existing buffer planting. However, external harmful landscape and visual effects are likely to be limited.

However, some landscape and visual effects may be greater than is stated in the report as the building is large and taller than the average on Granta Park, the new building will form a visible part of the entrance to Granta Park over the perimeter vegetation, the development will take a far larger footprint on the plot than most other sites on the Park.

The DAS comprehensively sets out landscape design concepts for the site, including character areas, water management, treatment to frontages, pedestrian areas, 'pocket spaces', buffers between buildings, street furniture, terrace area and a proposed tree palette. Photographs at Figs 11.14-11.16 and plans show the intended character of the landscape area and indicate a lush and dense style of planting that defines spaces and separates the plot landscape from the northern access road. The DAS also suggests potential changes to existing wider landscape treatments to link to proposed new landscapes around buildings, including this site.

This approach is welcome, and to be encouraged. However, the landscape proposals need to be co-ordinated so that they are achievable and can link to proposals for the wider landscape.

Its landscape relationship to the parkland may be more difficult as large buildings take up the majority of the plot - more so than other recent developments at Granta Park – and so the surrounding landscape will have to be carefully designed to provide a setting for the building. The site will have a

different character to its surroundings, and some work will be needed to ensure that it does not appear as a separate 'island'.

A significant proportion of the external space is taken up by service areas and parking, through which people arriving by car or cycle will have to pass on their way to the main entrance. These areas will also have to be designed to ensure that they form part of the landscape and act as an introduction to the building.

Details should be provided to show the construction of the attenuation areas

Note: no formal response received to amended plans and developer response to original comments.

34. **Lead Local Flood Authority** – No objection.

Recommend conditions requiring the submission of a detailed design of the surface water drainage of the site and the avoidance of additional surface water run-off during construction works.

35. **Local Highways Authority** – No objection.

Recommend a condition requiring the submission of a traffic management plan.

36. **Sustainable Drainage Engineer** – No objection.

Recommend conditions requiring details of a surface water drainage scheme for the site, long term maintenance arrangements for the surface water drainage system and a scheme of foul water drainage.

37. **Sustainability Officer** – No objection.

Recommend conditions requiring the approved renewable/low carbon energy technologies to be fully installed and operation and be evidenced by energy and carbon modelling calculations demonstrating that a minimum of 10% carbon emissions has been achieved, the submission of a BRE issues design stage certificate and the submission of a BRE issued post construction certificate.

38. **Transport Assessment Team** – No objection

Recommend a condition requiring the submission of a Travel Plan and a contribution of £390,613 to the Cambridge South Eastern Transport (CSET) phases 1 and 2 or Linton Greenway.

39. **Trees Officer** – No objection

Recommend a condition requiring the submission of a detailed Arboricultural Method Statement and Tree Protection Strategy.

#### 40. **Urban Design Officer** – Support

The proposals have been through a comprehensive pre-application process, including a series of design workshops with officers and presentation to the Design Enabling Panel independent design review service.

##### Layout

The proposed layout is well considered: The pedestrian, vehicular and cycle routes are well positioned to connect the site with the wider Granta Park surroundings. The main building is set at 11-12m from the woodland trees ensuring good outlook and lighting for the users. The Multi-Storey Car Park (MSCP) is also positioned away from the trees to ensure adequate lighting and to minimise impact on the trees. All full height glazing is included in the main building to address the central green space. Landscape screening have been provided to manage ground floor experiences. The bicycle shelter is incorporated into the decked parking at ground level to create a better quality public realm. Cyclist will use the main entrance to the decked parking from the North of Franklin Building via dedicated cycle access. This would minimise traffic conflicts with the delivery vehicle.

##### Massing, Scale, Height and Elevational Treatment

Following the pre-application engagement, the following key changes were made to the overall design:

1. Massing and scale: the main building has a cascading massing and articulation with a new external roof garden to reduce its bulk and massing. The massing of the main building and of the MSCP is considered acceptable.
2. Height and Massing: The height of the main building was reduced to better relate to the existing building with a significant setback on the upper floor and the roof plant level. The height of the main building and of the MSCP is considered acceptable. A Roof Top Plant condition can be imposed to ensure the its design is of a high quality to minimise visual impact.
3. Elevational treatment: Material palette has been refined to address the prominence of the main building. The architectural language for the main building and the MSCP is considered appropriate.
4. Solar shading design: Reduced clear glazing and additional solar shading. The proportions of the glazing elements are acceptable.
5. Health and well-being of staff: New external local amenity with break out spaces with benching, etc. have been added to the South East. This is welcome.
6. Sense of arrival: Lighting has been refined to feature South Eastern Façade to enhance arrival experience.
7. Landscape strategy: it connects the proposed buildings with the overall park settings. The landscaped garden at the upper level forms a major new amenity for the occupants and helps engage with the wider park landscape features.

Recommend conditions requiring details of external materials, a sample panel of brickwork, cycle parking and roof top plant.

## Representations from members of the public

41. 7 representations of objection, including a duplication, from 6 residents/properties have been received. Full redacted versions of these comments can be found on the Council's website. In summary the following concerns have been raised:

### Biodiversity

- Loss of green space and habitat for wildlife.

### Character / Landscape

- Design is out of keeping with the rural environment and nearby villages.
- Detrimental impact on views and scenery.
- Scale of building taller than surrounding buildings and trees, therefore intrusive and protrude above existing skyline resulting in significant visual impact.
- Significant detrimental harm to existing valued landscape.

### Highway Safety / Transport

- 418 car parking spaces for 600 staff makes a mockery of the park's suggestion that their transport policy is to encourage sustainable transport use.
- Danger to pedestrians (no footpaths on many roads surrounding the Park).
- Increase in traffic to the site.
- Lack of accessibility to local residents (few pavements and no cycle paths).
- No more buildings should be approved at Granta Park until they have provided suitable access to the park to village residents to traverse the park via multiple entries. Current restrictions are dangerous (no footpath from village).

### Flood Risk / Drainage

- Unclear whether sufficient consideration has been given to siting of building beside or within the flood plain of the River Granta.

### Other Matters

- Don't want more expansion, ruining the village – unable to use their amenities, staff flood schools with their kids so locals fight for places, highway safety at roundabout.
- Granta Park have not completed infrastructure improvements currently, no further development should be granted until this is done.
- Increase in light pollution.
- Negative impacts of this development greatly outweigh any benefits.
- Noise pollution.
- Proposal is speculative insofar as there is no tenant in waiting requiring a building much taller than the surrounding others for technical reasons.

42. 3 representations in support of the proposal, Gilead Sciences International Ltd (Flowers Building, Granta Park), TWI Ltd (Granta Park) and Abington Kennels have been received. Full redacted versions of these comments can be found on

the Council's website. In summary the following comments of support have been provided:

- The scheme has been carefully designed to ensure that an exemplary high quality building is brought forward at this prominent location of the Park.
- The proposed scheme aims to achieve BREEM 'Excellent', WELL 'Gold' and Wiredscore 'Gold' accreditations in addition to an impressive reduction of 27.4% CO2 emissions through the introduction of renewable technologies – a significant uplift to the 10% reduction required under planning policy.
- There is an acute shortage of suitable laboratory and office stock at present in the Cambridge.
- Granta Park is an established location that provides the critical infrastructure and amenity offering to attract and retain best in class talent and we are keen to see these proposals come to fruition.
- The sustainability initiatives and landscaping enhancements proposes are welcome.

## **The site and its surroundings**

43. The application site is located on Granta Park, an Established Employment Area within the parish of Great Abington, although not within its development framework boundary.
44. Granta Park is a science and research park providing laboratory and office accommodation across a 50-hectare site, established for over 20 years with a scientific population of over 3,700 people.
45. Buildings are focused on the edge of the Park, centred around a large internal open space that includes a cricket pitch and lake. The buildings are all large in size and scale with varying architectural styles and designed around the delivery of laboratory and office space. Car parking associated to each building is provided and occupies a relatively large footprint across the Park, although it is well integrated into the surroundings through extensive soft landscaping and tree planting that softens the areas and internal access roads.
46. Granta Park is surrounded by an established woodland belt, which is covered by a range of Tree Preservation Orders and plays an important role in integrating the large Park with its wider rural countryside surroundings.
47. Towards the easternmost boundary of the Park is Abington Hall, a Grade II\* Listed Building that is located within the Conservation Area for Great and Little Abington, which incorporates a small eastern portion of the Park.
48. The River Granta, a County Wildlife Site, runs close to the northern and part of the north-eastern boundaries of the site with areas surrounding the river designated as being in flood zones 2 and 3, which are almost entirely outside of the Granta Park employment designation. A lake is located centrally within the Park, functioning as part of the wider drainage solution, which is identified as being in flood zone 2.

49. The site itself comprises a vacant area of land to the west of the Park, adjacent to the main entrance and is known as Site 1 and encompasses a ground level car park to the rear of the existing Franklin Building. The western and northern boundaries of the application site abut the perimeter woodland while the main entrance and internal access road bound the southern and eastern boundaries. The site is located opposite the Flowers Building and the Franklin Building to the east
50. The vacant Site 1 benefits from established infrastructure and sits within the development framework envisaged by the original masterplan for the Park. The site is one of the few remaining prime development sites and is strategically well located close to the main site entrance.
51. The application site is located in flood zone 1 (low risk) and is not identified as an area at risk from surface water flooding.

## **The proposal**

52. This application is for full planning permission for the erection of a research and development building and associated decked car park, landscaping and associated infrastructure.
53. The development seeks to deliver an important building at a prime location in Granta Park that will provide a sustainable, efficient and flexible laboratory and office space. The building is designed to high sustainability criteria and will meet a BREEAM rating of 'Excellent' but is also targeting WELL rating 'Gold' and Wiredscore rating 'Gold'.
54. The proposed building is designed to be highly flexible and efficient, with a centralised core and able to accommodate a single or double tenancy per floor. The proposed building has a gross external area of 11,746 square metres (excluding roof plant) and could accommodate approximately 450 employees. The number of employees is subject to tenancy arrangements so the number of employees within the building may vary above and below this approximate figure over time.
55. The scheme includes the construction of a new decked car parking structure to accommodate the parking needs of the new research and development building and will also deliver a landscape strategy for the site and one that reflects the wider landscaping of Granta Park.

## **Planning Assessment**

56. The key issues to consider in the determination of this application are the principle of development, design / visual amenity, landscape impact / landscaping, biodiversity, trees, flood risk and drainage, highway safety, highway network and parking, renewables / climate change, noise, lighting, heritage impact, residential amenity, contamination, developer contributions and other matters.

## Principle of Development

57. The site is located outside of a defined development framework boundary. Policy S/7(2) of the Local Plan states that outside development frameworks, only allocations within Neighbourhood Plans that have come into force and development for agriculture, horticulture, forestry, outdoor recreation and other uses which need to be located in the countryside or where supported by other policies in the plan will be permitted.
58. The site is located within Granta Park, which is designated as an Established Employment Area under Policy E/15 of the Local Plan. Policy E/15(1) states that in defined Established Employment Areas, redevelopment of existing buildings and appropriate development for employment use will be permitted.
59. The application seeks planning permission for erection of a research and development building and associated decked car park, landscaping and associated infrastructure.
60. The principle of development is therefore in accordance with Policy E/15 of the Local Plan.
61. There are several other local and national policies that have relevance to the principle of development.
62. Policy S/2 of the Local Plan sets out the six objectives of the Local Plan, one of which is to support economic growth by supporting South Cambridgeshire's position as a world leader in research and technology-based industries, research, and education; and supporting the rural economy.
63. Policy E/9 of the Local Plan deals with the promotion of clusters and details that development proposals in suitable locations will be permitted which support the development of employment clusters, drawing on the specialisms of the Cambridge area in several sectors including biotechnology and biomedical, high-technology manufacturing, research and development, clean technology and other locally driven clusters as they emerge.
64. The supporting text in paragraph 8.47 of the Local Plan details that Policy E/9 seeks to ensure major sites continue to deliver land and buildings suitable for the future development of the high-tech clusters.
65. At a national level, chapter 6 of the National Planning Policy Framework (NPPF) deals with building a strong, competitive economy.
66. Paragraph 81 of the NPPF states that planning policies and decisions should help create the conditions in which businesses can invest, expand and adapt. Significant weight should be placed on the need to support economic growth and productivity, taking into account both local business needs and wider opportunities for development. The approach taken should allow each area to build on its strengths, counter any weaknesses and address the challenges of the future.

67. Paragraph 83 of the NPPF states that planning policies and decisions should recognise and address the specific locational requirements of different sectors. This includes making provision for clusters or networks of knowledge and data-driven, creative or high technology industries; and for storage and distribution operations at a variety of scales and in suitably accessible locations.
68. Paragraph 84 of the NPPF states that planning policies and decisions should enable the sustainable growth and expansion of all types of business in rural areas, both through conversion of existing buildings and well-designed new buildings.
69. Paragraph 86 of the NPPF states that planning policies and decisions should recognise that sites to meet local business and community needs in rural areas may have to be found adjacent to or beyond existing settlements, and in locations that are not well served by public transport. In these circumstances it will be important to ensure that development is sensitive to its surroundings, does not have an unacceptable impact on local roads and exploits any opportunities to make a location more sustainable (for example by improving the scope for access on foot, by cycling or by public transport). The use of previously developed land, and sites that are physically well-related to existing settlements, should be encouraged where suitable opportunities exist.
70. Great Abington Parish Council and one third party representation raise concern that the proposal is speculative insofar as there is no tenant in waiting requiring a building that is much taller than the other buildings on the Park.
71. The principle of development is supported by adopted policy and therefore the development is not speculative in that regard. Relevant adopted policy does not require formal evidence of tenancy or a business case in this instance, details which are often private and sensitive for non-material planning reasons. Therefore, no objection to the proposal is raised in terms of being 'speculative'.
72. There is no in-principle objection to the proposed development, which would accord with Policies S/2, E/9 and E/15 of the Local Plan and NPPF guidance as noted above.

### **Design / Visual Amenity**

73. The application seeks to deliver a striking building at a prime location within Granta Park that will offer an efficient and flexible laboratory and office space with a centralised core and ability to accommodate a single or double tenancy per floor. The development also seeks to provide a multi-storey car park structure that would provide parking for the new building and for the existing Franklin Building adjacent to the site.
74. The proposed new building within Site 1 will follow the Granta Park Masterplan Design Guide and the strategies and design objectives to respond to the fact that the Park has been substantially developed.

75. The development is located within the northern designated building zone of the Guide, defined as areas best suited for individual buildings with occupiers requiring 10,000 to 50,000 square feet (930sqm to 5,645sqm). Parking and servicing are placed to the rear of the development, as defined by the Guide's prime sight lines and service yards and plant guidance. The frontage of the main building is set back approximately 15 metres, more than the recommended minimum 7 metre set back of the Guide, orientated with its front elevation facing into the Park, again responding to prime sight lines.
76. In respect of building height the Guide details in Section 2.5 that buildings on Granta Park will be two storeys unless otherwise agreed; buildings of a greater height may be acceptable where it becomes appropriate to vary the silhouette or provide key landmark features.
77. The application has been subject to formal consultation with the Council's Urban Design Officer, who is supportive of the proposed development subject to conditions to secure key details of materials and roof top plant.
78. The proposal has also been considered by the Council's Design and Enabling Panel during pre-application discussions, who considered the site to be suitable for a large 'statement' building due to the gateway location and were supportive of the design approach in making a positive contribution to Granta Park.

#### Scale

79. The proposed main building is a four-storey building with roof plant. It has a general height of approximately 18.9 metres and a maximum height of approximately 22.5 metres including the roof plant enclosure (excluding flues). Several key design elements have been incorporated to reduce the overall mass of the building, notably the significant setback on the upper floor and at roof plant level.
80. The front elevation of the fourth floor has been recessed by approximately 4.2 metres, reducing the bulk of the development and provides an open terraced area at the front of the building. The roof plant enclosure above is recessed a further 6.2 metres on the front elevation and 3.5 metres on the rear and side elevations above the fourth floor.
81. The upper level set back assists in visually reducing the overall perception of the height experienced from the road frontage within the Park and from views outside of the site, articulated further through the use of the external material palette. The set back approach also assists the height and massing of the new building in respect of its relationship with existing buildings within the Park and its general surroundings, noting similar approaches across the Park.
82. Although a tall building, the proposal is comparable in scale to existing buildings within Granta Park, noting that ground levels fall slightly in an eastward direction across the Park.

83. The Flowers Building (Site 6, Gilead), located to the east of the application site, is a three storey building with plant above, providing a general height of approximately 15 metres and a maximum height of approximately 19 metres including the roof plant enclosure (excluding flues). The roof plant enclosure is recessed above the third floor to reduce the overall bulk and mass of the building.
84. The Illumina Building, which is located on the south-eastern edge of the Park, is a three storey building with plant above, providing a general height of approximately 14.5 metres and a maximum height of approximately 19.1 metres including the roof plant enclosure (excluding flues). Again, the roof plant enclosure is recessed above the third floor to reduce the overall bulk and mass of the building.
85. The Phase 2 Zone 2 development towards the southeast of the Park, currently under consideration through reserved matters application 21/05165/REM, seeks to provide multiple buildings with maximum heights ranging between approximately 13.2 metres to 17.8 metres (excluding flues). Although scale is a reserved matter that is under consideration, the general scale of the buildings was established as part of the outline consent for the development, reference S/1110/15/OL, where several masterplans were secured as approved plans. In design terms the proposed buildings adopt a similar approach by recessing the roof plants, contributing positively towards reducing the overall mass and bulk that is perceived.
86. Officers therefore consider that the scale of the proposed development, although taller than existing buildings within the Park, is compatible with the general scale of the location and responsive to its important location at the entrance to the park.
87. Noting that the roof top plant will be one of the more evident elements of the building within the site and wider surroundings, officers consider it reasonable to impose a condition requiring details of the enclosure to ensure its design is of a high quality and to minimise visual impact, as noted in the comments of the Council's Urban Design Officer.
88. The multi-storey car park, as amended, has a general height of approximately 13.1 metres, with a maximum height of approximately 16.4 metres on two small enclosures at either end of the car park that provide pedestrian stair access to the upper deck. Apart from small elements of these enclosures the height of the car park sits beneath the canopy level of the trees to the north and west of the site and behind the existing Franklin Building, which is comparable in height.
89. Visuals contained within the Design and Access statement demonstrate how the scale of the proposed development would relate to existing buildings within the Park. The illustrations show that the proposed main building would be of a compatible scale that would not appear at odds with the varied scale of surrounding development within the Park. Given the scale of the proposed car park and surrounding development, the car park would be largely obscured from view.

90. With reference to national policy, chapter 11 of the NPPF provides guidance on making effective use of land with paragraph 120 detailing that planning decisions should, among other things, promote and support the development of under-utilised land.
91. The proposed scale of the development seeks to make best use of a prime development parcel within Granta Park while responding to its context.
92. Overall, the scale of development is considered acceptable and compatible with its location as part of Granta Park.
93. How the scale of the proposed buildings impact on the wider landscape character is considered later in this report.

#### Appearance

94. The proposed development seeks to provide a new state of the art laboratory and office space with a vision is to deliver a building of the highest design quality.
95. The Design and Access Statement details the approach to the building envelope and appearance in Section 7. It sets out that the eastern frontage follows the principle of 'visual stratification' using vertical lines to create a 'base – middle – head'. The ground floor (base) with wider vertical lines anchors the building, the middle with double storey articulation leads the eye towards to top and an angled or splayed soffit acts as a feature / head completing the visual experience. The recessed top floor is then set with denser vertical lines to make it visually reticent which acts as an extension to the head and visually sets even further from the front.
96. The set back arrangement of the upper floors and unique splayed soffit and ground floor articulation creates added architectural interest and helps to animate the arrival experience, with a double height entrance lobby further strengthening the sense of arrival. Furthermore, the fourth floor terrace at the front of the building provides an opportunity to include additional soft landscaping and planting that will add further interest to the overall appearance of the building.
97. The material palette, which seeks to add interest while addressing the prominence of the site, provides a balanced selection of material texture and colour including full height glazing, GRC fibre cement façade panels, PPC aluminium panels with matt finish and bronze tone aluminium brise soleil to compliment the natural concrete panel finish.
98. The decked car park is located discretely behind the Franklin Building and utilises a Profiled Metal Screen with a Green Wall with Planting Trellis and wooden cladding to sit alongside the woodland tree belt and offer an interesting and responsive architectural approach.

99. With reference to national policy, chapter 12 of the NPPF provides guidance on achieving well designed places, with paragraph 126 detailing that the creation of high quality, beautiful and sustainable buildings and places is fundamental to what the planning and development process should achieve.
100. The proposed development is considered to represent a high-quality design that adds interest and variety through its design and appearance. Noting the comments of the Council's Urban Design Officer, officers consider it reasonable and necessary to impose conditions requiring details of materials and sample panels to be submitted and agreed to ensure that the quality of development is taken through to completion in a manner which is fully compatible with its location.
101. Overall, the appearance of development is one of high-quality that is compatible with its location as part of Granta Park.

#### Layout

102. The proposed layout is well considered with the pedestrian, vehicular and cycle routes well positioned to connect the site with the wider Granta Park surroundings. The layout incorporates a feature landscaped frontage, a loading / delivery zone (servicing) to the rear of the building and does not impact on the existing green woodland buffer, which is to be retained. Further landscape screening is to be provided to carefully manage ground floor experiences.
103. The main building is located centrally within the southern portion of the site, set in from the access road to the front and away from the woodland to the south and west. The building is set approximately 11 to 12 metres from the woodland trees ensuring a good outlook for occupiers of the building, with the primary elevation facing over the central open space within the Park with full height glazing to address the central space.
104. The proposed multi-storey car park is located to the rear of the existing Franklin Building within the northern portion of the site, again stepped away from the boundary woodland to the north west to ensure adequate lighting and to minimise the impact on trees. The car park also incorporates the cycle store provision, removing the need to provide a separate structure for this element of the development. The proposed car park, by virtue of its layout and scale, would not be overly prominent within the site, with limited views available between existing buildings along access roads and over areas of soft landscaping.
105. The layout incorporates hard and soft landscaping to the front of the site, new tree planting, street furniture and a range of materials for surface treatments. Landscaping is considered in more detail later in the report, however, the general approach within the layout of the development provides an appropriate and responsive landscape solution that makes a positive contribution to the proposed development and its wider surroundings.

## Conclusion

106. Officers acknowledge that the proposed development will provide a large main building within Granta Park. However, it is also acknowledged that the site will act as an important gateway into Granta Park and as such provides the opportunity for a striking building at this prime location, while ensuring that it is responsive to its surroundings and context.
107. The visuals contained with the Design and Access Statement illustrate how the proposed building would sit within the context of the park and appear as a natural and high-quality addition that is compatible with its location in terms of layout, scale and appearance and would make a positive contribution to its surroundings.
108. Overall, the proposed development is considered to be of a high-quality design that contributes positively to its surroundings, in accordance with Policies HQ/1 and E/15(3) of the Local Plan and NPPF guidance.

## **Landscape Impact / Landscaping**

109. The application is supported by a Landscape and Visual Appraisal (Liz Lake Associates, August 2021) and a Landscape and Visual Appraisal - Addendum (Liz Lake Associates, November 2021). The Appraisal seeks to identify the likely landscape and visual effects of the proposed development and to assess the significance of those effects. Several appendices / figures accompany the Appraisal and provide a visual guide to the assessment undertaken.
110. The Appraisal details that the application site is flat and lies on the western edge of Granta Park adjacent to the main entrance. Between the site and the entrance road is an existing woodland approximately 12 metres deep, which contains a mix of evergreen and deciduous trees which help to provide a good year-round screen to the Park. Along the western edge of Granta Park and the application site the woodland belt is approximately 35 metres deep. To the south of the Park the tree belt continues along the northern side of Pampisford Road, which provides further screening (as well as running along the northern edge of the Park).
111. The Appraisal highlights that buildings are focused on the edge of the Park, centred around a large internal open space. Buildings are large in scale but despite the potential for them to be intrusive into the surrounding countryside the woodland surrounding Granta Park, together with the extensive tree planting and landscaping throughout the Park, allows the buildings to provide an unobtrusive form of development with limited appreciation from the surrounding landscape.
112. The Appraisal considers that given the separation of the site from the wider countryside and its association to the existing Park complex, the application site makes a limited contribution to the character of the surrounding landscape.

113. The Appraisal assesses the proposed development and its potential impact on the landscape. It notes the design qualities of the scheme and how it has been designed to integrate into the surrounding Park as well as within the surrounding landscape. The scheme has incorporated measures that will manage change and help absorb the development into the landscape including the retention of existing tree belts, siting of the building and car park away from the tree belt, and a landscape design to compliment the Park.
114. It details that recommendations have been incorporated into the proposals which successfully mitigate potential adverse landscape and visual effects and help to integrate the proposed development into this location.
115. The report concludes that new building within Site 1 will follow the Granta Park Masterplan Design Guide and that the woodland surrounding the Park, alongside extensive tree planting and landscaping throughout the surrounding countryside, will allow development within the site to be readily accommodated with limited appreciation from within the surrounding landscape.
116. The conclusion further details that the impact of the new building is considered to result in a Slight Adverse to Negligible Effect on the landscape resource and landscape character once constructed, and once the landscape scheme has established the longer-term effect is Negligible overall.
117. In visual terms the new buildings will sit alongside existing structures and the visual effects of the development will be limited in nature, with the greatest effect from users of the local roads travelling past the site and the site entrance. It acknowledges that the additional development will result in more distinct views of built form within the Park but that this is unlikely to be intrusive with most effects only being of a Slight Adverse effect at completion, softened by existing woodland.
118. The applicant has provided further supporting information in the form of a Verified Views document, which comprises verified visuals of the proposed development from the surrounding area and includes a tree study that sets out exiting tree heights and anticipated growth over a 5-year and 10-year period.

#### Landscape Impact Assessment

119. Officers are satisfied that the proposed development will sit appropriately within the context of the existing Granta Park development when viewed from within the Park, as detailed above when considering design and layout.
120. Officers acknowledge that elements of the proposed development will be visible from outside of the application site, by virtue of the scale of the proposed building. However, the areas from which the development would be observed are limited and restricted to transient locations around the main entrance to Granta Park.
121. As noted in paragraph 3.5.1 of the Appraisal, visual receptors of higher sensitivity and the greatest susceptibility to change include residents at home

(private viewpoints), areas of outdoor recreation (including public rights of way) and places of work. Transport routes are considered less sensitive to changes in visual amenity.

122. Officers are satisfied that the proposed development would have a negligible impact on the existing landscape from wider views of the site from areas including Bourn Bridge Road to the north, Pampisford Road to the south and the A11 and A505 to the west.
123. Although the presence of new built form may be observed from long distance views from the north and south, views would be limited and akin to how existing buildings are currently perceived on the Park, mitigated by the substantial woodland surrounding the Park, alongside extensive tree planting and landscaping throughout the surrounding countryside.
124. The key consideration is therefore the landscape impact of the proposed development from closer vantage points.
125. As noted above, the building is a four-storey building with roof plant. It has a general height of approximately 18.9 metres and a maximum height of approximately 22.5 metres including the roof plant enclosure.
126. The southern tree belt, which has a depth of approximately 12 metres, has a height of approximately 10 metres, which is projected to grow to 14 metres in 5-years and 17 metres in 10-years. The western tree belt, which has a depth of approximately 35 metres, has a height of approximately 14 metres, which is projected to grow to 18 metres in 5-years and 21 metres in 10-years.
127. Officers therefore acknowledge that the building would sit above the surrounding tree belts and be visible from external views.
128. However, when observing the development from outside the site and considering the degree of visual intrusion there are key design elements to note that contribute towards mitigating the impact of the proposed development, particularly when observed from street level.
129. The proposed building is set into the site and away from the existing tree belts, with a separation distance of approximately 12 metres from the rear western tree belt and at least 10 metres from the southern tree belt (side). By siting the proposed building away from the two tree belts, its visual prominence is reduced from external views near to the Granta Park entrance. Furthermore, the plant enclosure has been recessed into the roof space by approximately 3.5 metres, a design feature that reduces the overall mass of the proposed building.
130. How the building would be perceived from Newmarket Road and the entrance to Granta Park on approach is demonstrated on the Building and Woodlands Height Section Study Plan.
131. The Section Study illustrates that when viewing the site from street level along Newmarket Road, the western tree belt would screen views by virtue of its

height relative to the height and siting of the proposed building. Views from the south towards the entrance to Granta Park would also be restricted to the top half of the fourth floor and the roof plant enclosure given the height of the tree belt and the relative height of the proposed building.

132. The most evident view of the proposed building will be along Station Road on approach to Granta Park from the west where a bridge crosses the A11. Here direct views towards the entrance to Granta Park are available as the road rises, although it is noted that by virtue of the topography of the road and surroundings views will not be readily available until approximately 250 metres from the site entrance. Again, these views would be transient views towards the entrance to the site.
133. The Verified Views document, alongside the relevant Section Plans, further demonstrate that views of the proposed development are limited to transient views near to the entrance to the site. It is notable that two visuals have been provided within the document, one showing the proposed building against the current height of the tree belts and one showing the proposed building against the anticipated growth of the tree belts in 10-years' time. The continued growth of the western and southern tree belts would further mitigate the visual impact of the proposed building on the surrounding landscape. Nonetheless, transient views would be available to varying degrees over time.
134. Being sited on the edge of Granta Park, an established employment area, the introduction of a built form of development is not out of context. There is no significant visual harm that would warrant a refusal of the application, given that the impact is limited to local transient views of the site at the entrance to Granta Park, noting that the impact will reduce as the surrounding woodlands mature and that this is an attractive and well-designed building that deserves a degree of prominence given the plot location.
135. In term of the proposed multi-storey car park, by virtue of its scale and siting, the structure will not be evident in external views towards the site.
136. The car park, as amended, has a general height of approximately 13.1 metres, with a maximum height of approximately 16.4 metres on two small enclosures at either end of the car park that provide pedestrian stair access to the upper deck. Apart from small elements of these enclosures the height of the car park sits beneath the canopy level of the trees to the west of the site, which is around approximately 14 metres in height, and to the north-west of the site which is approximately 18 metres. Both tree belts are anticipated to grow in height over a 10-year period further screening the development.
137. Officers are therefore satisfied that the proposed multi-storey car park would not represent an intrusive built form of development into the surrounding landscape and would be satisfactorily assimilated into the site and its surroundings.
138. With reference to national policy, chapter 15 of the NPPF provides guidance on conserving and enhancing the natural environment, with paragraph 174 detailing that planning decisions should contribute to and enhance the natural

and local environment by recognising the intrinsic character and beauty of the countryside.

139. Overall, officers acknowledge that the proposed building would be evident in restricted transient views on approach to the site while the car park would be screened. However, although a change to the current character where built form is largely absent on the western edge Granta Park, the proposed building is not considered to result in significant harm to the local landscape character, which will be further integrated into its surroundings as existing landscaping continues to mature. Furthermore, locations where the building will be observed are restricted and transient. Therefore, the extent of any harm arising from the proposed development to the wider landscape is limited.
140. The proposal is considered to accord with Policies HQ/1 and NH/2 of the Local Plan and NPPF guidance.

#### Landscaping

141. In terms of landscaping within the site the application is supported by a range of plans that illustrate the landscape strategy for the development, including a Landscape Surface Finish Plan, while the landscape approach is described within the Design and Access Statement.
142. As part of a wider masterplan, the landscape proposals have considered how the site sits within the wider context of Granta Park, before considering the more immediate context within the boundaries of the site. The development, by virtue of its location, provides an opportunity to enhance the landscaping to the front of the site adjacent to the main site entrance to Granta Park and along the internal access road.
143. Several existing low quality trees will need to be removed to accommodate the proposed development, notably the multi-storey car park. However, extensive tree planting is proposed as part of the landscape strategy. Avenues of trees are to be planted and retained along the edge of the internal road and access road to the proposed building and car park, a detail that is characteristic to Granta Park.
144. The design of the frontage to the main building focuses on creating an attractive pedestrian environment which forms the foreground to the main building and incorporates landscape links in and around the site and wider Park with trees and planting creating a visual continuity along the building frontage. Several pocket spaces have been incorporated into the layout, complementing the space provided on the building terrace and the wider Granta Park green to the east, providing a further external break out space.
145. The buffer area to the south of the proposed building will incorporate tree planting and landscape features that form part of the water attenuation strategy. An existing area of landscaping to the north of the Franklin Building is retained, with new hedge planting proposed to mitigate the impact of the access road to the car park. Landscape works to the north of the car park will include additional

tree planting. The general planting strategy seeks to enhance wildlife habitats, promote sustainable planting, and improve local biodiversity.

146. A range of surface treatments are proposed to contribute positively to the character of the site, while performing a practical function as part of the overall drainage solution. Street furniture including seating areas are proposed at the entrance space and along the pathway to the buildings.
147. The application has been subject to formal consultation with the Council's Landscape Officer, who raises no objection to the proposed development, although raised some initial queries. No formal response has been received to the amended details, but officers are satisfied that the approach to landscaping within the site is appropriate and compatible with the site's context.
148. To ensure appropriate detailing officers consider it reasonable and necessary to impose a condition requiring a detailed scheme of hard and soft landscaping, noting that separate tree and biodiversity conditions will also contribute positively to the final scheme. A landscape compliance condition is also recommended.
149. Subject to the recommended conditions, officers consider that the proposal would accord with Policies HQ/1 and NH/4 of the Local Plan.

## **Biodiversity**

150. The application is supported by a Preliminary Ecological Appraisal (MKA Ecology, April 2021), a Biodiversity Net Gain Assessment (MKA Ecology, September 2021) and, as amended, a Biodiversity Net Gain Assessment (MKA Ecology, November 2021) and a Biodiversity Net Gain Calculation Tool Metric 3.0.
151. The Appraisal outlines key ecological issues for consideration, recommendations for further work and ecological enhancements where appropriate.
152. The Appraisal identifies that there is potential for impact on the River Granta County Wildlife Site (CWS), which has the potential to impact white-clawed crayfish populations but can be sufficiently addressed through an appropriate drainage strategy for the site. The Appraisal found no evidence of badgers currently using the site, but the Appraisal recommends that repeat surveys are undertaken at least 30 days before commencement of works. The Appraisal recommends that vegetation and building clearance be undertaken outside the bird breeding season and that a Construction Environmental Management Plan be developed to cover protection of ecological features during construction.
153. The Appraisal sets out that there is scope to enhance biodiversity on the site through tree planting, bee lawn establishment and sowing the swales with a wildflower seed. Opportunities should be taken to integrate hedgehog highways into any boundary fences and a bird and bat box plan should be developed. The Appraisal recommends that a Landscape and Ecology Management Plan be

developed which details bird and bat boxes, and management of habitats post-development.

154. The Net Gain Assessment sets out the present state of the site to provide a baseline condition and explores proposed landscaping and enhancements arising from the proposal. To establish whether the proposed development will contribute positively to biodiversity a Defra Biodiversity Metric 3.0 has been completed and submitted.
155. In summary, the results demonstrate that the with proposed layout there will be a net gain in habitat biodiversity units of 10.83% and a net gain in linear hedgerow units of 10.05%. The Assessment concludes that the development will lead to a net gain in biodiversity, largely due to the enhancement of 1.6 hectares of off-site woodland within the wider ownership boundary for the site (secured via a Landscape and Ecological Management Plan condition).
156. The application has been subject to formal consultation with the Council's Ecology Officer, who raises no objection to the proposal and recommends several conditions.
157. In consultation with the Council's Ecology Officer, officers are satisfied that the proposed development would not result in adverse harm to protected habitats, protected species or priority species and achieve a biodiversity net gain.
158. In terms of protected habitats, the site lies within the Impact Risk Zone of two Sites of Special Scientific Interest (Alder Carr and Sawston Hall Meadows), but it does not meet the criteria for consultation with Natural England and so no further action is necessary in this regard. The site also lies within 2 kilometres of three County Wildlife Sites (CWS) and two Protected Road Verges. As noted in the submitted Appraisal, the River Granta CWS could be vulnerable to impact through run-off from the development, but with the recommended mitigation during construction and post-development as outlined in the Appraisal demonstrates that the development can be made acceptable. There is unlikely to be any impact to the other protected habitats.
159. A wildlife sensitive lighting scheme should be developed and secured by a condition of any consent, particularly as the adjacent habitats offer high quality foraging and commuting habitat for bats.
160. For priority species the site contains features which could potentially support breeding birds. All vegetation clearance and renovation work should therefore be scheduled outside the breeding season to avoid impacts on breeding birds.
161. A net gain in habitat biodiversity units of 10.83% and a net gain in linear hedgerow units of 10.05% is to be achieved, which can be secured through a Landscape and Ecology Management Plan, together with the other enhancements, including bird and bat boxes, bee lawns and appropriate planting regimes.

162. To ensure appropriate detailing in secured, several conditions have been recommended by the Council's Ecology Officer.
163. The first would require that all ecological measures and/or works shall be carried out in accordance with the details contained in the submitted Preliminary Ecological Appraisal to conserve and enhance ecological interests.
164. A condition requiring the submission of a Construction Ecological Management Plan, which would include details of measures to avoid or reduce impacts during construction, location and timing of sensitive works and the use of protective fences, exclusion barriers and warning signs if applicable, is recommended to conserve and enhance ecological interests.
165. A third condition would require the submission of a Landscape and Ecological Management Plan, to include details of management and how a minimum of 10% in biodiversity net gain will be achieved, management actions and ongoing monitoring and remedial measures, to ensure an appropriate landscape and ecological management plan is agreed.
166. A condition to secure a lighting design strategy for biodiversity is also recommended to ensure appropriate external lighting is used across the site, to conserve and protect ecological interests.
167. Noting the recommendations of the submitted Preliminary Ecological Appraisal, officers also consider that it is necessary to impose a condition requiring a repeat survey for the presence of badgers on the site and surrounding suitable habitat, at least 30 days prior to works commencing on site.
168. Officers consider these five conditions to be reasonable and necessary as part of any consent.
169. Subject to the recommended conditions, the proposal would accord with Policy NH/4 of the Local Plan and achieve a net gain in biodiversity.

## **Trees**

170. The areas of tree planting that surround Granta Park and form important perimeter landscaping are covered by several Tree Preservation Orders (TPO), one of which includes the tree belt along the western boundary of the application site. The trees that extend along the southern boundary of the site are not formally covered by a TPO but nonetheless form an important aspect of the perimeter and structural landscaping around the application site and Park. All these areas contribute positively to the landscape qualities of Granta Park.
171. The application is supported by a Tree Survey, Arboricultural Impact Assessment, Preliminary Arboricultural Method Statement & Tree Protection Plan (Hayden's Arboricultural Consultants, July 2021). The information provides a preliminary consideration of the arboricultural implications arising from the proposed development.

172. The Assessment sets out that it is necessary to fell 25 individual trees, seven landscape features and sections of a further three landscape features to accommodate the proposed layout of the development.
173. The supporting Hayden's Plan (Prelim AIA, S700-D-AIA) illustrates that 24 of the individual trees to be removed are located outside of the TPO area and form landscape planting along the existing access road to the existing car park rear of the Franklin Building, along with trees that are planted in and around the car park itself. Three of the trees to be removed are categorised as Class B (moderate quality) while 20 are categorised as Class C (low quality). The other tree to be removed, which appears to fall within the TPO area (T029) has been categorised as Class U (trees in such condition that they cannot realistically be retained as living trees in the context of the current lands use for longer than 10 years).
174. The landscape features to be removed falling outside of the TPO area comprise a young sycamore, a dead tree, several small trees that have been planted within an amenity area of grass though stunted in form (Class U) and maintained hedgerows within the car park area. An area within the TPO (W001) has been identified as an unmanaged area that needs work and management, including pruning and removal as required.
175. The Assessment identifies that the alignment of the proposed building and car park does not encroach within the Root Protection Areas (RPA) of any trees that are to be retained. One of the proposed footpaths will encroach within an RPA but the use of modern no dig construction techniques will avoid harm to this area. The proposed vehicular drop off point and footpath slightly intrudes within an RPA of two trees to be retained but is only a minor influence on the RPA with linear root pruning recommended to avoid the need for specialist no dig construction at this location.
176. The Assessment confirms that all trees and landscape features that are to remain as part of the development should suffer no structural damage provided that the findings with the Assessment are complied with.
177. The Assessment recommends that all measures outlined in the report are implemented to provide protection to retained trees during the development process and that a detailed Arboricultural Method Statement & Tree Protection Plan should be provided if planning permission is granted.
178. In terms of new planting, officers acknowledge that the application is supported by a range of layout and landscape plans that illustrate how the proposed development would be integrated with its surroundings. The landscape plans illustrate that a range of new trees and hedgerows are to be planted in and around the proposed development (more than is to be lost), details that can be secured by condition as noted above.
179. The application has been subject to formal consultation with the Council's Trees Officer, who raises no objection to the proposal and comments that the Assessment submitted is sufficient for this stage of the application. The

Council's Trees Officer recommends that a further detailed tree protection plan is required should the application be approved.

180. In consultation with the Council's Trees Officer and in line with the recommendations of the submitted Assessment, officers consider it reasonable and necessary to impose a condition requiring the submission of a detailed Arboricultural Method Statement and Tree Protection Strategy prior to any works in site. Such a condition would ensure appropriate protection of trees and landscape features to be retained and that works within sensitive areas (i.e., RPA's) are undertaken in the appropriate manner.
181. Subject to the recommended condition, the proposal would accord with Policy NH/4 of the Local Plan.

### **Flood Risk and Drainage**

182. The site is in Flood Zone 1 and is therefore considered as having low probability of flooding. The site is not identified as an area of surface water flooding.
183. The application is supported by a Flood Risk Assessment (Robmoll, July 2021) and, as amended, a Drainage Strategy and SuDS Report (Robmoll, October 2021) and an LLFA Planning Response Technical Note (Robmoll, October 2021), along with supporting technical drainage layout plans and calculations.
184. The Flood Risk Assessment confirms that the site is located entirely within Flood Zone 1 (low risk) which represents land having a less than 1 in 1000 annual probability of flooding from rivers or the sea. The site is at very low risk from flooding from rivers, with the main source of risk being the River Granta. Figure 5 of the Assessment illustrates that the extent of flood risk from the River Granta extends to approximately 20 metres from the site.
185. In terms of surface water flood risk, the Assessment confirms that the site is in an area of very low risk and therefore the risk of flooding of surface water is low.
186. The Assessment concludes that, in line with national guidance, the proposed development is an appropriate proposed land use for this location.
187. The Drainage Report and Technical Note set out that the proposed drainage strategy comprises infiltration and attenuation for surface water run-off co-ordinated with landscape SuDS features. These will attenuate surface water run-off on site before discharging into Granta Lake via an open channel to the north east of the site.
188. The application has been subject to formal consultation with Anglian Water, the Environment Agency, the Lead Local Flood Authority and the Council's Sustainable Drainage Engineer, with no objection raised to the proposed development, as amended, subject to conditions requiring details of appropriate drainage arrangements.

189. The Lead Local Flood Authority confirm that, as amended, the information submitted demonstrates that surface water from the proposed development can be managed through the use of infiltration and discharging via the wider site drainage ditch and lake, as per that previously approved at the outline planning stage.
190. The Lead Local Flood Authority also comment that the proposals decrease the overall impermeable area proposed at the site when compared with the previous planning approval, and will be providing a betterment in terms of discharge volumes in up to the 1% AEP event plus 30% CC. While recent additional assessment of the 1% AEP event plus 40% CC shows the discharge volume to slightly exceed that calculated during the previous planning stage, it's noted that multiple options have been outlined to attenuate and control this additional volume on site, and these will require further refinement at the detailed design stage once all site investigation data is available.
191. In consultation with the Lead Local Flood Authority and other relevant technical consultees, officers consider it reasonable and necessary to impose a condition requiring a detailed design of the surface water drainage scheme for the site to ensure the development can be adequately drained and that there is no increase flood risk on or off site. The condition will include the requirement to provide details of maintenance/adoption of the surface water drainage system.
192. A condition requiring details of how additional surface water run-off from the site will be avoided during the construction phase is also considered necessary to ensure surface water is managed appropriately during construction.
193. In terms of foul water drainage, no objection has been raised by Anglian Water or the Council's Sustainable Drainage Engineer, with Anglian Water confirming that the foul drainage from this development is in the catchment of Linton Water Recycling Centre that will have available capacity for these flows.
194. Officers consider it reasonable and necessary to impose a condition requiring the submission of a scheme for the provision and implementation of foul water drainage to reduce the risk of pollution to the water environment and to ensure a satisfactory method of foul water drainage for the site.
195. Subject to the recommended conditions, officers are satisfied that the proposal would accord with Policies CC/7, CC/8 and CC/9 of the Local Plan which requires developments to have appropriate sustainable foul and surface water drainage systems and minimise flood risk.

### **Highway Safety, Highway Network and Parking**

196. Vehicular access to Granta Park is provided from a five-arm roundabout to the west of the Park, which connects to the A11, A505 and local road network (Newmarket Road, Bourn Bridge Road and Pampisford Road). Pedestrian and cycle access to the site is also taken via the Granta Park roundabout.

197. The application is supported by a Transport Assessment (Ramboll, August 2021), a Travel Management Plan (Granta Park, May 2018) and, as amended, a 2022 Transport Assessment Addendum (Ramboll, January 2022).
198. The Assessment and Addendum sets out baseline conditions, undertaking an analysis of the accessibility of the site and the means of travel available to access Granta Park, acknowledging that a site wide Travel Plan (2017-2022) has been prepared for Granta Park, seeking a reduction in single car occupancy to approximately 53%. Traffic modelling has also been undertaken and four scenarios presented, concluding that there are no issues with capacity at the access road junction arising from the proposed development.
199. The Assessment also picks up on the post pandemic emerging changes/trends around working and travel arrangements, which includes hot desking arrangements and remote working, noting a reduction in vehicle trips generated by Granta Park when comparing the 2019 survey data and the 2021 survey data.
200. The Assessment includes a swept path analysis for the main vehicle types expected to access the site, comprising large car, waste truck and fire tender, which demonstrates that these vehicle types can access, circulate, park and exit the site without conflict.
201. The application has been subject to formal consultation with Cambridgeshire County Council's Local Highways Authority and Transport Assessment Team, who raise no objection to the proposal subject to conditions and mitigation packages.

#### Highway Safety and Highway Network

202. The proposed development does not result in any alteration to the existing access to Granta Park, nor is any alteration required as a direct consequence of the proposal.
203. The Local Highways Authority raise no objection to the proposal, recommending a condition to secure a traffic management plan.
204. Officers consider a construction traffic management plan condition reasonable as part of any consent in the interests of highway safety.
205. The Transport Assessment Team has reviewed the Transport Assessment and Addendum and are supportive of the details provided, agreeing with the traffic data, trip generation, assessment scenarios and traffic growth details provided alongside the junction modelling.
206. However, the Transport Assessment Team do comment that having reviewed the relative impacts of the development on the surrounding area and the A1307 and A505 corridors, there is a need for Granta Park to be connected to the surrounding public transport and cycling infrastructure, to ensure that Granta Park can reduce its car driver mode share further. The Team has therefore set

out that a mitigation package is essential to mitigate the impact of the development, through a travel plan condition and financial contribution towards transport improvements.

207. Officers consider it reasonable and necessary to impose a condition requiring the submission of a travel plan interests of encouraging sustainable travel to and from the site to ensure compliance with Policy TI/2 of the Local Plan. The financial contribution towards transport improvements is also considered necessary as part of any consent and is considered in more detail later in this report (developer contributions).
208. In consultation with the Local Highways Authority and Transport Assessment team the proposal is considered acceptable in terms of its impact on highway safety and the highway network, subject to appropriate conditions and a financial contribution towards highway improvements.
209. Subject to the recommended conditions the proposal would accord with Policies HQ/1 and TI/2 of the Local Plan.

#### Parking Provision

210. Policy TI/3 of the Local Plan sets out that car and cycle parking provision should be provided through a design-led approach in accordance with the indicative standards set out in Figure 11 of the Plan. For B1 business use car parking provision should be made at 1 space per 30sqm (for development over 2,500sqm) and 1 cycle parking space per 30sqm.
211. The site currently provides 71 parking spaces for the existing Franklin Building. The Planning Statement details that during the construction of the proposed multi-storey car park, users of the existing car park at the Franklin Building will temporarily use other car parks within Granta Park.
212. The proposed multi-storey car park, as amended, is to provide 374 parking spaces, delivering a net gain of 303 spaces directly associated to the proposed new building. 19 wheelchair accessible spaces are provided at ground level while five motorcycle spaces are also provided.
213. The proposed research and development building comprises approximately 11,746sqm gross external area (excluding roof plant). Taking the net gain figure of 303 spaces, the development provides parking provision at a standard of 1 space per 38sqm compared to the indicative 1 space per 30sqm by Policy TI/3 of the Local Plan.
214. The original multi-storey car park was to provide 413 spaces, which would have provided a net gain of 342 spaces equating to a ratio of 1 space per 34sqm, much closer to the indicative standards of Policy TI/3 of the Local Plan.
215. However, the initial comments of the Transport Assessment Team raised concerns that the site would accommodate approximately 469 employees and so would allow 73% of the staff to drive, a higher figure than the 2017 Travel

Plan survey results of 68% and the Travel Plan target car driver mode share of 53%. As a result, a reduction in the number of car parking spaces to be provided was requested by the Transport Assessment Team, resulting in the amended multi-storey car park providing 374 parking spaces.

216. In response to the amended proposal, the Transport Assessment Team has commented that the reduced provision will allow approximately 60% of staff to drive, which is much closer to the Travel Plan target, reflecting a balanced provision of parking and are supportive of the proposal.
217. Therefore, given the comments of the Transport Assessment Team and the existing Travel Plan target for car driver mode share, the number of car parking spaces is considered acceptable in this instance, although departing slightly from the incitive standards of Policy TI/3 of the Local Plan. Officers also acknowledge that a Travel Plan condition has been recommended by the Transport Assessment Team, which will in part seek to reduce car dependence.
218. In terms of electric vehicle charging points, taking the provision of 303 spaces directly attributed to the proposed new building, 152 spaces (approximately 50%) are to be provided with the necessary infrastructure to easily retrofit the charge point stations as demand requires (cable, ducting and spare power capacity). Of these spaces, 30 (approximately 10%) are to be fully installed and operational prior to occupation of the proposed building.
219. The Addendum to the Transport Assessment also indicates that the electric vehicle charging spaces are to be delivered on the upper levels of the multi storey car park with a view to minimising noise impact and help improve overall air quality on site and beyond.
220. Policy TI/3(3) of the Local Plan sets out that the Council will encourage innovative solutions to car parking, including incorporation of measures such as electric charging points. However, there is no set figure or minimum level of provision of charging points set out within the adopted Local Plan.
221. Although no weight can be given to the Greater Cambridge Local Plan: First Proposals at this time given the early stage of its development, officers note that draft Policy I/EV (Parking and electric vehicles) seeks that electric car charging points are provided for employment developments at a level of 30% with active charge points and 30% with passive.
222. Therefore, notwithstanding the absence of a currently adopted standard, the proposed provision of the necessary infrastructure for 152 electric vehicle charging points, 30 of which will be fully fitted and operational, is considered to represent a positive and forward-thinking approach and considered acceptable in this instance. The number of electric vehicle charging points and associated infrastructure to be provided can be secured by condition, a condition which officers consider reasonable and necessary as part of any consent.
223. Overall, the number of car parking spaces is considered acceptable.

224. In terms of cycle parking provision, a total of 88 spaces are proposed that are integrated into the ground floor of the proposed multi-storey car park.
225. No cycling facilities are currently provided on site or within the existing Franklin Building and therefore 88 spaces being provided is a net gain figure for the development.
226. The provision of 88 cycle parking spaces equates to a ratio of 1 space per 133sqm. This provision is much lower than the recommended 1 space per 30sqm as set out in Policy TI/3 of the Local Plan.
227. However, as noted in the comments of the Transport Assessment Team, with approximately 469 employees on the site this would cater for a 19% mode share which is above the current cycle use of 6%. Therefore, given that further cycle parking provision could be made available if required (secured through the detailing of the conditioned Travel Plan), the number of cycle parking spaces is considered acceptable in this instance.
228. Overall, the number of cycle parking spaces is considered acceptable.
229. The provision of the cycle spaces would be secured via an approved plans condition that would approve details of the proposed car park, while shower facilities are available within the main research building, again secured via an approved plans condition.
230. Subject to conditions for electric vehicle charging points and a Travel Plan, the proposal is considered to accord with the objectives of Policy TI/3 of the Local Plan.

## **Renewables / Climate Change**

231. The application is supported by a BREEAM Credit Analysis (KJ Tait Engineers, June 2021), a BREEAM Pre-Assessment Report (KJ Tait Engineers, May 2021), an Energy and Sustainability Statement (KJ Tait Engineers, August 2021), a Passive Design Feasibility Report (KJ Tait Engineers, July 2021), a Zero Carbon Technology Feasibility Study (KJ Tait Engineers, August 2021) and a Passive Design Feasibility Report (KJ Tait Engineers, July 2021).
232. The Pre-Assessment sets out that the minimum rating required by the applicant is 'Excellent'. The BREEAM shell and core pre-assessment that has been carried out for the development provides an initial baseline score of 67%, which suggests that the development currently sits within the 'Very Good' range, although further credits are being investigated which equate to an additional score of 9% which would result in a final rating of 'Excellent' (which requires at least a 70% score). The detail provided also set out that the water consumption for the development is to be designed to meet the requirements to achieve 2 credits from Wat01.
233. The development will be designed using a fabric first approach, incorporating a range of sustainability features including improved glazing performance, window

reveals and use of external shading devices to control solar gain and reduce overheating risk, building form designed to minimise energy use, LED lighting throughout with adaptive lighting controls, mechanical ventilation with heat recovery and combustion free (all-electric approach).

234. In terms of renewable technology, the documents include the results of a feasibility study of various renewable technologies which suggest that Air Source Heat Pumps and solar photovoltaic cells (covering 200sqm), are the most appropriate technology for achieving the required carbon reduction on the development.
235. The application has been subject to formal consultation with the Council's Sustainability Officer who raises no objection to the proposed development, recommending several conditions.
236. The Council's Sustainability Officer has commented that the low/zero carbon feasibility study does not provide all the detailed calculations required to confirm compliance with Policy CC/3 of the Local Plan and a 10% reduction of carbon emissions. However, following a review of the Energy and Sustainability Statement the Council's Sustainability Officer has confirmed that the information is available prior to determination and that the development will deliver sufficient reduction to meet/exceed policy requirements.
237. Section 2.2 of the Statement details that the total sitewide emissions have been 201,375 kg CO<sub>2</sub> per annum using SAP 10 carbon factors, with a saving of 75,833 kg CO<sub>2</sub> annum provided from renewable technologies, equating to a 27.4% reduction in the overall CO<sub>2</sub> emissions.
238. A condition is recommended that the renewable/low carbon technologies, as submitted in the Feasibility Study and Energy Statement, be installed and operation prior to occupation of the building.
239. Two further conditions relating to BREEAM have been recommended. The first would require the submission of a BRE issues Design Stage Certificate within six months of commencement of development required to detail that BREEAM 'Excellent' as a minimum will be met. The second would require the submission of a BRE issued post Construction Certificate within six months of occupation to demonstrate that the approved BREEAM rating has been met.
240. Officers consider the conditions, as noted above, to be reasonable and necessary as part of any consent to secure relevant appropriate detailing for an energy efficient and sustainable development in line with relevant policy.
241. Subject to the recommended conditions, the proposal is considered to accord with Policies CC/3 and CC/4 of the Local Plan.

## **Noise**

242. The application is supported by an Acoustics - Stage 2 Design document (Romboll, June 2021).

243. The Design document considers noise egress arising from the proposed development and that a baseline noise survey has been carried out, the result of which have been used to proposed plant noise emission limits. Plant noise emission limits, based on BREEAM Pol 05 criteria, have been set at the nearest residential properties (Bourn Bridge Cottages, Newmarket Road). An initial, minimum sound insulation performance of 30dB for all elements of the building envelope is also proposed.
244. Officers note that the Granta Park Design Guide (1998) contains guidance for noise control, stating in paragraph 2.12.1 (external environment) that the noise from plant and machinery, for example fume discharge fans, must be limited to less than 45dB at 10 metres from the source of the noise.
245. The Design documents detail that the Design Guide plant noise limits are more restrictive than the BREEAM Pol 05 criteria. Therefore, meeting the Design Guide noise plant noise limit would mean that the BREEAM Pol 05 requirement and typical planning requirements for plant noise are comfortably met.
246. The application has been subject to formal consultation with the Council's Environmental Health Team, who raise no objection.
247. To ensure the development does not result in any significant adverse noise impacts, a condition is recommended that the development be carried out in accordance with the submitted Acoustics Stage 2 Design document.
248. Subject to the recommended condition, the proposal is considered to accord with Policy SC/10 of the Local Plan.

## **Lighting**

249. The application is supported by an External Lighting Statement (KJ Tait Engineers, July 2021).
250. The Statement sets out that external lighting will be provided to enhance the architecture and amenity and will be designed, installed and operated to provide safe and secure environments, appropriate to the function and use of each area. External lighting is to be carefully detailed and integrated into the architecture and landscape of the scheme.
251. The application has been subject to formal consultation with the Council's Environmental Health Team, who raise no objection.
252. Officers acknowledge that several third-party representations raise concern over the potential light impact of the proposed development, although the site is some distance from the nearest residential property.
253. As noted above, in consultation with the Council's Ecology Officer, a condition requiring the submission of a lighting design strategy for biodiversity is to be attached as part of any consent. Such a condition would contribute towards ensuring that the proposed development does not give rise to adverse impact

on the local amenity of the area or surrounding countryside, as well as restricting the addition of any further external lighting without formal agreement.

254. Subject to the recommended condition, the proposal is considered to accord with Policy SC/9 of the Local Plan.

### **Heritage Impact**

255. Abington Hall, a Grade II\* Listed Building, is the nearest listed building to the site, located approximately 700 metres from the eastern boundary of the site. Abington Hall is located within the Conservation Area of Great and Little Abington, the western boundary of which is approximately 695 metres from the site.
256. To the west of the site is Pampisford Hall, a Grade II\* Listed Building located approximately 1,100 metres from the southwestern boundary of the site. Pampisford Hall is located within an area designated as a Historic Park and Garden, the north-eastern boundary of which is approximately 550 metres from the southwestern boundary of the site.
257. Section 66 of the Planning (Listed Buildings and Conservation Area) Act 1990 requires decision-makers to pay special regard to the desirability of preserving or enhancing the character or appearance of that area.
258. Section 72 of the Planning (Listed Buildings and Conservation Area) Act 1990 requires decision-makers to pay special regard to the desirability of preserving the (listed) building or its setting or any features of special architectural or historic interest which it possesses.
259. Policy NH/14 of the Local Plan sets out support for development proposals when they sustain and enhance the significance of heritage assets, including their settings, as appropriate to their significance and in accordance with the NPPF. Policy HQ/1 of the Local Plan also requires development to conserve or enhance important natural and historic assets and their settings.
260. In terms of the potential impact of the development on the setting of Abington Hall, officers acknowledge that land levels fall from west to east across the site and therefore the application site is at a higher ground level than Abington Hall. However, there are several large existing buildings within Granta Park between the application site and Abington Hall, including the TWI Building immediately to the west of Abington Hall and the Flowers Building and Steinmetz Building further to the west. These existing buildings form intervening features such that the intervisibility between the proposed development and Abington Hall is negligible, noting the significant degree of separation between the two.
261. In respect of the potential impact on the Conservation Area to the east, for the reasons noted in the paragraph above, there is limited intervisibility between the proposed development and the Conservation Area, with a significant separation between the two.

262. Similarly, the degree of separation and intervening features between the proposed development and Pampisford Hall are such that there is no direct intervisibility. Pampisford Hall is over 1 kilometre from the site between which are significant amounts of tall mature established trees, forming the Historic Park and Garden, and Solopark Trading Estate which contains a range of buildings. The development is not considered to result in harm to the Historic Park and Garden.
263. The proposed development is therefore considered to preserve the setting of the nearest listed buildings and the Conservation Area to the east, all of which are some distance from the site with negligible to no intervisibility.
264. The proposal is considered to accord with Policy NH/14 of the Local Plan, NPPF guidance and Sections 66 and 72 of the Planning (Listed Buildings and Conservation Area) Act 1990.

### **Residential Amenity**

265. The nearest residential properties to the site are Bourn Bridge Cottages, approximately 320 metres to the north of the site.
266. The proposed development has been assessed in terms of loss of privacy, loss of light and overbearing impact and is not considered to result in significant harm to the amenities of neighbouring properties, given the degree of separation. Impacts of noise and lighting have also been considered, as noted above, and are considered acceptable.
267. The proposal would accord with Policy HQ/1(n) of the Local Plan in respect of impact on residential amenity.

### **Contamination**

268. The application is supported by a Pre-Assessment Contaminated Land Preliminary Risk Assessment (Ramboll, May 2021).
269. The Assessment sets out that no potentially significant sources of contamination from current uses were identified within the southern area of the site, although through an historic use as a construction compound the potential for contamination cannot be ruled out. The Assessment highlights that the site is situated in an area of moderate to high sensitivity with respect to groundwater resources and in an area of moderate to high sensitivity with respect to surface water receptors due to the presence of a drainage channel on-site in the north that discharges to a lake and then into the River Granta.
270. The Assessment concludes that it is unlikely that there will be significant contamination present at the site that would preclude the proposed development. The Assessment recommends that limited environmental testing of soils be completed as part of a geotechnical investigation required for detailed design of the proposed development.

271. The application has been subject to formal consultation with the Council's Contaminated Land Officer and the Environment Agency, who raise no objection subject to conditions.
272. Given the comments of the relevant technical consultees and the findings of the Preliminary Risk Assessment, officers consider it reasonable and necessary to impose conditions requiring a phase 2 site investigation strategy, a phase 2 report, a phase 3 remediation strategy and its implementation, a phase 4 verification/validation report and the potential identification of unexpected contamination as part of any consent.
273. Subject to the recommended conditions, officers are satisfied that the proposal would accord with Policy SC/11 of the Local Plan to ensure that contamination of the site is identified, and appropriate remediation measures agreed in the interest of environmental and public safety.

### **Developer Contributions**

274. Policy TI/8 of the Local Plan states that planning permission will only be granted for proposals that have made suitable arrangements towards the provision of infrastructure necessary to make the scheme acceptable in planning terms.
275. Regulation 122 of the CIL Regulations states that a planning obligation may only constitute a reason for granting planning permission for the development if the obligation is –
- 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.
276. Cambridgeshire County Council's Transport Assessment Team has commented that having reviewed the relative impacts of the development on the surrounding area and the A1307 and A505 corridors, there is a need for Granta Park to be connected to the surrounding public transport and cycling infrastructure, to ensure that Granta Park can reduce its car driver mode share further.
277. The Transport Assessment Team has set out that a financial contribution is required as part of the proposed development. The contribution comprises £390,613 to the Cambridge South Eastern Transport (CSET) phases 1 and 2 or Linton Greenway, but principally to be used for the improvement of the cycle route between High Street Babraham and Granta Park, including the upgrade of the Public Right of Way and a cycle route along Newmarket Road.
278. The contribution has been agreed by the applicant.
279. The contribution will ensure compliance with relevant planning policy and will be secured through a Section 106 Agreement attached to any consent for the development.

## Other Matters

### Air Quality

280. The comments of the Council's Air Quality Officer are noted. In addition to the recommended condition relating to electric vehicle charging points officers consider it reasonable and necessary to impose a condition to secure details of Emission Ratings (Boilers & Combined Heat and Power System), if installed as detailed in the condition, to ensure compliance with relevant Local Plan policies.

### Environmental Health

281. The Council's Environmental Health Team have commented on the application and raise no objection to the proposed development.
282. The impact of noise and lighting has been considered above and found acceptable, subject to relevant conditions. Officers also consider it reasonable and necessary to impose an hours of works condition to ensure there is no significant adverse impact on nearby residential properties during the construction phase of the development.

### Historic / Relevant Legal Agreements

283. The original 1991 outline application, granted in 1993, included a Section 106 Agreement dated 07 October 1993 that referred to a height limit for buildings. This agreement was superseded by a later 1995 outline application, granted in 1996, that included a new Section 106 Agreement dated 28 August 1996 that explicitly stated that the 1993 Agreement was extinguished.

### Third Party Comments

284. The comments made in third-party representations are noted, with many points already considered in the report. The remaining matters raised are considered below.
285. Little Abington Parish Council queried whether the Council still has a copy of the masterplan agreed when development of the site was first proposed and whether the proposed and recent developments are compliant with it.
286. A copy of the Granta Park Masterplan Design Guide (from 1998) is stored. Although each application is assessed on its own merits and the compliance of other consents relative to the Masterplan have not been examined in detail as part of this application, the Masterplan is relevant and often referred to when considering applications. In this instance officers are satisfied that the proposal is compliant with the guidance of the Granta Park Masterplan Design Guide.
287. One representation sets out that no more buildings should be approved at Granta Park until suitable access to the park to village residents to traverse the park via multiple entries has been provided. Given the nature of Granta Park there is a need to keep a degree of control over access and therefore the

proliferation of multiple access is not necessarily appropriate to the operation of the Park. No technical objection has been raised to the continued use of the existing access as part of the proposed development, subject to relevant conditions and contributions as set out above.

## **Planning balance and conclusion**

288. Granta Park is one of the UK's leading Science Campuses offering state of the art laboratory and office facilities across 14 buildings on a 50-hectare site, established for over 20 years with a scientific population of over 3,700 people.
289. The proposed development would deliver a new flexible research and development building comprising 11,746 square metres of laboratory and office space that could accommodate approximately 450 employees depending on tenancy arrangements on one of the remaining development parcels within Granta Park and make an important contribution to high-tech activity within South Cambridgeshire.
290. The development will deliver a site wide carbon emission reduction of 27.4% and is designed to meet a BREEAM rating of 'Excellent' but is also targeting WELL rating 'Gold' and Wiredscore rating 'Gold'. The scheme will also deliver a net gain in biodiversity and provide electric vehicle charging infrastructure to 152 of the car parking spaces associated to the development (approximately 50%), exceeding the requirements of several Local Plan policies.
291. The proposed main building is large in scale, being a four storey structure with a roof plant enclosure. The design of the scheme has sought to reduce and mitigate the overall mass of the building through various measures and is considered to be of exemplar architectural quality, while seeking to make best use of land as set out in chapter 11 of the NPPF.
292. Officers acknowledge that the proposed research building would be evident in restricted transient views on approach to Granta Park while the car park would be screened. However, although a change to the current character where built form is largely absent on the western edge Granta Park, the proposed building is not considered to result in significant harm to the local landscape character, which will be further integrated into its surroundings as existing landscaping continues to mature.
293. Officers do not consider that the extent of any identified harm to the existing landscape character, which is considered to be limited and restricted to transient viewpoints, would result in sufficient harm to warrant a refusal of the application, particularly when assessed against the benefits of the scheme.
294. For the reasons set out in this report, the application is recommended for approval.

## Recommendation

295. Officers recommend that the Planning Committee grants delegated approval subject to completion of a Section 106 Agreement and the conditions and informatives set out in the report.

## Conditions

- a) 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).

- b) The development hereby permitted shall be carried out in accordance with the following approved plans:

Plans to be listed:

21001-DRA-A1-SP-DR-A-PL-0010 R1 (Site Location Plan)

21001-DRA-A1-SP-DR-A-PL-0090 R2 (Site Plan)

21001-DRA-A1-00-DR-A-PL-0100 R1 (Site 1 - Proposed Ground Floor Plan)

21001-DRA-A1-01-DR-A-PL-0101 R1 (Site 1 - Proposed First Floor Plan)

21001-DRA-A1-02-DR-A-PL-0102 R1 (Site 1 - Proposed Second Floor Plan)

21001-DRA-A1-03-DR-A-PL-0103 R1 (Site 1 - Proposed Third Floor Plan)

21001-DRA-A1-04-DR-A-PL-0104 R1 (Site 1 - Proposed Fourth Floor Plan)

21001-DRA-A1-05-DR-A-PL-0105 R1 (Site 1 - Proposed Fifth Floor Roof Plan)

21001-DRA-A1-ZZ-DR-A-PL-0120 R1 (Site 1 - Proposed East Elevation)

21001-DRA-A1-ZZ-DR-A-PL-0121 R1 (Site 1 - Proposed West Elevation)

21001-DRA-A1-ZZ-DR-A-PL-0122 R1 (Site 1 - Proposed North Elevation)

21001-DRA-A1-ZZ-DR-A-PL-0123 R1 (Site 1 - Proposed South Elevation)

21001-DRA-A1-ZZ-DR-A-PL-0125 R1 (Site 1 - Proposed Section A-A)

21001-DRA-A1-ZZ-DR-A-PL-0126 R1 (Site 1 - Proposed Section B-B)

21001-DRA-A1-ZZ-DR-A-PL-0127 R1 (Site 1 - Proposed Section C-C)

21001-DRA-A2-LG-DR-A-PL-0199 R1 (MSCP - Proposed Lower Ground Floor Plan)

21001-DRA-A2-00-DR-A-PL-0200 R1 (MSCP - Proposed Ground Floor Plan)

21001-DRA-A2-01-DR-A-PL-0201 R1 (MSCP - Proposed First Floor Plan)

21001-DRA-A2-02-DR-A-PL-0202 R1 (MSCP - Proposed Second Floor Plan)

21001-DRA-A2-03-DR-A-PL-0203 R1 (MSCP - Proposed Third Floor Plan)

21001-DRA-A2-04-DR-A-PL-0204 R2 (MSCP - Proposed Fourth Floor Plan)

21001-DRA-A2-ZZ-DR-A-PL-0220 R2 (MSCP - Proposed South East Elevation)

21001-DRA-A2-ZZ-DR-A-PL-0221 R2 (MSCP - Proposed North West Elevation)

21001-DRA-A2-ZZ-DR-A-PL-0222 R2 (MSCP - Proposed North East Elevation)

21001-DRA-A2-ZZ-DR-A-PL-0223 R2 (MSCP - Proposed South West Elevation)

21001-DRA-A2-ZZ-DR-A-PL-0225 R2 (MSCP - Proposed Section A-A)  
21001-DRA-A2-ZZ-DR-A-PL-0226 R2 (MSCP - Proposed Section B-B)  
21001-DRA-A2-ZZ-DR-A-PL-0227 R2 (MSCP - Proposed Section C-C)

21001-DRA-A3-00-DR-A-PL-0300 R1 (External Out Buildings - Proposed Plan)  
21001-DRA-A3-ZZ-DR-A-PL-0320 R1 (External Out Buildings - Proposed)

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.

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

Reason: To ensure that risks from land contamination to the future users of the land and neighbouring land are identified and to ensure that the development can be carried out safely without unacceptable risks to workers, neighbours and other offsite receptors as well as to controlled waters, property and ecological systems in accordance with Policy SC/11 of the South Cambridgeshire Local Plan 2018.

- d) No development (or phase of) shall commence until the following have been submitted to and approved in writing by the Local Planning Authority:
- i) A Phase 2 Intrusive Site Investigation Report based upon the findings of the approved Phase 1 Desk Top Study.
  - ii) A Phase 3 Remediation Strategy based upon the findings of the approved Phase 2 Intrusive Site Investigation Report (if required).

Reason: To ensure that any contamination of the site is identified, and appropriate remediation measures agreed in the interest of environmental and public safety in accordance with Policy SC/11 of the South Cambridgeshire Local Plan 2018.

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

The scheme shall be based upon the principles within the agreed Drainage Strategy and SuDS Report (ref: 1620011509-RAN-XX-XX-RP-C-00001) October 2021 and shall also include:

- i) 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;
- ii) 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;
- iii) 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);
  - iv) Full detail on SuDS proposals (including location, type, size, depths, side slopes and cross sections);
  - v) Site Investigation and test results to confirm infiltration rates;
  - vi) 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;
  - vii) Demonstration that the surface water drainage of the site is in accordance with DEFRA non-statutory technical standards for sustainable drainage systems;
  - viii) Full details of the maintenance/adoption of the surface water drainage system;
  - ix) Permissions to connect to a receiving watercourse or sewer;
  - x) Measures taken to prevent pollution of the receiving groundwater and/or surface water

The scheme shall be implemented in accordance with the approved details.

Reason: To ensure that the proposed development can be adequately drained and to ensure that there is no increased flood risk on or off site resulting from the proposed development and to ensure that the principles of sustainable drainage can be incorporated into the development, noting that initial preparatory and/or construction works may compromise the ability to mitigate harmful impacts in accordance with Policies CC/7 and CC/9 of the South Cambridgeshire Local Plan 2018.

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

Reason: To ensure surface water is managed appropriately during the construction phase of the development, so as not to increase the flood risk to adjacent land/properties or occupied properties within the development itself; recognising that initial works to prepare the site could bring about unacceptable impacts in accordance with Policies CC/7 and CC/9 of the South Cambridgeshire Local Plan 2018.

- g) No development shall take place (including demolition, ground works, vegetation clearance) until a Construction Ecological Management Plan

(CEMP) has been submitted to and approved in writing by the Local Planning Authority. The CEMP shall include the following:

- i) Risk assessment of potentially damaging construction activities.
- ii) Identification of “biodiversity protection zones”.
- iii) 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).
- iv) The location and timings of sensitive works to avoid harm to biodiversity features.
- v) The times during which construction when specialist ecologists need to be present on site to oversee works.
- vi) Responsible persons and lines of communication.
- vii) The role and responsibilities on site of an ecological clerk of works (ECoW) or similarly competent person.
- viii) Use of protective fences, exclusion barriers and warning signs if applicable.

The approved CEMP shall be ahead to and implemented throughout the construction period strictly in accordance with the approved details, unless otherwise agreed in writing by the Local Planning Authority.

Reason: To ensure that before any development commences appropriate construction ecological management plan has been agreed to fully conserve and enhance ecological interests in accordance with Policies HQ/1 and NH/4 of the South Cambridgeshire Local Plan 2018.

- h) Prior the commencement of the development, a Landscape and Ecological Management Plan (LEMP) shall be submitted to and approved in writing by the Local Planning Authority. The content of the LEMP shall include the following.
  - i) Description and evaluation of features to be managed.
  - ii) Ecological trends and constraints on site that might influence management.
  - iii) Aims and objectives of management, including how a minimum of 10% in biodiversity net gain will be achieved.
  - iv) Appropriate management options for achieving aims and objectives.
  - v) Prescriptions for management actions.
  - vi) Prescription of a work schedule (including an annual work plan capable of being rolled forward over a five-year period).
  - vii) Details of the body or organisation responsible for implementation of the plan.
  - viii) Ongoing monitoring and remedial measures.
  - ix) 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 form 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 ensure that before any development commences an appropriate landscape and ecological management plan has been agreed in accordance with Policies HQ/1 and NH/4 of the South Cambridgeshire Local Plan 2018.

- i) At least 30 days prior to the commencement of any site works, a repeat survey for the presence of badgers on the site and surrounding suitable habitat, with associated mitigation/compensation measures, shall be undertaken by a qualified ecologist and submitted to and approved in writing by the Local Planning Authority (as recommended by the submitted Preliminary Ecological Appraisal, MKA Ecology, April 2021). Site works shall be carried out in complete accordance with the survey unless otherwise agreed in writing by the Local Planning Authority.

Reason: To protect badgers in accordance with Policy NH/4 of the South Cambridgeshire Local Plan 2018.

- j) No development shall commence on site until a construction traffic management plan has been submitted to and agreed in writing by the Local Planning Authority.

The principal areas of concern that should be addressed are:

- i) Movements and control of muck away lorries (all loading and unloading shall be undertaken off the adopted highway)
- ii) Contractor parking, for both phases all such parking shall be within the curtilage of the site and not on the street.
- iii) Movements and control of all deliveries (all loading and unloading shall be undertaken off the adopted public highway.
- iv) Control of dust, mud and debris, in relationship to the functioning of the adopted public highway.
- v) All deliveries to the site and all muck away movements are to be carried out only during the following hours 07.30 and 16.00 Monday to Friday.

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

Reason: In the interests of highway safety.

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

Reason: To protect trees which are to be retained in order to enhance the

development, biodiversity and the visual amenities of the area in accordance with Policies S/3 and NH/4 of the South Cambridgeshire Local Plan 2018.

- l) Within 6 months of commencement of development, 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. Where the certificate shows a shortfall in credits for BREEAM 'Excellent', a statement shall be submitted identifying how the shortfall will be addressed. If such a rating is replaced by a comparable national measure of sustainability for building design, the equivalent level of measure shall be applicable to the proposed development.

Reason: In the interests of reducing carbon dioxide emissions and promoting principles of sustainable construction and efficient use of buildings in accordance with policies CC/3 and CC/4 of the South Cambridgeshire Local Plan 2018 and the Greater Cambridge Sustainable Design and Construction SPD 2020.

- m) No development above ground level shall commence until a scheme for the provision and implementation of foul water drainage has been submitted to and approved in writing by the Local Planning Authority. The scheme shall subsequently be implemented in accordance with the approved details prior to the occupation of any part of the development or in accordance with an implementation programme agreed in writing with the Local Planning Authority.

Reason: To reduce the risk of pollution to the water environment and to ensure a satisfactory method of foul water drainage in accordance with Policies CC/7 and CC/8 of the South Cambridgeshire Local Plan 2018.

- n) No development above ground level, other than demolition, shall commence until details of a hard and soft landscaping scheme have been submitted to and approved in writing by the Local Planning Authority. These details shall include:
- i) proposed finished levels or contours; car parking layouts, other vehicle and pedestrian access and circulation areas; hard surfacing materials; minor artefacts and structures (e.g. Street furniture, artwork, play equipment, refuse or other storage units, signs, lighting, CCTV installations and water features); proposed (these need to be coordinated with the landscape plans prior to being installed) and existing functional services above and below ground (e.g. drainage, power, communications cables, pipelines indicating lines, manholes, supports); retained historic landscape features and proposals for restoration, where relevant;
  - ii) planting plans; written specifications (including cultivation and other operations associated with plant and grass establishment); schedules of plants, noting species, plant sizes and proposed numbers/densities where appropriate and an implementation programme; If within a period of five years from the date of the planting, or replacement planting, any tree or plant is removed, uprooted or destroyed or dies, another tree or plant of the same species and size as

that originally planted shall be planted at the same place as soon as is reasonably practicable, unless the Local Planning Authority gives its written consent to any variation.

- iii) boundary treatments indicating the type, positions, design, and materials of boundary treatments to be erected.
- iv) a landscape maintenance and management plan, including long term design objectives, management responsibilities and maintenance schedules for all landscape areas.

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

- o) No development shall take place above ground level until details of all the materials for the external surfaces of buildings to be used in the construction of the development 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 external appearance of the development does not detract from the character and appearance of the area in accordance with Policy HQ/1 of the 'South Cambridgeshire Local Plan' 2018.

- p) No brickwork above ground level shall be laid until a sample panel of the cladding material proposed to the Main Building and the MSCP/Decked Parking has been prepared on site. The details shall be submitted to and approved in writing by the Local Planning Authority. The approved sample panel is to be retained on site for the duration of the works for comparative purposes, and works will take place only in accordance with approved details.

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

- q) The roof-mounted plant/equipment shall not be installed until details of the plant/equipment and enclosure have been submitted to and approved in writing by the Local Planning Authority. The details shall include the type, dimensions, materials, location, and means of fixing. The development shall be carried out in accordance with the approved details.

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

- r) The development (or each phase of the development where phased) shall not be occupied until the approved Phase 3 Remediation Strategy has been implemented in full (if required).

Reason: To ensure that any contamination of the site is effectively remediated in the interests of environmental and public safety in accordance with Policy SC/11 of the South Cambridgeshire Local Plan 2018.

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

Reason: To demonstrate that the site is suitable for approved use in the interests of environmental and public safety in accordance with Policy SC/11 of the South Cambridgeshire Local Plan 2018.

- t) Prior to occupation a “lighting design strategy for biodiversity” features or areas to be lit shall be submitted to and approved in writing by the Local Planning Authority. The strategy shall:
- i) Identify those areas/features on site that are particularly sensitive for bats and that 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, for example, for foraging; and
  - ii) show how and where external lighting will be installed (through the provision of appropriate lighting contour plans and technical specification) so that it can be clearly demonstrated that areas to be lit will not disturb or prevent the above species using their territory or having access to their breeding sites and resting places.

All external lighting shall be installed in accordance with the specifications and locations set out in the strategy, and these shall be maintained thereafter in accordance with the strategy. Under no circumstances should any other external lighting be installed without prior consent from the Local Planning Authority.

Reason: To conserve and protect ecological interests in accordance with Policies HQ/1 and NH/4 of the South Cambridgeshire Local Plan 2018.

- u) No occupation of the building shall commence until a Travel Plan has been submitted to and approved in writing by the Local Planning Authority. The Travel Plan shall specify: the methods to be used to discourage the use of the private motor vehicle and the arrangements to encourage use of alternative sustainable travel arrangements such as public transport, car sharing, cycling and walking how the provisions of the Plan will be monitored for compliance and confirmed with the Local Planning Authority The Travel Plan shall be implemented and monitored as approved upon the occupation of the development.

Reason: In the interests of encouraging sustainable travel to and from the site in accordance with Policy TI/2 of the South Cambridgeshire Local Plan 2018.

- v) No occupation of the building shall take place until the infrastructure necessary for the provision of 152 Electric Vehicle Charging Points within the Multi-Storey

Car Park, as set out in Section 2.3 of the 2022 Addendum Transport Assessment (Ramboll, January 2022), has be installed, 30 of which shall be fully installed and operational for users of the development prior to first occupation.

Reason: In the interests of reducing impacts of developments on local air quality and encouraging sustainable forms of transport in accordance with Policies SC/12 and TI/2 of the South Cambridgeshire Local Plan 2018 and the Greater Cambridge Sustainable Design and Construction SPD 2020.

- w) Within 6 months of occupation of the development hereby approved, a BRE issued post Construction Certificate shall be submitted to, and approved in writing by the Local Planning Authority, indicating that the approved BREEAM rating has been met. In the event that such a rating is replaced by a comparable national measure of sustainability for building design, the equivalent level of measure shall be applicable to the proposed development.

Reason: In the interests of reducing carbon dioxide emissions and promoting principles of sustainable construction and efficient use of buildings in accordance with policies CC/3 and CC/4 of the South Cambridgeshire Local Plan 2018 and the Greater Cambridge Sustainable Design and Construction SPD 2020.

- x) No gas fired combustion appliances shall be installed until details demonstrating the use of low Nitrogen Oxide (NO<sub>x</sub>) combustion boilers, (i.e., individual gas fired boilers that meet a dry NO<sub>x</sub> emission rating of  $\leq 40\text{mg/kWh}$ ), have been submitted to and approved in writing by the Local Planning Authority.

If the proposals include any gas fired Combined Heat and Power (CHP) System, the details shall demonstrate that the system meets the following emissions standards for various engines types:

- i) Spark ignition engine: less than or equal to 150 mg NO<sub>x</sub>/Nm<sup>3</sup>
- ii) Compression ignition engine: less than 400 mg NO<sub>x</sub>/Nm<sup>3</sup>
- iii) Gas turbine: less than 50 mg NO<sub>x</sub>/Nm<sup>3</sup>

The details shall include a manufacturers Nitrogen Oxides (NO<sub>x</sub>) emission test certificate or other evidence to demonstrate that every appliance installed meets the emissions standards above.

The approved appliances shall be fully installed and operational before the development is occupied or the use is commenced and retained as such.

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 in accordance with policy SC/12 of the South Cambridgeshire Local Plan 2018.

- y) The development shall be carried out in accordance with the details contained in the Acoustics- Stage 2 Design document (Ramboll, July 2021) as already

submitted with the planning application and agreed in principle with the Local Planning Authority prior to determination.

Reason: To protect the amenity of nearby properties in accordance with Policies HQ/1 and SC/10 of the South Cambridgeshire Local Plan 2018.

- z) All ecological measures and/or works shall be carried out in accordance with the details contained in the Preliminary Ecological Appraisal (MKA Ecology Ltd., April 2021) as already submitted with the planning application and agreed in principle with the Local Planning Authority prior to determination.

Reason: To conserve and enhance ecological interests in accordance with Policies HQ/1 and NH/4 of the South Cambridgeshire Local Plan 2018.

- aa) The approved renewable/low carbon energy technologies as set out in the Low Zero Carbon Technology Feasibility Study (KJ Tait Engineers, R02, August 2021) and Energy and Sustainability Statement (KJ Tait Engineers, R02, August 2021) shall be fully installed and operational prior to the occupation of the development.

Reason: In the interests of reducing carbon dioxide emissions in accordance with Policy CC/3 of the South Cambridgeshire Local Plan 2018 and the Greater Cambridge Sustainable Design and Construction SPD 2020.

- bb) All hard and soft landscape works shall be carried out and maintained in accordance with the approved details. The works shall be carried out prior to the occupation of any part of the development or in accordance with a programme agreed in writing with the Local Planning Authority. If within a period of five years from the date of the planting, or replacement planting, any tree or plant is removed, uprooted or destroyed or dies, another tree or plant of the same species and size as that originally planted shall be planted at the same place as soon as is reasonably practicable, unless the Local Planning Authority gives its written consent to any variation.

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

- cc) Piling or any other foundation designs and investigation boreholes using penetrative methods shall not be permitted other than with the express written consent of the Local Planning Authority, which may be given for those parts of the site where it has been demonstrated that there is no resultant unacceptable risk to groundwater. The development shall be carried out in accordance with the approved details.

Reason: To protect and prevent the pollution of controlled waters from potential pollutants associated with current and previous land uses in accordance with Policies CC/7 and SC/11 of the South Cambridgeshire Local Plan, paragraphs 174,183 and 184 of the National Planning Policy Framework 2021 and

## Environment Agency Groundwater Protection Position Statements.

- dd) No construction or demolition work shall be carried out and no plant or power operated machinery operated other than between the following hours: 0800 hours and 1800 hours on Monday to Friday, 0800 hours and 1300 hours on Saturday and at no time on Sundays, Bank or Public Holidays, unless otherwise previously agreed in writing with the Local Planning Authority.

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

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

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

## Informatives

- a) This permission is subject to an Agreement under Section 106 of the Town and Country Planning Act 1990 (as amended) dated **<INSERT DATE>**

## 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 Supplementary Planning Documents (SPDs)
- Planning File References: 21/03822/FUL, S/1680/11, S/1526/02/RM, S/1170/06/O, S/0624/04/F, S/0714/99/F, S/0845/97/RM, S/0522/97/F, S/1786/95/O and S/0082/91/O

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