



Planning Committee Date	8 March 2023
Report to	South Cambridgeshire District Council Planning Committee
Lead Officer	Joint Director of Planning and Economic Development
Reference	22/03363/FUL
Site	Dales Manor Business Park Grove Road Sawston Cambridgeshire
Ward / Parish	Sawston
Proposal	Erection of Research and Development buildings (use class E) and associated decked car park, landscaping and associated infrastructure.
Applicant	Abstract (Mid-Tech) Limited
Presenting Officer	Alice Young
Reason Reported to Committee	Departure Application
Member Site Visit Date	N/A
Key Issues	1. Principle of development (allocation) 2. Landscape / Green Belt / visual impact
Recommendation	APPROVE subject to conditions / S106

1.0 Executive Summary

- 1.1 The application seeks planning permission for the erection of Research and Development buildings (use class E) and associated decked car park, landscaping and associated infrastructure.
- 1.2 The site falls within the development framework of Sawston, with the framework boundary and green belt boundary skirting the north-eastern site boundary.
- 1.3 The site is also included within a 10.7ha parcel designated in the South Cambridgeshire Local Plan (2018) under policy H/1 (a) for a housing development of up to 200 dwellings and associated uses. This allocation was carried forward into the 2018 Local Plan from the previous Development Plan and at the time of allocation, it was unbeknown to the LPA the wider allocated site was subject to a number of extant planning consents for employment use, some of which have since been implemented. The site is no longer suitable for residential development and is not being carried forward in the First Proposals of the Joint Local Plan and therefore, officers conclude that the departure from this allocation to be contextually and robustly justified.
- 1.4 Policies S/7, S/8, and E/12 support the new employment within the development framework of villages such as Sawston. Policy E/9 also supports and promotes employment clusters. The development is appropriate to the scale, density and character of Sawston and the surrounding context, a sustainable location for new employment development, given the facilities and transport links in Sawston, and fosters the employment cluster for R&D in the Greater Cambridge Area. Therefore, the proposal would accord with policies S/7, S/8, E/13 and E/9 of the South Cambridgeshire Local Plan (2018).
- 1.5 The site is located in a sensitive location on the village edge, adjacent to the development framework and the green belt boundary to the north-east. Policy NH/8(3) seeks to mitigate the impact of development adjoining the green belt and requires development on the edges of settlements which are surrounded by the Green Belt to include careful landscaping and design measures of a high quality to mitigate the impact on the green belt. After revisions to the Landscape and Visual Impact Assessment, the Landscape Officer states that with additional mitigation, comprising tree and hedge planting species that are characteristic of the host landscape, and amendments to the colour of the cladding, the development could be accommodated without significant long-term adverse effects on the functions of the green belt, or the character of the countryside. The photomontage visualisations based on an alternative planting scheme, which are considered to reflect what could be achieved on site, help to demonstrate that reinforcement planting along the north-eastern boundary would soften and screen views of the development from the wider countryside and green belt. Given the scale, massing, siting and materiality of the proposed buildings, landscape mitigations proposed and

the surrounding built context, officers consider that these interventions are sufficient to mitigate against an adverse impact on the wider landscape and the openness of the green belt when seen within the context of the surrounding landscape.

1.6 The proposal would result in a high-quality responsive development which is well integrated given its connectivity and intuitive landscaping, creating a sustainable, high quality and distinctive place. The proposal is compliant with South Cambridgeshire Local Plan (2018) policies HQ/1, NH/2, NH/6, SC/9 and NH/9 and the NPPF.

1.7 Officers recommend that the Planning Committee approves the application subject to conditions and a s106 agreement.

2.0 Site Description and Context

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

*X indicates relevance

2.1 Dales Manor Business Park is located to the north-eastern edge of the Sawston village within the development framework, north of Babraham Road accessed via Grove Road. The site is bound by West Way to the north-west and East Way to the south-east, with existing warehouse units to the south. The village development framework boundary lies to the north-east. The site comprises hard standing as the previous industrial buildings have since been demolished. Access to the site is from the northernmost point of East Way and Middle Way and from the south-eastern side of West Way.

2.2 To the west of the site, fronting West Way, there is a concrete batching plant, owned by the applicant and has an ongoing lease. To the south of the site there are existing industrial units fronting Grove Road. Along the north-eastern boundary, there are a row of mature trees, which are not protected. The southern boundary of the site consists of some mature leylandii trees. These are also not protected.

2.3 The application site falls outside of the Conservation Area and the Air Quality Management Area. The site does however fall within flood zone 1 (low risk) and small areas centrally within the site fall within an area

subject to surface water flood risk. There are no heritage assets within 1km of the site. Sawston Hall Meadows, a SSI, is located 1.1km south of the site and Dernford Fen, a SSSI, 1.7km west of the site.

3.0 The Proposal

- 3.1 The proposal seeks planning permission for the erection of a Research and Development (R&D) building, totalling approx. 9,730m² of floorspace falling within use class E, and associated decked car park, landscaping and associated infrastructure. The three storey (four including plant) R&D building would be sited centrally within the site, with the car park deck located to the south-east which has cycle parking at ground floor. There are three vehicular accesses to the site, from West Way to the north-west for visitors and pedestrians, Middle Way to the south-west solely for cyclists and pedestrians and East Way to the south-east for service vehicles and cars accessing the car deck. Further pedestrian and cycle links are proposed along the north-eastern boundary to connect to the proposed CSET2 (Cambridge South East Transport route). CSET2 is planned to go ahead and current timescales are that construction will start late 2025 and the route will open around 2027.
- 3.2 The application has been amended to address representations and further consultations have been carried out as appropriate.
- 3.3 The application is accompanied by the following supporting reports and key plans which have been amended as indicated:
- Proposed plans
 - Planning Statement
 - Design and Access Statement
 - Landscape and Visual Impact Assessment
 - BNG Calculations
 - BREEAM Calculations
 - Air Quality Assessment
 - Archaeological Desk Based Assessment
 - Drainage Strategy Report
 - Dust Assessment
 - Energy Statement
 - Factual Ground Investigation Report
 - Flood Risk Assessment
 - Framework Travel Plan
 - Geotech Review Report
 - Health Impact Assessment
 - Lighting Pollution Assessment
 - Overheating Assessment
 - Preliminary Ecological Assessment
 - Sustainability Statement
 - Transport Assessment
 - Tree Survey

- Utility Assessment
- Ventilation Statement
- Transport Assessment Addendum
- Proposed Pavement Improvements Plan

3.4 Prior to the submission of the application, the scheme was subject to two pre-applications which included two reviews by the Council's Design Review Panel. The applicant team have attended a Council organised Youth engagement workshop in September 2022 to provide local youths with an opportunity to input into features of the proposals.

4.0 Relevant Site History

Reference	Description	Outcome
22/02580/SCRE	EIA screening opinion under the Town and Country Planning (Environmental Impact Assessment) Regulations 2017 for the proposed development to provide up to 10,000 sqm of employment space in buildings up to 16.860 metres in height with associated car parking, cycle parking and landscaping.	Not required.

5.0 Policy

5.1 National

National Planning Policy Framework 2021

National Planning Practice Guidance

National Design Guide 2021

Environment Act 2021

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

Conservation of Habitats and Species Regulations 2017

Equalities Act 2010

Planning and Compulsory Purchase Act 2004

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

Technical Housing Standards – Nationally Described Space Standard (2015)

ODPM Circular 06/2005 – Protected Species

Circular 11/95 (Conditions, Annex A)

5.2 South Cambridgeshire Local Plan 2018

S/1 – Vision

S/2 – Objectives of the Local Plan

S/3 – Presumption in Favour of Sustainable Development

S/4 – Cambridge Green Belt

S/5 – Provision of New Jobs and Homes

S/7 – Development Frameworks

S/8 – Rural Centres

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/8 – Mitigating the Impact of Development in & adjoining the Green Belt

SC/2 – Health Impact Assessment

SC/4 – Meeting Community Needs

SC/7 – Outdoor Play Space, Informal Open Space & New Developments

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

5.3 Supplementary Planning Documents

Biodiversity SPD – Adopted February 2022

Sustainable Design and Construction SPD – Adopted January 2020

Cambridgeshire Flood and Water SPD – Adopted November 2016

Sawston Village Design Guide SPD

5.4 The following SPDs were adopted to provide guidance to support previously adopted Development Plan Documents that have now been superseded by the South Cambridgeshire Local Plan 2018. These

documents are still material considerations when making planning decisions, with the weight in decision making to be determined on a case-by-case basis:

Health Impact Assessment SPD – Adopted March 2011
Landscape in New Developments SPD – Adopted March 2010
District Design Guide SPD – Adopted March 2010
Open Space in New Developments SPD – Adopted January 2009
Public Art SPD – Adopted January 2009
Trees and Development Sites SPD – Adopted January 2009

5.5 Other Guidance

5.6 Greater Cambridge Housing Strategy 2019 – 2023

6.0 Consultations

6.1 Parish Council – No Objection

6.2 1st Comment: The height of the building on the edge of the green belt is a matter of concern as it's prominent in open countryside. The 10% required in policy has not been met in terms of carbon reduction. Concerns for cycle access down Grove Road.

6.3 2nd Comment: Support.

6.4 Policy Officer – No Objection

6.5 The site is currently allocated for residential development in SCDC Local Plan, housing allocation ref. H1 (a). At the time of allocation, in the now adopted Local Plan 2018, unbeknown to the LPA the site was subject to a number of extant planning consents for employment use, some of which have since been implemented.

6.6 The proposal site is on the remaining, undeveloped part of the site with employment uses located between it and the established residential area of Sawston. This means any new housing on the remaining site would be separated from the existing residential uses and is therefore no longer considered suitable for residential usage.

6.7 Cambridge City Council and South Cambridgeshire District Council are working together to create a joint Local Plan with the Councils' First Proposals consulted upon in Nov-Dec 2021. The First Proposals document, p116 proposed to not carry forward the existing housing site allocation because of its current employment use.

6.8 "Dales Manor Business Park, Sawston (H1/a): much of the site has been taken forward for redevelopment as employment land, making it no longer available for housing.", p116

6.9 It is therefore reasonable to conclude: the remainder of the site is no longer suitable for its current site allocation designation for housing; and that the surrounding employment uses makes the site more suitable for comparable uses, e.g. employment use subject to any amenity and, or boundary matters arising with adjoining land uses/designations.

6.10 County Highways Development Management – No Objection

6.11 1st Comment: Further information required. The Local Highway Authority welcomes the inclusion of a footway along the northern side of Grove Road. Grove Road, West Way, East Way and Middle Way are not highway maintainable at public expense. The Local Highway Authority is not cognisant of the ownership of these carriageways or their maintenance regimes. As such, the Local Highway Authority would seek clarification and confirmation from the applicant that the footway link is wholly deliverable by the applicant.

6.12 Recommended conditions:

- Traffic management plan
- Construction traffic route

6.13 2nd Comment: Objection.

- The submitted application red line boundary does not extend to meet the public highway at Babraham Road. As a result, the application has not included all land necessary to carry out the proposed development including access from the public highway.
- The applicant has failed to provide standalone drawings showing the details of the proposed footway works.
- Insufficient information has been provided to demonstrate that it is within the gift of the applicant to deliver the footway works.
- Unless the three points above are appropriately addressed, it is not considered that the footway works can be considered as part of the application or conditioned if the LPA were minded to grant permission.

6.14 3rd Comment: Following a careful review of the amended and additional documents provided to the Local Highway Authority as part of the above planning application and following previous comments dated 16th September and 30th November 2022, the Local Highway Authority is now content that the application would be acceptable in highway terms, subject to the imposition of the conditions.

6.15 Recommended conditions:

- Traffic management plan
- Construction traffic route
- Footway provision in accordance with drwg. ADM.AR(PL)008.

6.16 County Transport Team – No Objection

- 6.17 1st Comment: Insufficient information to properly determine the highway impact of the proposed development.
- 6.18 As per DfT Guidance, further junction capacity assessments are required for all junctions which will experience 30+ development trips in the peak periods. The development is anticipated to generate 50 vehicle trips at the A1301/Cambridge Road signal junction in the PM peak and over 120 vehicle trips at the High Street/A505 junction in both peaks. Therefore, further assessment and additional surveys are required for both junctions.
- 6.19 The widths of the proposed pedestrian/cycle access links off Middle Way and West Way should be outlined within the Transport Assessment.
- 6.20 The proposals provide a robust vehicle trip generation assessment as it is anticipated that when CSET2 progresses, the vehicle trip generation would likely be much lower as more people would be expected to use the new active travel and public transport route to work and thus travel to the site by sustainable modes. The methodology used to determine the distribution of development trips onto the surrounding network is acceptable for use within this assessment. It is anticipated that 59% of development trips will route to/from the site via Sawston Road to the east, whilst 41% of development trips will route to/from the site via Babraham Road to the west.
- 6.21 Whilst the use of TEMPRO software to calculate future background traffic growth is agreed, the inputs entered into TEMPRO should be appended to the TA for the Highway Authority to review before the growth rates used within this assessment can be agreed.
- 6.22 Given the location of the site adjacent to the planned CSET2 route and the anticipated use of the route by users of the site, a financial contribution towards CSET2 is required. The financial contribution sum will need to be agreed prior to determination. At this stage, it is not possible to determine what further mitigation is required, if necessary, to make the development acceptable. Once the full impact of the development is known, mitigation measures can be assessed.
- 6.23 2nd Comment: No objection. Recommended conditions / mitigations:
- Condition the delivery of the proposed pedestrian and cycle links
 - Condition the provision of a framework travel plan
 - a financial contribution to the Cambridge South-East Transport Phase 2 Route (£323,505).

- 6.24 As previously requested, the developer has submitted additional baseline turning count and queue length surveys for the High Street/A505 priority junction. Such surveys were undertaken on Thursday 29th September 2022 during the AM period (07:00-10:00) and PM period (15:00-19:00). The baseline traffic flows for this junction are acceptable for use within this assessment.
- 6.25 The Grove Road/Babraham Road priority junction, A1301/Cambridge Road signal-controlled junction, High Street/Sawston Road priority junction, and High Street/A505 priority junction are all anticipated to operate within capacity during all future year assessment scenarios. The Cambridge Road/Babraham Road/Hillside/New Road signal-controlled junction is anticipated to operate over capacity in the 2025 and 2031 future year with development scenarios. It is noted the junction capacity assessment as submitted provides an overly robust assessment and does not take into consideration the CSET2 scheme. The location of the CSET2 route adjacent to the site will promote and facilitate sustainable travel to the site. As such, it is anticipated that CSET2 will reduce the vehicular impact of the development to bring this junction to within capacity. Therefore, the developer should provide a S106 monetary contribution towards the CSET2 scheme.
- 6.26 Having reviewed the relative impacts of the development on the surrounding area, there is a need for the development site to be connected to the surrounding public transport and cycling infrastructure to ensure that the development can reduce its car driver mode share further. Given the location of the site adjacent to the planned CSET2 route and the anticipated use of the route by users of the site in replacement of single occupancy vehicles, a financial contribution of £323,505 towards CSET2 is required to mitigate this development. Notwithstanding this, CSET2 has not gained the relevant permissions yet.
- 6.27 3rd Comment: Following review of the additional information submitted by the applicant, the Highway Authority accept the revised drawings which show the proposed footway improvements on Grove, Road, Middle Way and West Way. Condition 2 and 3 will need to be updated accordingly and condition 1 and the s106 obligation have not changed.
- 6.28 Definitive Maps Officer – No comment.**
- 6.29 Lead Local Flood Authority – No Objection**
- 6.30 1st Comment: Object for the following reasons:
- Proposes a piped network but the drainage report discusses that permeable paving will be used. The location and properties of the permeable paving should be clearly shown within the drainage

layout, and until this detail is included, the LLFA is unable to support this application.

- No hydraulic calculations have been supplied within this application.
- The applicant is currently proposing to install an outfall and associated piped network outside of the red-line boundary for this site. If this area of land is not owned by the developer, permission must be gained from the third-party landowner in order to develop on this stretch of land.

6.31 2nd Comment: Object:

- The submitted hydraulic calculations use FSR rainfall data which is outdated and there are more accurate data sets in the FEH 1999 and 2013 models. This is due to the recording of the rainfall over a longer period of time as well as updated calculations behind the model. Therefore FEH rainfall data is now required on all applications for storms longer than 60 minutes to ensure hydraulic modelling is an accurate representation of the proposed network. For 15-30 minute storms, FSR rainfall data may still be used.

6.32 3rd Comment: No objection. Following the submission of a revised Drainage Strategy Report, Technical Note and Flood Risk Assessment, the previous objection has been resolved. These documents demonstrate that the surface water from the proposed development can be managed through the use of permeable pavement, restricting surface water discharge to greenfield QBAR rates of 6.1, 16.7, and 24.8 l/s for the 100%, 3.3%, and 1% Annual Exceedance Probability (AEP) rainfall events. The LLFA is supportive of the use of permeable paving as in addition to controlling the rate of surface water leaving the site it also provides water quality treatment which is of particular importance when discharging into a watercourse. The applicant is proposing to discharge surface water through third party land, and it has been demonstrated that this site has surface water drainage rights through the neighbouring site to the watercourse. However, formal consent should be demonstrated at the discharge of condition application.

6.33 Recommended conditions:

- Detailed surface water drainage scheme
- Scheme water run-off mitigation scheme
- Informatives relating to watercourse consent and pollution control

6.34 4th Comment: No objection. The inclusion of the works to the pavement have not impacted our previous comments.

6.35 Internal Drainage Board – No comment.

6.36 Environment Agency – No Objection

6.37 Recommended conditions:

- Remediation strategy
- Verification report
- Unexpected contamination
- Piling

6.38 Anglian Water – No comment

6.39 Urban Design Team – No Objection

- 6.40 From an urban design perspective, officers do not have any objections to the proposal, the layout of the site, the size, scale and the appearance of both the labs building and multi-deck carpark for meeting policy HQ/1 (design principles) in the District Local Plan (2018) and design guidance in the Sawston Village Design Guide (2020). Overall, the size, scale and location of the labs building will mean that it will present a marker building at a potentially very important gateway location to the business park. The building will have an attractive, contemporary appearance which will be an uplift in the design quality of the area and set a precedent for well-designed buildings in other areas of the park.
- 6.41 Layout - A large amount of amenity space for the now estimated 555 employees is sited on the north-west and north-east sides of the lab building with additional soft landscaped courtyard space at the staff entrance side of the laboratory building. This is particularly important as there are few other amenity facilities available at the Business Park. Segregating the uses for the south and east entrance roads to the site, between vehicle users and pedestrians / cyclists is welcomed enhancing safety. It is unfortunate the concrete batching plant is not included in the site, however, it is noted that this is likely this will be removed in the future.
- 6.42 Scale - The proposed laboratories building will be longer than is typical of built form at the business park. Both the A block (north) and the B block (south) of the lab building will have flank elevations of 73m length on these north and south sides. However, there are nearby buildings of equivalent length at the business park. The 3-storey laboratories buildings will be taller than the adjacent existing buildings and taller than the typical heights of other industrial and commercial buildings at the park which are one to two storeys in height. During the pre-application stage, officers raised concerns about the massing of this northern building which faces the greenbelt. It is welcome that the applicant team has responded to these concerns by recessing the screen to the roof plant by a distance of 6m on the longer, north (A block) and south (B block) sides and by recessing the screen to the roof plant by a distance of 4m on the shorter, east and west sides. The rooftop plant has been reduced in plan, so it is set back from the sensitive views. This will have the effect of reducing the overall height of the lab building from 15m to 14.1m and reduce the visual impact of the building from all views. Overall, the size and 3-storey scale of the labs building will mean that it will be a marker Version 1 Aug-14 building at a potentially important gateway location to the business park.

6.43 Appearance - The labs building will have an attractive, contemporary character which will be an uplift in the design quality of the area. Urban design officers have no objections to the appearance of this building. The multi-deck carpark utilises appropriate materials and features a green wall of climbing plants. This is an attractive feature for softening the appearance of the carpark.

6.44 Connectivity - The proposal is for 3 vehicular access points at the application site: A visitor entrance from West Way to the lab buildings in the southwest corner of the site; a second access restricted to just pedestrian / cyclists for travelling to the lab buildings; a third access point at the northeast corner of the site (from East Way) which features a road going to the multi-deck car park and service yard. Cambridge Southeast Transport will significantly enhance accessibility and connectivity of the site. The design also incorporates pedestrian and cycle links to the new transport link.

6.45 Recommended conditions:

- Materials
- Green wall details

6.46 Access Officer – No Objection

6.47 Doors need to be an opening weight of less than 20 newtons. Any double doors need to be electrically opened or be asymmetrical with one leaf being a minimum of 900 mm. Meeting rooms, interview rooms, social spaces, et cetera all need hearing loops designed not to interfere with other systems in the building. Acoustics need to be considered, soft furnishings will help absorb echo, et cetera and help hearing impaired people. The colour contrast and signage must meet the needs of visually impaired people. Toilet doors should open outwards or slide and/or have quick release bolts are needed in case somebody collapses in the toilet. It would be good if the proposed accessible changing room was designed to a Changing Places toilet standard. There may be other issues with the detailed development of the scheme.

6.48 County Archaeology – No Objection

6.49 Although this site lies in an area of archaeological potential, to the south of an area of previous archaeological investigation which revealed Roman settlement remains (Cambridgeshire Historic Environment Record Reference: MCB20412). Archaeological remains from investigations at adjacent sites to the north west (ECB5181) and south east (ECB5863) was characterised by dispersed 'edge of settlement' usage, indicating that any settlement activity was unlikely to have continued south into the proposed development area. We are aware of the Desk Based Assessment attached with the planning permission, however due to the archaeological potential outlined above, coupled with the impact caused by recent development on the site, we do not consider that a trench based evaluation would not be justified in this location. Therefore we neither

object to the application nor have any further archaeological requirements for the scheme.

6.50 Senior Sustainability Officer – No Objection

6.51 1st Comment: Recommended conditions:

- Renewable energy strategy
- BREEAM design stage certification within 6 months of commencement
- BREEAM post construction certificate.

6.52 The SBEM calculations show carbon emissions reduction above BRs Part L compliance from ASHP and PV of 9.81%. Local Plan Policy CC/3 requires a minimum 10% carbon emissions reduction from low carbon/renewable technology, above a current (2021), Building Regulations Part L compliant baseline. The applicant will need to ensure that the current Building Regulations Part L is used in calculations, and low/zero carbon and renewable technology is increased to ensure a minimum 10% carbon reduction is achieved, in order to comply with Local Plan Policy CC/3.

6.53 2nd Comment: The SBEM calculations show carbon emissions reduction above BRs Part L compliance from ASHP and PV are now 10.14%.

Recommends:

- Renewable energy statement compliance condition
- BREEAM design stage certification within 6 months of commencement
- BREEAM post construction certificate.

6.54 Landscape Officer – No objection

6.55 1st Comment: No Objection. It is welcome that the proposed footprint for development as shown in the July document has been reduced, allowing an extended landscape setting for the buildings, including designed edges to the north and south of the site, extended landscape to the main entrance areas to the west and the splitting of access for cycles, pedestrians, goods and cars – this allowing the removal of most of the northern access road along the Green belt boundary. The stepping back of the upper floors of development along this boundary to reduce Green Belt landscape impacts is also welcome.

6.56 The landscape design provides a clear and logical hierarchy of connectivity, a high standard of outdoor amenity space for workers and visitors and a sense of arrival, character and distinctive placemaking around the development. Some areas require amendments but this can be secured via condition.

- 6.57 Recommended conditions:
- Groundworks
 - Hard and soft landscaping
 - Tree pits
 - Landscape implementation
 - Boundary treatments
- 6.58 2nd Comment: Objection.
- 6.59 The planting along the northeast boundary will be inadequate, the planting typology should be revised to reinforce the existing vegetation north of the site, with the primary objective of screening, and breaking up the roofline, of the development from the countryside. This should be done by incorporating trees that have the potential to reach a large mature size at an adequate density. We suggest replacing the proposed 10-12cm standard trees with species that are more appropriate to the character area, such as Beech.
- 6.60 The proposed buildings will be significantly higher (6-7m) than surrounding housing and other industrial buildings on the Business Park and the LVIA views and illustrations in the design and access statement indicate a dark material palette which appears out of place and may increase the mass of the buildings viewed from the green belt. We recommend that refinement and improvement of the facade materials is required to reduce impact on the countryside and greenbelt areas in the north with input from the urban design officer.
- 6.61 3rd Comment: No objection subject to a condition securing alternative details of the landscape buffer on the north-eastern boundary.
- 6.62 The LVIA has been reviewed in response to the concerns raised by landscape officers in comments dated 06/12/22. Overall, we now broadly agree with the outcomes of the assessment. We also welcome the recognition of views that would be impacted to a greater degree, and that could benefit from enhanced screening, or where the use of lighter cladding could help to reduce the magnitude of effects.
- 6.63 It is also considered that the assessment of landscape effects too readily suggests that the nature of effects would be beneficial, where this is not necessarily the case. The site itself may be enhanced, but the effect on the character of the study area, local landscape condition and scenic quality would experience the introduction of a new building typology on an otherwise finer grain settlement edge, inevitably leading to some adverse effects, even if only of minor significance.
- 6.64 It is our view that with additional mitigation, comprising tree and hedge planting species that are characteristic of the host landscape, and amendments to the colour of the cladding, the development could be accommodated without significant long-term adverse effects on the

functions of the green belt, or the character of the countryside, and that indeed some of the effects would be beneficial in nature. The photomontage visualisations based on an alternative planting scheme help to demonstrate this.

- 6.65 Landscape officers are content that the concerns raised in previous comments can be addressed by a carefully designed alternative landscape buffer, and changes to the colour of the proposed cladding.

6.66 Ecology Officer – No Objection

6.67 Subject to the following conditions:

- Works to be carried out in accordance with the Preliminary Ecological Appraisal
- Lighting strategy
- Ecology enhancement scheme
- BNG plan

6.68 The report has found no evidence to suggest that a protected species licence will be required prior to works commencing. The report has recommended avoidance and mitigation strategies that will remove any residual risk of harm or disturbance of protected species. These recommendations appear appropriate; therefore, I do not require any further surveys or information to be submitted. Biodiversity net gain calculations show 761% and 100% gain in habitat and hedgerow units respectively, which is welcome.

6.69 Natural England – No comments.

6.70 Tree Officer – No Objection

6.71 There are no overall arboricultural negative material impacts to the site.

6.72 Health Development Officer – No Objection

6.73 1st Comment: The Health Impact Assessment is incomplete. Any further submission should address the following:

- What screening or scoping exercises were undertaken to reach the decision to use the HUDU methodology for a development of this size and scale? This should be stated.
- There has been no assessment of baseline and community health data and no identification of vulnerable groups. Therefore, the potential differential impacts within different vulnerable groups cannot be properly mitigated for.
- Have health inequalities been assessed?
- What community consultation was undertaken? I cannot find any reference to community engagement within this report, nor can I find any within the planning documents submitted. If community

engagement has been carried out, who was this with and how did their feedback alter the plans, if at all?

- How long are the expected demolition and construction phases? Will some vulnerable groups be more adversely affected than others? And for how long will they be impacted?
- Where there are links to other reports e.g. noise and air quality can the agent please make reference to these.

6.74 2nd Comment: No objection. The outcome is that the Health Impact Assessment as submitted has been assessed as meeting the required standard of the HIA SPD policy. We welcome the increase in public realm and green landscaping for the enjoyment of employees at the site. The planting of fruit trees and bushes should be conditioned to enhance access to healthy eating. Advertising apprenticeships and jobs resulting from the site should be advertised locally for the first 2 weeks prior to wider job advertisements and this should be conditioned.

6.75 Environmental Health – No Objection

6.76 1st Comment: Recommended conditions:

- Construction Environmental Management Plan
- Noise Impact Report compliance
- Construction / deliveries
- Noise impact from air source heat pumps
- Lighting impact assessment / scheme

6.77 Inconsistencies in the Dust Assessment and Planning Statement as to the use of the units. The Dust Assessment relies on the Concrete Plant adjacent to the site operating as per its Environmental Permit which is not 100% effective. A physical baseline dust monitoring regime should be undertaken to establish actual, representative dust emission levels from the cement batching plant which should be included in the Dust Assessment to ensure no harm to the intended occupiers.

6.78 2nd Comment: The Construction Environmental Management Plan submitted does not include satisfactory working/ delivery hours. These hours would have a noise impact on sensitive nearby receptors. Therefore, the CEMP condition recommended is still required.

6.79 Contaminated Land – No Objection

6.80 It is considered that the site has not been fully characterised and the potential sources identified in the preliminary conceptual site model within the Phase I report have not been adequately addressed.

6.81 Recommended conditions:

- Contaminated land condition

6.82 Air Quality – No Objection

6.83 I have reviewed the following documents and have no objection to the proposed development. a) Air Quality Assessment by Redmore Environmental Ltd dated July 2022 b) Framework Travel Plan (FTP) by Bryan G Hall Ltd dated July 2022. The proposal includes provision of electric vehicle charging points and electric bikes charging point. Therefore, no further condition is required.

6.84 Crime Prevention Officer – No Objection

6.85 Recommendations:

- All ground floor windows and external doors should be security tested and third party certified to PAS24-2016
- Any external doors from a service yard should be LPS1175 SR2
- How is post managed?
- Glazed curtain walling should be installed using a secure glazing retention system
- Any new planting should be maintained between 1-1.2m in height and tree crowns raised to 2m to allow surveillance
- Cycle parking should be security tested to sold secure gold silver standards
- The visitor cycle parking should be Sheffield stands security tested to sold secure bronze standard
- Self-closer doors should be fitted while ensuring it is difficult to get locked inside
- Appropriate CCTV and lighting required
- Yards should be lit by columns designed to BS5489-1:2020 or BS EN 12464-2:20214 standard. LED dusk to dawn wall mounted lights above each entrance and around the building line.
- CCTV is not a universal solution to security problems so should be utilised in support of other features.

6.86 Fire Authority – No Objection

6.87 Adequate provision of fire hydrants should be subject to condition / s106 agreement. If there are any buildings over 11m not fitted with fire mains, then aerial (high reach) appliance access is required.

6.88 Cadent Gas – No Objection

6.89 Recommends informative regarding gas infrastructure.

7.0 Third Party Representations

7.1 No representations have been received.

8.0 Member Representations

8.1 Not applicable

9.0 Local Interest Groups and Organisations / Petition

9.1 Cambridge Past, Present and Future has made a representation objecting to the application on the following grounds:

- Impact on wider landscape
- Will set a precedence
- LVIA insufficient, does not include view from Gog Magog Hills
- Without an assessment of the impact of the development on the longer views being carried out we don't believe that officers and councillors are able to understand the impacts of the development on the wider landscape and in longer distance views and be certain that the above policies and guidance are met.

9.2 The Ramblers Association has made a neutral representation on the application:

- Access to the PROW will need to be maintained throughout building and landscaping works. The PROW is lined by trees on one side and these should not be damaged or destroyed during works.

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

10.0 Assessment

10.1 Principle of Development

10.2 The site falls within the development framework of Sawston, with the framework boundary and green belt boundary skirting the north-eastern site boundary. The site also is included within a larger site designated in the South Cambridgeshire Local Plan (2018) under policy H/1(a) for 'housing development and associated uses'. The H/1(a) allocation covers a wider 10.7ha parcel of land for the development of 200 dwellings.

10.3 The proposal seeks to redevelop part of the land allocated as housing to erect buildings for research and development and associated infrastructure.

10.4 As the Policy Officer details, this allocation was carried forward into the 2018 Local Plan from the previous Development Plan and at the time of allocation, it was unbeknown to the LPA the wider allocated site was subject to a number of extant planning consents for employment use, some of which have since been implemented. Given these employment uses between the site and the established residential area of Sawston to

the south-west, officers conclude that the site is no longer suitable for residential development. This is reflected in the site not being carried forward in the First Proposals of the Joint Local Plan specifically because parcels of land have been redevelopment retaining employment uses which has meant it is no longer available for housing. Officers therefore consider the departure from this allocation to be contextually and robustly justified. Moreover, demand for research and development floorspace is high as reflected in The Greater Cambridge Employment Land and Economic Needs Study (2020) which sets out that across Greater Cambridge, an average of 42,000 sqm of research and development floorspace was transacted annually from 2012-2018. Given the specific needs of research and development companies for specialist equipment / lab space, companies seek flexible high quality floorspace. The proposed development would contribute to meeting this high demand and provide a high-quality flexible office / R&D space.

- 10.5 Policies S/7, S/8, and E/12 support the new employment within the development framework of villages such as Sawston. Policy E/9 also supports and promotes employment clusters.
- 10.6 Policy S/7 of the Local Plan sets out that development and redevelopment of unallocated land and buildings within development frameworks will be permitted provided that:
- a) Development is of a scale, density and character appropriate to the location, and is consistent with other policies in the Local Plan; and
 - b) Retention of the site in its present state does not form an essential part of the local character, and development would protect and enhance local features of green space, landscape, ecological or historic importance; and
 - c) There is the necessary infrastructure capacity to support the development.
- 10.7 Sawston is identified as Rural Centre in the Council's settlement hierarchy, the largest, most sustainable villages in the District. Policy S/8(2) of the Local Plan details that development and redevelopment without any limit on individual scheme size will be permitted within the development frameworks of Rural Centres, provided that adequate services, facilities and infrastructure are available or can be made available as a result of the development.
- 10.8 Policy E/12 of the Local Plan deals with new employment development in villages. This policy states that within development frameworks in villages, planning permission will be granted for new employment development (B1, B2 and B8 uses) or expansion of existing premises provided that the scale of development would be in keeping with the category and scale of the village, and be in character and scale with the location.

- 10.9 Policy E/9 encourages the development of employment clusters in specific sectors such as high-technology manufacturing, research and development, clean technology and electronic engineering among other technological based industries.
- 10.10 The site is located within Sawston village, the most sustainable village in the settlement hierarchy. Sawston has a variety of facilities to cater for residents everyday needs, is well connected via public transport links both to Cambridge City and the surrounding villages (cycle and bus), has large employment sites including Dale Manor Business Park and the new science park on the western side of the village and is within close proximity to large employment sites such as Granta Park, Unity Campus, Wellcome Genome Campus and Babraham Research Park. The site is currently hardstanding (brownfield land), within an existing Business Park.
- 10.11 The proposal seeks to re-develop existing brownfield land within the existing settlement boundary which the NPPF identifies should be given substantial weight. The site is well placed for employment development given its location on an existing business park, proximity to residential developments permitted in Sawston. Furthermore, it is directly adjacent to CSET2, a proposed public transport route from Cambridge to the surrounding area. Furthermore, it is strategically located with links to the new science park to the west of Sawston alongside Babraham Research Park, Granta Park, Unity Campus, and Wellcome Genome Campus, enhancing the science and technology cluster in Sawston and supporting the wider research and development employment cluster in the area south of Cambridge. Taking this into account, officers therefore consider that the development would be in scale with Sawston village given its Rural Centre classification and associated facilities and would promote and support the existing employment cluster south of Cambridge.
- 10.12 Even though the proposal represents a departure from policy H1(a) given the site falls within a housing allocation, officers consider that the land use context has changed since the allocation was designated and there are robust reasons to support the development. Taking this into account, alongside the sustainable location of Sawston, the site context and the employment cluster opportunities of the proposal, the principle of the development is acceptable and in accordance with policies S/7, S/8, E/13 and E/9 of the South Cambridgeshire Local Plan (2018).

10.13 Design, Layout, Scale and Landscaping

- 10.14 Policy HQ/1 'Design Principles' provides a comprehensive list of criteria by which development proposals must adhere to, requiring that all new development must be of high-quality design, with a clear vision as to the positive contribution the development will make to its local and wider context.
- 10.15 Policies NH/2, NH/6 and SC/9 are relevant to the landscape and visual impacts of a proposal. Together they seek to permit development only

where it respects and retains or enhances the local character and distinctiveness of the local landscape and its National Character Area.

- 10.16 The District Design Guide SPD (2010) and Landscape in New Developments SPD (2010) provide additional guidance. The NPPF provides advice on achieving well-designed places and conserving and enhancing the natural environment.

Scale and layout

- 10.17 The proposed development introduces a large three-storey building, designed as two staggered three-storey volumes with a connecting single storey atrium with a contemporary appearance, and a supporting decked car park, housing cycle parking at ground floor. The main building would have a flat roof height of 14.1m (plus 3m for roof plant which is set in 6.7m from the roof edge on the north-eastern elevation) and the car park deck would be 11.5m in height (also flat roofed). While the height is greater than the surrounding industrial units, the proposed development would appear as a key marker building within the wider Dale Manor Park and a gateway building from the future CSET2, should this come forward. The footprint of the building is comparable to the surrounding industrial units and while not industrial in appearance, the main building has been sensitively designed to minimize the appearance of massing by having a staggered form, vertical emphasis and recessive material pallet. Surrounding the built form, the proposal would deliver a generous and well-landscaped setting, creating meaningful spaces for outdoor working, socialising and mitigation from the built form proposed. The site is well integrated within the existing networks, connecting to West Way to the west, Middle Way to the south-west and East Way to the east, and separates transport flows to the site, with visitors flows diverted via the West Way access, cycle flows accessing the site via Middle Way and servicing and car flows access via East Way. This ensures safer and more efficient transport flows to and from the site. The site layout has also made accommodations for future pedestrian links to the future CSET2 public transport route enhancing further the connectivity of the site in the future, if the route progresses. Taking these factors into account, officers consider that the scale and layout are considered acceptable.

Character

- 10.18 As described in the Sawston Village Design Guide and as visible from a site visit, the site falls within an industrial area characterised by large industrial units typically with pitched roofs and often surrounded by hard landscaping. The site, a brownfield site, comprises only hard standing, no structures are present on site.
- 10.19 The proposal adopts a contemporary appearance, with a flat roof design, curtain wall glazing and a mixed material pallet comprising horizontal metal cladding, light grey brick and pale glass reinforced concrete. The overall design creates a vertical rhythm and a well-balanced façade

resulting in an attractive, contemporary character while delivering a high-quality finish. The car parking deck is proposed to be finished in predominantly metal mesh with contrasting facing brick to the stair / lift core and would have areas of climbing plants on the south-western elevation to soften the appearance. While this contrasts with the prevailing industrial character, this raises the design quality of the Dale Manor Business Park, draws from the scale and massing of the surrounding built form and incorporates materials which respond to the industrial material palette and wider Sawston area. The Urban Design Officer supports this design approach. Officers therefore consider that the contemporary proposal would respond to its industrial context and would not be out of character.

Landscaping

- 10.20 Outside of the site parallel to the north-eastern site boundary is an existing tree belt which is approximately 6m wide comprising of native species. This visually separates the site from the countryside and green belt to the north-east. Within the site, there are no other landscape features, with the site only comprising hard landscaping. The proposed layout has allowed for landscaped areas throughout the development, creating landscaped edges to the north and south, particularly reinforcing the mature tree belt adjacent to the north-eastern boundary, informal amenity space for workers and more formal spaces to the entrances of the buildings to create a sense of arrival. These spaces all contribute to forming a distinctive character and place. The Landscape Officer is satisfied with the landscaping throughout the development.

Visual and Green Belt Impact

- 10.21 The site lies on the village edge, adjacent to the development framework and the green belt boundary to the north-east. This is a sensitive location given the constraints and the flat landscape, resulting in the site being visible from the wider countryside and green belt. Policy NH/8(3) seeks to mitigate the impact of development adjoining the green belt and requires development on the edges of settlements which are surrounded by the Green Belt to include careful landscaping and design measures of a high quality to mitigate the impact on the green belt. The factors which define the special character of the Cambridge green belt as described in policy S/4 in this location are the distribution, physical separation, setting, scale and character of green belt villages, and a landscape that retains a strong rural character.
- 10.22 A Landscape and Visual Impact Assessment (LVIA) has been submitted in support of the application. This has been subject to amendment during the application process. The LVIA now acknowledges that views, namely view 5 and 6, will be impacted to a greater degree than previously stated, but nonetheless the LVIA concludes that this impact can be mitigated through additional screening/ planting along the north-eastern boundary within the site. Officers requested that further visualisations of the proposal

were submitted which include the proposed mitigations to ensure that these can adequately screen the development and minimise the impact of the development to an acceptable level.

10.23 The revised LVIA and further visualisations have been subject to re-consultation with the Landscape Officer. The Landscape Officer concludes that with additional mitigation, comprising tree and hedge planting species that are characteristic of the host landscape, and amendments to the colour of the cladding, the development could be accommodated without significant long-term adverse effects on the functions of the green belt, or the character of the countryside, and that indeed some of the effects would be beneficial in nature. The photomontage visualisations based on an alternative planting scheme, which are considered to reflect what could be achieved on site, help to demonstrate that reinforcement planting along the north-eastern boundary would soften and screen views of the development from the wider countryside and green belt. While Officers note that the development would be visible from the green belt, the built form is sited off the boundary, has a staggered form and utilised design interventions to reduce the appearance of massing and would be sited behind a reinforced mature tree belt. A lighter cladding colour could be used to reduce the perceived mass of the built form further, which can be subject to a materials condition. It is also important to acknowledge the context of the sites surrounding the application site. This eastern edge of Sawston contains several buildings which are visible from the designated countryside and green belt, including several industrial units, the residential units north of Babraham Road and the Cambridge City football ground. Given these design interventions, landscape mitigations and the surrounding built context, officers consider that these interventions are sufficient to mitigate against an adverse impact on the wider landscape and t green belt.

10.24 Overall, the proposed development is a high-quality design that would contribute positively to its surroundings and be appropriately landscaped. The proposal is compliant with South Cambridgeshire Local Plan (2018) policies HQ/1, NH/2, NH/6, SC/9 and NH/9 and the NPPF.

10.25 Trees

10.26 Policies NH/2, NH/4 NH/6 and HQ/1 seek to preserve, protect and enhance existing trees and hedges. Para. 131 of the NPPF seeks for existing trees to be retained wherever possible.

10.27 An existing mature tree belt is located just outside of the site boundary to the north-east which is proposed to be reinforced by further planting within and along this north-eastern boundary. This mature tree belt is not protected but is a prominent feature within the wider landscape and has a high amenity value.

10.28 The built form is located over 10m away from this tree belt which officers consider would not impinge upon the root protection zones of these trees.

Further planting is proposed throughout the site including along the site boundaries which enhances the visual appearance from within the site whilst screening the development from outside the site. The Council's Tree Officer has no objections to the application. While the trees within the tree belt are not protected, to ensure these trees are not harmed during the construction phases of the development, a condition securing an arboricultural method statement is considered reasonable and necessary.

10.29 Subject to conditions as appropriate, the proposal would accord with policies NH/2, NH/4, NH/6 HQ/1 of the Local Plan.

10.30 Carbon Reduction and Sustainable Design

10.31 The Councils' Sustainable Design and Construction SPD (2020) sets out a framework for proposals to demonstrate they have been designed to minimise their carbon footprint, energy and water consumption and to ensure they are capable of responding to climate change as required by policy CC/1.

10.32 Policy CC/3 'Renewable and Low Carbon Energy', requires that Proposals for new dwellings and new non-residential buildings of 1,000m² or more will be required to reduce carbon emissions by a minimum of 10% through the use of on-site renewable energy and low carbon technologies.

10.33 Policy CC/4 'Water Efficiency' requires that all new residential developments must achieve as a minimum water efficiency to 110 litres pp per day and for non-residential buildings to achieve a BREEAM efficiency standard equivalence of 2 credits. Paras 152 – 158 of the NPPF are relevant.

10.34 The application is supported by an Energy Statement which outlines the fabric first approach to the development and includes:

- Efficient built form
- Good air tightness
- High levels of insulation;
- High efficiency air handling units with heat recovery and variable speed drives
- Air source heat pumps for hot water
- 100% energy efficient lighting with occupancy sensors

10.35 The Sustainability Officer has been consulted on the application and confirms that the proposal exceeds the minimum carbon reduction levels (above Building Regulation Part L) of 10%, demonstrates that the design can meet BREEAM Excellent, currently targeted at 76.2%, and demonstrates that the building will include water efficiency and saving measures to exceed the minimum of 2 credits, by achieving 3 credits, under the BREEAM WAT01 water category, complying with policy CC/3 and CC/4 of the Local Plan. Furthermore, detailed overheating analysis has been provided which demonstrates that the heating and cooling systems proposed will provide occupant thermal comfort levels in

accordance with industry best practice. In addition, thermal modelling demonstrates that there is a low risk of summer overheating to these areas and systems are in place to mitigate these risks.

- 10.36 The Council's Sustainability Officer who raises no objection to the proposal subject to conditions ensuring the renewable / low carbon technologies proposed are implemented in accordance with Energy Statement submitted and that the BREEAM excellence is achieved. These conditions are considered reasonable and necessary to impose.
- 10.37 The applicants have suitably addressed the issue of sustainability and renewable energy and subject to conditions the proposal is compliant with Local Plan policies CC/1, CC/3 and CC/4 and the Greater Cambridge Sustainable Design and Construction SPD 2020.

10.38 Biodiversity

- 10.39 The NPPF 2021 expects development to provide a net gain but does not specify a quantum. Similarly, the Councils' Biodiversity SPD (2022) require development proposals to deliver a net gain in biodiversity following a mitigation hierarchy which is focused on avoiding ecological harm over minimising, rectifying, reducing and then off-setting. This approach accords with policy NH/14 which outlines a primary objective for biodiversity to be conserved or enhanced and provides for the protection of Protected Species, Priority Species and Priority Habitat.
- 10.40 In accordance with policy and circular 06/2005 'Biodiversity and Geological Conservation', the application is accompanied by a preliminary ecological appraisal. The application is also supported by a Biodiversity Net Gain Metric.
- 10.41 The site consists of an area of hardstanding, a concrete factory facility, and a wooded boundary to the northeast and southwest. There are croplands to the northeast with all other boundaries adjacent to further industrial and commercial developments. The site sits within the Impact Risk Zone of a nearby statutory protected site and may qualify for Natural England consultation of the basis of water supply and floor space above 1000 m². There are no non-statutory protected sites in the vicinity that are likely to be impacted by the application. Species data shows amphibians, barn owls and other breeding birds, flowering plants, bats, brown hare, otter, badger, and hedgehog have all been recorded on the local area.
- 10.42 The application has been subject to formal consultation with the Council's Ecology Officer who advises that the submitted report finds no evidence that protected species licence will be required prior to commencing works, the avoidance and mitigation strategies proposed will remove any residual risk of harm or disturbance of protected species and are acceptable. The Biodiversity net gain calculations show 761% and 100% gain in habitat and hedgerow units respectively which exceeds policy requirements. The Ecology Officer therefore raises no objection to the proposal and

recommends several conditions to ensure the protection of species and the estimated biodiversity net gain is delivered. These conditions are considered reasonable and necessary to impose.

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

10.44 Water Management and Flood Risk

- 10.45 Policies CC/7, CC/8 and CC/9 of the Local Plan require developments to have appropriate sustainable foul and surface water drainage systems and minimise flood risk. Paras. 159 – 169 of the NPPF are relevant.
- 10.46 The site is in Flood Zone 1 and is therefore considered at low risk of flooding.
- 10.47 Following the objections from the Local Lead Flood Authority, the applicants have submitted a Flood Risk Assessment, Drainage Strategy Report and a Drainage Technical Note.
- 10.48 The Local Lead Flood Authority have now advised that surface water from the proposed development can be managed through the use of permeable pavement on site. The proposed surface strategy details that surface water would then be discharged through third party land to the nearby watercourse which the LLFA are satisfied that the site has surface water drainage rights to do so. The LLFA therefore have no objections to the proposed development subject to submission of a detailed surface water drainage design and a plan which details how additional surface water run-off will be avoided during construction works. These conditions are considered reasonable and necessary to impose. Informatives were also recommended and too are recommended to be included on the decision notice.
- 10.49 The applicants have suitably addressed the issues of water management and flood risk, and subject to conditions the proposal is in accordance with Local Plan policies CC/7, CC/8 and CC/9 and NPPF advice.

10.50 Highway Safety and Transport Impacts

- 10.51 Policy HQ/1 states that proposals must provide safe and convenient access for all users and abilities to public buildings and spaces, including those with limited mobility or those with impairment such as sight or hearing.
- 10.52 Policy TI/2 requires developers to demonstrate adequate provision will be made to mitigate the likely impacts of the proposed development and, for larger developments, to demonstrate they have maximised opportunities

for sustainable travel, and provided a Transport Assessment and Travel Plan.

- 10.53 Para. 111 of the NPPF advises that development should only be prevented or refused on highways grounds if there would be an unacceptable impact on highway safety, or the residual cumulative impacts on the road network would be severe.
- 10.54 The application is supported by a Transport Assessment and Framework Travel Plan.
- 10.55 Access to the site will be taken from three locations; from the western corner of the site from West Way primarily a visitor and disabled parking access, the access from Middle Way predominantly serving cyclists and pedestrians; and the final access from East Way for service vehicles and car access to the multi-storey car park located to the southern corner of the site. Two pedestrian and cycle access links will also be provided between the site and the CSET2 corridor. The existing footway provision through Dales Manor Business Park to the application is proposed to be upgraded as part of the proposals, with new 1.8m wide footways to be delivered along the northern side of Grove Road, and eastern side of both Middle Way and West Way.
- 10.56 Highways works have now been included within the red line application site boundary and detailed plans submitted for the footpaths proposed on Grove Road, Middle Way and West Way. The deliverability of these footways was questioned given that the land for these footways falls outside the ownership of the Applicant. However, the Council has had sight of an agreement which has been signed in conjunction with the landowner agreeing to the works. This provides sufficient comfort to the Council and the Highway Authority that these works can be delivered. Conditions ensuring the footway works be completed prior to first occupation is considered reasonable and necessary to ensure that the footway is fully functional prior to occupation of the development.
- 10.57 The application has been subject to formal consultation with Cambridgeshire County Council's Local Highways Authority and Transport Assessment Team, who after submission of further information raise no objection to the proposal subject to conditions and S106 mitigation. These conditions are considered reasonable and necessary to impose to ensure the footways and pedestrian links are delivered as per the submitted plans, traffic is managed effectively, and the travel plan is implemented to decrease the pressure on existing networks. The s106 contribution towards the Cambridge South-East Transport Phase 2 (CSET2) Route is considered justified to make the proposal acceptable.
- 10.58 Subject to conditions and S106 mitigation as applicable, the proposal accords with the objectives of policy TI/2 of the Local Plan and is compliant with NPPF advice.

10.59 Cycle and Car Parking Provision

10.60 Policies HQ/1 and TI/3 set out that car and cycle parking provision should be provided through a design-led approach in accordance with the indicative standards set out in Figure 11 of the Local Plan. Cycle parking should be provided to at least the minimum standards.

10.61 Cycle Parking

10.62 The proposal is for Class E use for research and development office space. TI/3 details the cycle parking requirements for the previous Use Class Order, however, officers consider the standard for B1 use would apply in this instance. TI/3 requires 1 cycle space per 30m² of floorspace. The supporting text advises that cycle parking should be within a covered, lockable enclosure. All cycle parking should be designed and located to minimise conflict between cycles, pedestrians and vehicles.

10.63 The proposal provides 245 cycle parking spaces, 225 within the ground floor of the proposed multi-storey car park, including 40 E-Charging points, 16 e-charging cycle parking lockers and 38 oversized spaces, and 20 visitor spaces located to the west of the building entrance. The provision falls below the standard outlined in TI/3 which equates to a provision of 324 spaces. However, other material planning considerations indicate that this level of provision is acceptable. It is projected that 555 people would be employed at the site and the Transport Assessment, agreed with the Transport Assessment Team, states that cycling would have a modal share of 7% based on 2011 Census data. The modal share is predicted to increase to 44% when CSET2 is operational. Therefore, this future modal share of 44% for cycling has been used to determine the cycle parking provision on site. Furthermore, as the Transport Assessment Team highlighted the proposed lab use typically generates a lower number of employees than typically expected using cycling as a mode to get to work. Moreover, as detailed in the Travel Plan, monitoring of cycle parking will be carried out and if demand warrants it, there is capacity to amend the cycle parking layout (comprising of 100% Sheffield stands) to replace some of the Sheffield stands with double decker stackers to increase provision on site. The submitted Framework Travel Plan also provides further measures to achieve this modal share proposed, including promotion of car sharing, cycle to work schemes, on site showering and changing facilities, local recruitment and bike servicing. Taking these factors into account, alongside the alternative transport modes that supplement access to the site (bus and foot), officers consider that the cycle parking is acceptable.

10.64 Car Parking

10.65 TI/3 provides indicative car parking standards of 1 space per 30m² floorspace over 2,500m². The supporting text to the policy advises that the Council will encourage innovative solutions such as shared parking areas, for example where there are a mix of day and night uses, car clubs and

provision of electric charging points and that a developer must provide clear justification for the level and type of parking proposed and will need to demonstrate they have addressed highway safety issues.

- 10.66 Car parking provision for the development will comprise 286 car parking spaces inclusive of 134 regular bays, 14 disabled bays, and 138 EV charging bays. The Transport Assessment Addendum confirms that the parking provision is provided at a ratio of 1 space per 44sqm as previously requested by the Highway Authority, given the sites location near CSET2 which plans to deliver a public transport stop close to the site. While this results in less spaces being provided than TI/3 requires, officers consider that, due to the existing and proposed transport links in Sawston allowing access to the surrounding settlements including Cambridge, the size and facilities in Sawston and both the size of, and mitigations proposed as part of, the proposed development, this level of provision is acceptable.
- 10.67 The Greater Cambridge Sustainable Design and Construction SPD outlines the standards for EV charging for the proposed use as 1 per 1,000m² of floor space for fast charging points; 1 per 2 spaces for slow charging points and passive provision for the remaining spaces to provide capability for increasing provision in the future
- 10.68 138 EV charging bays are proposed. 50% of the spaces in the decked car park would be slow EV charge points with the ability (via a dedicated car park sub-station & switch room) to be able to increase this provision with a load management system at a later date. A further three EV rapid charging spaces are proposed to the west of the building entrance. This falls short of the EV charging requirements outlined in the SPD, due to the under-provision of fast chargers. Nonetheless, officers are satisfied that this could be achieved on site and secured via condition requiring a detailed plan showing this provision, distinguishing between fast and slow provision in accordance with the SPD.
- 10.69 Subject to conditions, the proposal is considered to accord with policies HQ/1 and TI/3 of the Local Plan and the Greater Cambridge Sustainable Design and Construction SPD.

10.70 Amenity

- 10.71 Policy HQ/1 (n), sets out that proposals must protect the health and amenity of occupiers and surrounding uses from development that is overlooking, overbearing or results in a loss of daylight or development which would create unacceptable impacts such as noise, vibration, odour, emissions and dust.
- 10.72 Neighbouring Properties
- 10.73 The site falls within an existing business park and the nearest residential neighbours are located approx. 110m south-west of the site at Fairfields. Other residential dwellings are located over 200m south-east on Railway

Close and 190m to the north. Given the separation distance and the scale and massing of the proposal, officers do not consider any significant overbearing, overshadowing, overlooking or impact to outlook or privacy would arise from the development.

10.74 Construction and Environmental Health Impacts

10.75 The land contamination, air quality and noise and vibrational impacts associated with the construction and occupation of the site are addressed by Local Plan policies CC/6 'Construction Methods', CC/7 'Water Quality', SC/9 'Lighting Proposals', SC/10 'Noise Pollution', SC11 'Contaminated Land', SC/12 'Air Quality' and SC/14 'Odour'. Paragraphs 183 - 188 of the NPPF are relevant.

10.76 The Council's Environmental Health Team have assessed the application and has no objection to the proposed development subject to conditions. The recommended conditions relate to the submission of a Construction Environmental Management Plan, a noise impact assessment from air source heat pumps and a lighting impact assessment for Council approval alongside conditions restricting construction / delivery hours and ensuring the development proceeds in accordance with the noise Impact Report submitted. These conditions are considered necessary to ensure harm to surrounding residential occupiers arising from excessive noise and disturbance is avoided. Officers consider, in consultation with the Environmental Health team, that the proposal would not result in a harmful noise impact to residential occupiers during construction or occupation of the development. In consultation with the Contaminated Land Officer, officers consider that, given the current condition of the land and its former industrial use, the contaminated land condition recommended is necessary and reasonable to impose to ensure the amenity of future and surrounding occupants is suitably mitigated.

10.77 The proposal adequately respects the amenity of its neighbours and of future occupants. Subject to conditions, the proposal is compliant with policy HQ/1 and the District Design Guide 2010. The associated construction and environmental impacts would be acceptable in accordance with policies CC/6, CC/7, SC/9, SC/10, SC/12 and SC/14 of the Local Plan.

10.78 Third Party Representations

10.79 All of the third-party representations have been addressed in the preceding paragraphs.

10.80 Planning Obligations (S106)

10.81 The Community Infrastructure Levy Regulations 2010 have introduced the requirement for all local authorities to make an assessment of any planning obligation in relation to three tests. If the planning obligation does

not pass the tests then it is unlawful. The tests are that the planning obligation must be:

- (a) necessary to make the development acceptable in planning terms;
- (b) directly related to the development; and
- (c) fairly and reasonably related in scale and kind to the development.

10.82 The applicant has indicated their willingness to enter into a S106 planning obligation in accordance with the requirements of the Council's Local Plan and the NPPF.

10.83 Policy TI/8 'Infrastructure and New Developments' states that Planning permission will only be granted for proposals that have made suitable arrangements for the improvement or provision of infrastructure necessary to make the scheme acceptable in planning terms. The nature, scale and phasing of any planning obligations and/or Community Infrastructure Levy (CIL) contributions sought will be related to the form of the development and its potential impact upon the surrounding area.

10.84 Heads of Terms

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

Obligation	Contribution / Term	Trigger
Transport	A financial contribution of £323,505 towards CSET2.	TBC

10.86 The County Transport Assessment Team have recommended a financial contribution of £323,505 towards the public transport route CSET2 to mitigate this development. Officers consider that, given the scale, proximity and potential employee numbers of the development, this obligation is appropriate. Officers consider therefore that the contribution is directly related to the development users are likely to include employees of the development. Noting the scale of the development, the quantum sought is considered fair and reasonable.

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

10.88 Other Matters

10.89 Bins

10.90 Bin enclosures are proposed within the courtyard to the south-east of the main block providing ease of access for refuse vehicles via East Way. No

elevation drawings have been submitted in support of the application, yet officers consider that these details can be secured via condition. No details of waste management have been submitted to the Council for review. To ensure that waste is adequately managed on site, a condition will secure the submission of a waste management plan.

10.91 Public Art

10.92 Policy HQ/2 requires public art to be integrated into the design of a development of this size. The Applicant has taken part in youth engagement workshops to make connections between the site and the community and assist with the public art scheme. This is still in the early stages of the process so nonetheless, officers consider it reasonable and necessary to impose a condition to ensure that the requirements of policy HQ/2 are satisfied.

10.93 Planning Balance

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

10.95 The proposed development would result in the re-development of brownfield land for R&D flexible lab space in a location which would further foster the clustering of the science and tech cluster south of Cambridge. While the land is currently part of a wider allocation of residential land under policy H/1a, several sites within the wider allocation have been re-developed for employment uses which, as the Policy Officer states, means the site is no longer suitable for residential development. This is reflected in the allocated site not being carried forward in the First Proposals of the Joint Local Plan specifically because parcels of land have been redeveloped retaining employment uses which has meant it is no longer available for housing. Given this, alongside the sustainability of Sawston and the scale of development proposed, the principle of development is supported by policies S/7, S/8, E/13 and E/9 of the South Cambridgeshire Local Plan (2018).

10.96 The proposal, by virtue of the high-quality landscaping, scale, massing and place-responsive design, would integrate well into its setting, particularly as the landscaping establishes. For these reasons officers consider that the proposal would not adversely impact upon the countryside or green belt. The proposed development would assist in strengthening the Cambridge cluster whilst promoting sustainability, by re-using brownfield land within the village framework and providing sustainable construction methods, resource efficiency, biodiversity gain, sociable outdoor working spaces and leisure facilities on site.

10.97 Having taken into account the provisions of the development plan, NPPF and NPPG guidance, the views of statutory consultees and wider stakeholders, as well as all other material planning considerations, the proposed development is recommended for approval subject to conditions and to a s106 agreement.

11.0 Recommendation

11.1 **Approve** subject to:

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

-Satisfactory completion of a Section 106 Agreement which includes the Heads of Terms (HoT's) as set out in the report with minor amendments to the Heads of Terms as set out delegated to officers.

11.2 In the event that the application is refused, and an Appeal is lodged against the decision to refuse this application, delegated authority is sought to allow officers to negotiate and complete the Planning Obligation required in connection with this development.

12.0 Planning Conditions

1 The development hereby permitted shall be begun before the expiration of three years from the date of this permission.

Reason: In accordance with the requirements of Section 91 of the Town and Country Planning Act 1990 (as amended by Section 51 of the Planning and Compulsory Purchase Act 2004).

2 The development hereby permitted shall be carried out in accordance with the approved plans as listed on this decision notice.

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

3 Notwithstanding the details shown in approved drawing 'Soft Landscape Layout' by Rankin Fraser, ref: 2142.L.G(92)003 rev P01, no development above ground level, other than demolition, shall commence until alternative details for the buffer planting on the north-eastern boundary of the site, have been submitted to and approved in writing by the Local Planning Authority. These details shall include:

b) planting plans; written specifications (including cultivation and other operations associated with plant and grass establishment); schedules of plants, noting species, plant sizes and proposed numbers/densities where appropriate and an implementation programme;

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

c) boundary treatments (including gaps for hedgehogs) indicating the type, positions, design, and materials of boundary treatments to be erected.

d) a landscape maintenance and management plan, including long term design objectives, management responsibilities and maintenance schedules for all landscape areas.

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

4 No development approved by this planning permission shall commence until a remediation strategy to deal with the risks associated with contamination of the site in respect of the development hereby permitted, has been submitted to, and approved in writing by, the local planning authority. This strategy will include the following components:

1. A preliminary risk assessment which has identified:

- all previous uses
 - potential contaminants associated with those uses
- a conceptual model of the site indicating sources, pathways and receptors
- potentially unacceptable risks arising from contamination at the site

2. A site investigation scheme, based on (1) to provide information for a detailed assessment of the risk to all receptors that may be affected, including those off-site.

3. The results of the site investigation and the detailed risk assessment referred to in (2) and, based on these, an options appraisal and remediation strategy giving full details of the remediation measures required and how they are to be undertaken.

4. A verification plan providing details of the data that will be collected in order to demonstrate that the works set out in the remediation strategy in (3) are complete and identifying any requirements for longer-term monitoring of pollutant linkages, maintenance and arrangements for contingency action. The site shall not be occupied until the verification plan has been submitted and approved by the Local Planning Authority.

Any changes to these components require the written consent of the local planning authority. The scheme shall be implemented as approved.

Reason: To ensure that risks from land contamination to the future users of the land and neighbouring land are minimised, together with those to controlled waters, property and ecological systems, and to ensure that the development can be carried out safely without unacceptable risks to workers, neighbours and other offsite receptors in accordance with Policies CC/7 and SC/11 of the adopted South Cambridgeshire Local Plan 2018, National Planning Policy Framework (NPPF 2021; paragraphs 174, 183, 184), Water Framework Directive, Anglian River Basin Management Plan and Environment Agency Groundwater Protection Position Statements.

- 5 No demolition or construction works shall commence on site until a 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:

- a) Movement and control of muck away vehicles (all loading and unloading should be undertaken where possible off the adopted public highway)
- b) Contractor parking, with all such parking to be within the curtilage of the site where possible
- c) Movements and control of all deliveries (all loading and unloading should be undertaken off the adopted public highway where possible.)
- d) Control of dust, mud and debris, and the means to prevent mud or debris being deposited onto the adopted public highway.

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

Reason: To ensure that before development commences, highway safety will be maintained during the course of development.

- 6 No development shall commence, apart from below ground works and demolition, until a Biodiversity Net Gain (BNG) Plan has been submitted to and approved in writing by the local planning authority. The BNG Plan shall target how a minimum net gain in biodiversity will be achieved through a combination of on-site and / or off-site mitigation. The BNG Plan shall include:

- i) A hierarchical approach to BNG focussing first on maximising on-site BNG, second delivering off-site BNG at a site(s) of strategic biodiversity importance, and third delivering off-site BNG locally to the application site;
- ii) Full details of the respective on and off-site BNG requirements and proposals resulting from the loss of habitats on the development site

utilising the appropriate DEFRA metric in force at the time of application for discharge;

iii) Identification of the existing habitats and their condition on-site and within receptor site(s);

iv) Habitat enhancement and creation proposals on the application site and /or receptor site(s) utilising the appropriate DEFRA metric in force at the time of application for discharge;

v) An implementation, management and monitoring plan (including identified responsible bodies) for a period of 30 years for on and off-site proposals as appropriate.

The BNG Plan shall be implemented in full and subsequently managed and monitored in accordance with the approved details. Monitoring data as appropriate to criterion v) shall be submitted to the local planning authority in accordance with DEFRA guidance and the approved monitoring period / intervals.

Reason: To provide ecological enhancements in accordance with the NPPF 2021 para 174, South Cambridgeshire Local Plan 2018 policy NH/4 and the Greater Cambridge Shared Planning Biodiversity SPD 2022.

- 7 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 Report prepared by Struer Consulting Engineers Ltd (ref: 3110kjs_dsr_drainage_July 2022 Rev A) dated October 2022 and shall also include:

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

b) Full results of the proposed drainage system modelling in the above-referenced storm events (as well as 1% AEP plus climate change), inclusive of all collection, conveyance, storage, flow control and disposal elements and including an allowance for urban creep, together with an assessment of system performance;

c) Detailed drawings of the entire proposed surface water drainage system, attenuation and flow control measures, including levels, gradients, dimensions and pipe reference numbers, designed to accord with the CIRIA C753 SuDS Manual (or any equivalent guidance that may supersede or replace it);

d) Full detail on SuDS proposals (including location, type, size, depths, side slopes and cross sections);

e) Site Investigation and test results to confirm infiltration rates;

f) Details of overland flood flow routes in the event of system exceedance, with demonstration that such flows can be appropriately managed on site without increasing flood risk to occupants;

g) Demonstration that the surface water drainage of the site is in accordance with DEFRA non statutory technical standards for sustainable drainage systems;

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

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

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

Reason: To ensure a satisfactory method of surface water drainage and to prevent the increased risk of flooding in accordance with Policies CC/7 and CC/9 of the South Cambridgeshire Local Plan 2018.

- 8 Prior to the commencement of development above slab level a scheme of ecology enhancement shall be supplied to the local planning authority for its written approval. The scheme must include details of bat and bird box installation, hedgehog connectivity, and other enhancements as applicable and in line with the Greater Cambridge Planning Biodiversity Supplementary Planning Document (2022). The approved scheme shall be fully implemented within an agreed timescale unless otherwise agreed in writing.

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

- 9 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.

- 10 No development shall commence until a site wide Construction Environmental Management Plan (CEMP) has been submitted to and approved in writing by the Local Planning Authority.

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

- a) Demolition, construction and phasing programme.
- b) Contractors' access arrangements for vehicles, plant and personnel including the location of construction traffic routes to, from and within the site, details of their signing, monitoring and enforcement measures.
- c) Construction/Demolition hours which shall be carried out between 0800 hours to 1800 hours Monday to Friday, and 0800 hours to 1300 hours on Saturday and at no time on Sundays, Bank or Public Holidays, unless in accordance with agreed emergency procedures for deviation.
- d) Delivery times and collections / dispatches for construction/demolition purposes shall be carried out between 0800 to 1800 hours Monday to Friday, 0800 to 1300 hours on Saturdays and at no time on Sundays, bank or public holidays, unless otherwise agreed in writing by the Local Planning Authority
- e) Soil Management Strategy having particular regard to potential contaminated land and the reuse and recycling of soil on site, the importation and storage of soil and materials including audit trails.
- f) Noise impact assessment methodology, mitigation measures, noise monitoring and recording statements in accordance with the provisions of BS 5228-1:2009+A1:2014 Code of Practice for noise and vibration control on construction and open sites.
- g) Vibration impact assessment methodology, mitigation measures, monitoring and recording statements in accordance with the provisions of BS 5228-2:2009+A1:2014 Code of Practice for noise and vibration control on construction and open sites. Details of any piling construction methods / options, as appropriate.
- h) Dust mitigation, management / monitoring and wheel washing measures in accordance with the provisions of Control of dust and emissions during construction and demolition - Greater Cambridge supplementary planning guidance 2020.
- i) Use of concrete crushers.
- j) Prohibition of the burning of waste on site during demolition/construction.

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

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

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

- 11 Before the development / use hereby permitted is commenced, an assessment of the noise impact of plant and or equipment including any renewable energy provision sources such as any air source heat pump or wind turbine on the proposed and existing residential premises and a scheme for insulation as necessary, in order to minimise the level of noise emanating from the said plant and or equipment shall be submitted to and approved in writing by the local planning authority. Any noise insulation scheme as approved shall be fully implemented before the use hereby permitted is commenced and shall thereafter be maintained in strict accordance with the approved details and shall not be altered without prior approval.

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

- 12 Prior to above ground works, an artificial lighting scheme, to include details of any external lighting of the site such as street lighting, floodlighting, security lighting and an assessment of impact on any sensitive residential premises off site, shall be submitted to and approved in writing by, the Local Planning Authority. The scheme shall include layout plans / elevations with luminaire locations annotated, full isolux contour map / diagrams showing the predicted illuminance in the

horizontal and vertical plane (in lux) at critical locations within the site, on the boundary of the site and at adjacent properties, hours and frequency of use, a schedule of equipment in the lighting design (luminaire type / profiles, mounting height, aiming angles / orientation, angle of glare, operational controls) and shall assess artificial light impact in accordance with the Institute of Lighting Professionals "Guidance Notes for the Reduction of Obtrusive Light GN01:2011".

The approved lighting scheme shall be installed, maintained and operated in accordance with the approved details / measures unless the Local Planning Authority gives its written consent to any variation.

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

- 13 The approved renewable/low carbon energy technologies (as set out in the Energy Statement) shall be fully installed and operational prior to the occupation of the development. Detailed design stage SBEM calculations, evidencing a minimum 10% carbon emissions reduction (compared to a current Building Regulations part L baseline), shall have previously been submitted to and approved in writing by the local planning authority.

Where grid capacity issues subsequently arise, written evidence from the District Network Operator confirming the detail of grid capacity and a revised Energy Statement to take account of this shall be submitted to and approved in writing by the local planning authority. The revised Energy Statement shall be implemented development and thereafter maintained in accordance with the approved details

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.)

- 14 Prior to occupation 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' will be met, with a minimum 2 credits for Wat 01 (water consumption). Where the Design Stage certificate shows a shortfall in credits for BREEAM 'excellent', a statement shall also be submitted identifying how the shortfall will be addressed. 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, water conservation and promoting principles of sustainable construction and efficient use of buildings (Greater Cambridge Sustainable Design and

Construction SPD 2020 & South Cambridgeshire District Council Local Plan 2018))

- 15 Within 6 months of occupation of the development, 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 of 'Excellent' has been met. This must also demonstrate that a minimum of 2 BREEAM credits for WAT01 (Water Efficiency) have been secured. 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, water conservation and promoting principles of sustainable construction and efficient use of buildings (Greater Cambridge Sustainable Design and Construction SPD 2020 & South Cambridgeshire District Council Local Plan 2018, policy CC/4).

- 16 The development shall be constructed/operated in strict accordance with the noise limits recommended in the R&D Facility, Dales Manor, Sawston, Cambridge CB2 4TJ, Noise Impact Report prepared by Environoise Consulting Limited on behalf of Bowmer & Kirkland for the scheme to be developed for Abstract (Mid-Tech) Limited submitted with this application.

Where individual occupier assessments indicate it will not be possible to limit noise levels to those specified in the submitted assessment above it will be necessary to submit a noise assessment as necessary and a scheme for the insulation of the building(s) and/or associated plant / equipment or other attenuation measures, in order to minimise the level of noise emanating from the said building(s) and/or plant shall be submitted to and approved in writing by the local planning authority. The scheme as approved shall be fully implemented before the use hereby permitted is commenced and shall thereafter be maintained in strict accordance with the approved details.

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

- 17 There should be no collections / from or deliveries to the site during the demolition and construction stages outside the hours of 07.00 to 23.00 Monday to Saturday and 0900 to 1700 on Sunday, Bank and other 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.

18 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:

a) 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

b) 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 enhance ecological interests in accordance with Policies HQ/1 and NH/4 of the South Cambridgeshire Local Plan 2018.

19 All ecological measures and/or works shall be carried out in accordance with the details contained in the Preliminary Ecological Appraisal (Adonis Ecology, November 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.

20 Prior to occupation of the development, the developer shall upgrade the existing footway provision along Grove Road, Middle Way, and West Way as shown indicatively in drawing no.ADM.AR(PL)008.

Reason: In the interests of highway safety.

21 Prior to occupation of the development, the developer shall be responsible for the provision and implementation of a Travel Plan to be agreed in writing with the Local Planning Authority. The Travel Plan shall include the provision of public transport taster tickets. The Travel Plan is to be monitored annually, with all measures reviewed to ensure targets are met.

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.

- 22 In the event that the Cambridge South-East Transport Phase 2 route is operational adjacent to the site, details of two pedestrian and cycle accesses onto the Cambridge South-East Transport Phase 2 (CSET2) corridor shall be provided as shown indicatively on drawing no. ADM.AR(PL)002 Rev P3.

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.

- 23 If, during development, contamination not previously identified is found to be present at the site then no further development (unless otherwise agreed in writing with the local planning authority) shall be carried out until a remediation strategy detailing how this contamination will be dealt with has been submitted to, and approved in writing by, the local planning authority. The remediation strategy shall be implemented as approved.

Reason: To protect and prevent the pollution of controlled waters from potential pollutants associated with current and previous land uses in line with National Planning Policy Framework (NPPF 2021; paragraphs 174, 183, 184), Water Framework Directive, Anglian River Basin Management Plan and Environment Agency Groundwater Protection Position Statements.

- 24 Piling or any other foundation designs 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 line with National Planning Policy Framework (NPPF 2021; paragraphs 174, 183, 184), Water Framework Directive, Anglian River Basin Management Plan and Environment Agency Groundwater Protection Position Statements.

- 25 Prior to commencement and in accordance with BS5837 2012, a phased tree protection methodology in the form of an Arboricultural Method Statement (AMS) and Tree Protection Plan (TPP) shall be submitted to the local planning authority and written approval given, before any tree works are carried and before equipment, machinery or materials are brought onto the site for the purpose of development (including demolition). In a logical sequence the AMS and TPP will consider all phases of construction in relation to the potential impact on trees and

detail tree works, the specification and position of protection barriers and ground protection and all measures to be taken for the protection of any trees from damage during the course of any activity related to the development, including supervision, demolition, foundation design, storage of materials, ground works, installation of services, erection of scaffolding and landscaping.

The approved tree protection methodology will be implemented throughout the development and the agreed means of protection shall be retained on site until all equipment, and surplus materials have been removed from the site.

Reason: To satisfy the Local Planning Authority that trees to be retained will be protected from damage during any construction activity, including demolition, in order to preserve arboricultural amenity in accordance with section 197 of the Town and Country Planning Act 1990 and South Cambridgeshire Local Plan 2018 Policy HQ/1.

- 26 Prior to the installation of any electrical services, an electric vehicle charge point scheme shall be submitted to, and approved in writing by, the Local Planning Authority. The active charge points should have a minimum power rating output of 3.5kW. All other communal flat spaces should have passive provision of the necessary infrastructure including capacity in the connection to the local electricity distribution network and electricity distribution board, as well as the provision of cabling to parking spaces for all remaining car parking spaces to facilitate and enable the future installation and activation of additional active electric vehicle charge points as required, and this should be demonstrated in the submitted detail.

The approved electric vehicle charge points shall be installed prior to first occupation of the relevant dwelling and retained thereafter.

Reason: In the interests of encouraging more sustainable modes and forms of transport in accordance with the National Planning Policy Framework (NPPF 2021) paragraphs 107, 112, 174 and 186, policy TI/3 of the South Cambridgeshire Local Plan and the Greater Cambridge Sustainable Design and Construction SPD 2021.

- 27 No development, except demolition or site clearance, shall commence until a scheme for the on-site storage facilities for commercial waste, including waste for recycling have been submitted to and approved in writing by the local planning authority. The scheme shall identify the specific positions of where wheeled bins, or any other means of storage, will be stationed and the specific arrangements to enable collection from within 10m of the kerbside of the adopted highway/ refuse collection vehicle access point. The approved scheme shall be carried out before the use is commenced and shall be retained as such.

Reason: To ensure that the need for refuse and recycling is successfully integrated into the development in accordance with policy HQ/1 of the South Cambridgeshire Local Plan 2018.

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

The PADP shall include the following:

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

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

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

- 29 No development above ground level shall commence until a scheme for the provision and location of fire hydrants to serve the development to a standard recommended by the Cambridgeshire Fire and Rescue Service has been submitted to and approved in writing by the Local Planning Authority.

has The development shall not be occupied until the approved scheme has been implemented.

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

- 30 No development shall take place above ground level, other than demolition, until details of the materials to be used in the construction of the development have been submitted to and approved in writing by the Local Planning Authority. 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.

Background Papers:

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

- South Cambridgeshire Local Plan 2018
- South Cambridgeshire Local Development Framework SPDs