



Planning Committee Date	13 March 2024
Report to	South Cambridgeshire District Council Planning Committee
Lead Officer	Joint Director of Planning and Economic Development
Reference	23/01134/FUL
Site	Land At Melbourn Science Park, Melbourn
Ward / Parish	Melbourn
Proposal	Demolition of 13,594sq.m of existing buildings, alterations and extensions of 1,127 sq.m to retained buildings to allow use within Class E within Ash House, Class E(b) within Moat House and Class C1 within the new wing rear of Moat House, development of 46,031 sq.m of new office and technology research facilities (Class E(g)(i), (ii) and (iii)) including continued use of DaVinci building and 22,941 sq.m of ancillary buildings for vehicle and cycle parking, together with temporary and permanent plant and infrastructure works including formation of two additional vehicular accesses and one additional vehicular egress from Cambridge Road and landscaping.
Applicant	Bruntwood SciTech Melbourn Limited
Presenting Officer	Michael Hammond
Reason Reported to Committee	Application raises special planning policy or other considerations Third Party Representations
Member Site Visit Date	6 th March 2024
Key Issues	1. Principle of Development

2. Character and Appearance of the Area and wider landscape views
3. Car Parking and Highway Safety
4. Impact on Neighbour Amenity

Recommendation

APPROVE subject to conditions and completion of a legal agreement (S106)

1.0 Executive Summary

- 1.1 The application seeks full planning permission for the demolition of 13,594sq.m of existing buildings, alterations and extensions of 1,127 sq.m to retained buildings to allow use within Class E within Ash House, Class E(b) (restaurant) within Moat House and Class C1 (hotel) within the new wing rear of Moat House, development of 46,031 sq.m of new office and technology research facilities (Class E(g)(i), (ii) and (iii)) including continued use of DaVinci building and 22,941 sq.m of ancillary buildings for vehicle and cycle parking, together with temporary and permanent plant and infrastructure works including formation of two additional vehicular accesses and one additional vehicular egress from Cambridge Road and landscaping.
- 1.2 The scheme has been through multiple pre-application discussions with officers, including Conservation, Urban Design, Landscape, Sustainability, Ecology and Tree officers and has been taken to the Design Review Panel (DRP) as part of the pre-application process. The proposal in front of members is the outcome of these discussions. A copy of the DRP minutes is included as an appendix to this report at appendix 1.
- 1.3 The site lies within the village framework of Melbourn which is a Minor Rural Centre (Policy S/9). Policy E/12 of the Local Plan supports new employment development or expansion of existing premises provided that the scale of development is acceptable to the size of the village. In this case, it has been found that the proposed redevelopment of Melbourn Science Park would be of an appropriate scale, both in terms of its functional size and its physical size. The proposal would be a brownfield development providing much needed research and development floorspace.
- 1.4 Additional information has been submitted to the Local Planning Authority during the course of the application. This includes further information regarding flooding, sustainability, highways and transport data. Further consultations were carried out as appropriate.
- 1.5 In terms of the overall planning balance, it is considered that the proposal would not result in an unacceptable level of harm on the character and appearance of the area and on the residential amenity of any surrounding properties. Despite the shortfall of parking provision, it has been demonstrated that the parking levels are appropriate, and this is agreed by

the Transport Assessment Team. Officers consider that, subject to conditions and a Section 106 Agreement the proposal would have an acceptable level of impact on highway safety and transport capacity.

- 1.6 The use of planning conditions and of a Section 106 Agreement can secure appropriate detailing, technical information and financial contributions such that the proposal would accord with Local Plan policies in all other respects.
- 1.7 Taking all factors into consideration, Officers recommend that the Planning Committee approves the application subject to conditions and completion of a Section 106 (legal) Agreement, the final wording of which is be delegated to officers.

2.0 Site Description and Context

None relevant		Tree Preservation Order	X
Conservation Area	Adjacent	Local Nature Reserve	
Listed Building	Adjacent	Areas of high, medium and low surface water flood risk	X
Building of Local Interest		Green Belt	
Historic Park and Garden		Protected Open Space	
Scheduled Ancient Monument		Controlled Parking Zone	
Outside Development Framework		Article 4 Direction	
Flood Zones 2 and 3			

- 2.1 The application relates to a 7.01 hectare site located to the north of Cambridge Road on the north-eastern edge of the village of Melbourn. The site lies within the development framework of Melbourn, with the northern and north-western boundaries of the site forming the boundary of the framework with the open countryside. The site currently comprises research and development buildings and ancillary uses which collectively form Melbourn Science Park. The site is effectively divided in two by the access road from Cambridge Road which connects to the Project Birchwood development to the north-west of the site. The grounds around the building are a mixture of soft landscaping and hardstanding for parking.
- 2.2 The site features a pond in the middle of the site and areas of the site lie within low, medium and high risk of surface water flood risk.

- 2.3 The site benefits from a number of mature trees along the south-western, western, northern and eastern boundaries of the site. There are also a number of mature trees present within the remainder of the site. None of these trees are protected by Tree Preservation Orders.
- 2.4 The south and south-western boundary of the site is situated adjacent to the Melbourn Conservation Area. To the south lies the grade II listed 1 – 15 High Street which are a row of thatched cottages, and no.17 is immediately to the south-west which is a grade II listed building. There are also other grade II listed buildings to the south and west. To the north-west and north are the grade II listed buildings of Newlings Farmhouse and no.3 Moat Lane.
- 2.5 There is an emerging local plan site allocation (S/RRA/CR) as part of emerging policy (S/RRA: Site allocations in rest of the rural area) adjoining the site to the north-east for a mixed use development of approximately 120 homes and 2.5ha for employment uses as part of an opportunity to expand Melbourn Science park and provide homes in a Minor Rural Centre.

3.0 The Proposal

- 3.1 The application is seeking full planning permission for the redevelopment of Melbourn Science Park to increase the overall amount of research and development floorspace. The below table breaks down the spread of existing and proposed floorspace across the site:

Building	Existing Gross Internal Area (GIA) m2	Proposed GIA m2	Net difference GIA m2
Ash House/ Block A	1,092	1,080	-12
Beech House/ Block B	2,139	9,175	+7,036
Block C	0 (N/A)	3,359	+3,359
Block D (former Block H)	3,121	9,185	+6,064
Block E (former Block G)	1,817	10,289	+8,472

Block F	3,633	9,185	+5,552
Unit 13 – 16	2,498	0 (demolished)	-2,498
Unit 17	356	0 (demolished)	-356
DaVinci Building	4,117	4,326	+209
Moat House	581	1,708	+1,127
Mobility Hub (MSCP)	0 (N/A)	22,941	+22,941
Total (excluding MSCP)	19,384m2	48,307m2 (49,756m2 Gross External Area (GEA))	+28,923m2
Total	19,384m2	71,248m2 (73,744m2 GEA)	+51,864m2

3.2 As evidenced in the table above, the proposed redevelopment involves a series of proposed works to the science park and these are explained in turn below.

3.3 **Block A** (formerly known as Ash House) would comprise changes to the fabric and fenestration of the existing building but these would largely follow the existing footprint, form and scale. This includes replacing windows and over-cladding the existing brickwork with insulation and timber boarding. An opening in the existing flint wall on Cambridge Road would be introduced to allow for pedestrian access from the footpath outside the site. The building is proposed for publicly accessible community uses and has been indicatively earmarked for use as a physiotherapy clinic and gym. There would be reconfigurations to the landscaping and car parking arrangements, as well as a new vehicular access from Cambridge Road.

3.4 **Block B** would replace the existing Beech House building. The proposed replacement research and development building would occupy a broadly rectangular floorplate and be three-storeys in scale (13.825m ridge height), with each storey having a double height floor plate. Above this would be an external plant enclosure (18.325m total height) and flues above (19.8m total height). It has been labelled for use as incubator floorspace. The proposed building would be designed in a mixture of

charred timber, aluminium louvre screening, concrete panelling, and substantial ground floor glazing. There would be external terraces at second-floor level with the roof consisting of a mix of biodiverse roofs and solar panel provision.

- 3.5 **Block C** would be situated immediately opposite (north-east) Block B across the dividing access road through the site. This would be sited on an undeveloped area of the site adjacent to the main entrance. It would take a unique curved triangular form and act as a 'gateway' research and development building into the site, measuring 14.425m to the ridge and 17.775m to the top of the inset plant enclosure above. The ground-floor would be set back from the building edge with the first and second-floors overhanging to create a canopy below. The glazing at the upper-floors would be shaded by a horizontal aluminium fin and louvre system which wraps around the façade.
- 3.6 **Block D** would replace the existing Block H on the eastern Cambridge Road frontage. The proposed three-storey research and development building would be broadly rectangular in footprint and use a contemporary material palette which includes aluminium, bronze metal screening, plate steel frame and concrete. The proposal also includes extensive balustrade planting, and an entrance pavilion bronze clad projection on the northern elevation facing onto the 'Science Square' that measures approximately 17m to the ridge. The proposed building (excluding the entrance pavilion) would measure approximately 15.525m to the ridge with a plant enclosure above measuring just over 20m in height with flues above reaching circa 21.8m. There would be a green roof and extensive solar panel provision. Immediately to the south-east would be a logistics hub single-storey building that is encompassed into the raised bank and hidden by a retained wall with a service yard adjacent.
- 3.7 **Block E** would replace the existing Block G near the eastern corner of the site. The proposed form, architectural approach and elevational treatments of the research and development building mirror that of proposed Block D. It would occupy a slightly larger footprint than Block D but would be lower in overall height, measuring approximately 14.5m to the building ridge, 19m to the top of the plant enclosure and 20.4m to the flue height. Adjacent to Cambridge Road would be an energy centre that would be sunk within an area of raised landscaped banking.
- 3.8 **Block F** would replace the existing building (also known as Block F) and Units 13 – 16 and Unit 17. Again, the proposed design of the R&D building and architectural approach broadly follows that proposed on Blocks D and E. Its position on the site would create the 'science square', as together with blocks D and E it would frame the area of open space which acts as outdoor meeting and drop off for these buildings. It would measure approximately 15.35m to the ridge of the building, 16.4m to the ridge of the projecting entrance pavilion, 19.5m to the top of the plant enclosure and 21.2m to the top of the flues.

- 3.9 **The Da' Vinci building** would remain in its existing location with proposed works to this building largely consisting of changes to the external façades and an additional timber structure with planters on the southern elevation. These works have been proposed to try and address issues of over-heating due to the expansive glazing. The building will continue to offer office spaces and would also be used for co-working spaces, meeting/conference rooms, catering and staff facilities.
- 3.10 **The Moat House building** is currently used as a canteen. The proposed works would seek to undertake changes to the external facades of the existing building, notably the removal of the “glass box” infill extension and replacement with a brick infill extension. In addition to this, a two-storey side and rear extension is proposed which projects out to the north and north-west of the existing building. The proposed extension would have a pitched roof measuring approximately 5.8m to the eaves and 8.1m to the ridge, below the existing 9.8m ridge of the Moat House. It would be designed in materials which contrast to the original red brick moat house elevations, notably through flint ground-floor walls, charred timber at first-floor and a zinc standing seam roof. The proposed use of the building would be as a guest hotel (use class C2) and gastropub (use class E(b)).
- 3.11 **The Mobility Hub** would occupy a rectangular footprint parallel to the north boundary of the site. It would be six storeys in scale with the roof consisting of a lightweight frame to host photovoltaic panels, measuring approximately 21.2m to the ridge. A small area on the ground-floor would host a rental bike and repair zone but otherwise the building would be used for car parking for the site, accommodating a total of 822no. spaces of which 34no. (4%) would be disabled bays, 44no. (5%) electric vehicle bays and the remaining 744no. (91%) standard bays. There would be a space for shuttle bus drop off adjacent to the building. An entrance pavilion is proposed on the southern corner adjacent to the Science Square which is highlighted for potential public art.
- 3.12 The proposal includes extensive landscaping works and smaller supporting ancillary buildings such as waste compounds and substations. In terms of landscaping areas, there are three main components. In the south-western part of the site a new village green would be introduced. This would be sited immediately south of the Moat House and west of Block A. In the centre of the site would be a woodland/ wetland area. The access road leading to Project Birchwood would remain but the road would be resurfaced and reconfigured through raised tabling and other design measures designed to slow down vehicle traffic and improve the pedestrian environment. Again, at the eastern edge would be the science square.
- 3.13 The application has been amended and further information has been submitted to address specific requests of technical consultees and further consultations have been carried out as appropriate.

4.0 Relevant Site History

4.1 The site has an extensive planning history but of particular relevance to this application are:

Reference	Description	Outcome
22/05571/SCRE	EIA screening opinion under the Town and Country Planning (Environmental Impact Assessment) Regulations 2017 for Proposed demolition of 13,629sq.m of existing buildings, alterations and extensions by 1,275 sq.m to retained buildings to allow use within Class E within Ash House, Class E(b) within Moat House for use as gastro pub and Class C1 (hotel) within the new wing rear of Moat House, development of 41,406 sq.m of new office and technology research facilities (Class E(g)(i), (ii) and (iii)) and 23,099 sq.m of ancillary buildings including transport hub for vehicle and cycle parking, together with plant and infrastructure works including formation of two additional vehicular accesses and one additional vehicular egress from Cambridge Road and landscaping at Melbourn Science Park (the Project). The net additional floorspace will amount to 54,484 sq.m	EIA Not Required 3 March 2023
22/01666/FUL	Erection of two external structures, associated decking and means of enclosures to be used as outdoor eating and drinking spaces with staff meeting and other associated activities.	Permitted 29 June 2022
S/1600/19/FL	Temporary haul road at Cambridge Road Melbourn to support development of new office and technology research facilities north of Melbourn science park	Withdrawn
S/2941/18/FL	New office and technology research facilities. (Project Birchwood)	Permitted 20 March 2019
S/2652/18/E1	EIA Screening opinion (Project Birchwood)	EIA Not Required 4 September 2018

4.2 The proposal has been through multiple pre-application discussions with the Planning Authority, disability consultative panel and design review panel and the current application is the outcome of the feedback provided.

5.0 Policy

5.1 National

National Planning Policy Framework 2023

National Planning Practice Guidance

National Design Guide 2021

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

Circular 11/95 (Conditions, Annex A)

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

Conservation of Habitats and Species Regulations 2017

Environment Act 2021

ODPM Circular 06/2005 – Protected Species

Equalities Act 2010

5.2 South Cambridgeshire Local Plan 2018

S/1 – Vision

S/2 – Objectives of the Local Plan

S/3 – Presumption in Favour of Sustainable Development

S/5 – Provision of New Jobs and Homes

S/7 – Development Frameworks

S/9 – Minor 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/6 - Green Infrastructure to be reinforced, linked, buffered or created

NH/14 – Heritage Assets

E/9 – Promotion of Clusters

E/10 – Shared Social Spaces in Employment Areas

E/12 - New Employment Development in Villages

E/20 – Tourist Accommodation

SC/2 – Health Impact Assessment

SC/5 – Community Healthcare Provision
SC/9 – Lighting Proposals
SC/10 – Noise Pollution
SC/11 – Contaminated Land
SC/12 – Air quality
SC/14 - Odour
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
Melbourn Conservation Area Appraisal – Adopted September 2021

- 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:

Development affecting Conservation Areas SPD – Adopted 2009
Development affecting Listed Buildings SPD – Adopted 2009
Landscape in New Developments SPD – Adopted March 2010
District Design Guide SPD – Adopted March 2010
Health Impact Assessment SPD – Adopted 2011
Open Space in New Developments SPD – Adopted January 2009
Public Art SPD – Adopted January 2009
RECAP Waste Management Guide (2012) – Adopted 2012
Trees and Development Sites SPD – Adopted January 2009

6.0 **Consultations**

- 6.1 **Melbourn Parish Council – Neutral** (Support but with severe reservations)

First Comments – 13 April 2023

- 6.2 Support the application but with the following comments highlighting serious reservation about the development:
- The height and scale of buildings resulting in overshadowing and overlooking of neighbouring properties;
 - The light pollution from lights on site and the lights from the taller buildings;

- The increased amount of traffic travelling through the village and ensuring the correct conditions are put in place;
- The increased number of car parking spaces and how sustainable travel will be encouraged;
- Clarification that the health assessment carried out by Savills did consult a medical professional; and
- The increased rental fee which has made use of the premises on the site unaffordable for local businesses.

Second Comments – 25 April 2023

- 6.3 These comments supplement the formal comments made on the application previously. The 2019 (Project Birchwood) permission included a Section 106 agreement which, amongst other things, included a contribution of £93,500 to expand Melbourn Hub on the basis that it was deemed necessary to mitigate the impact of the employment site and that, as there was insufficient capacity, an extension for hireable meeting spaces was to be provided.
- 6.4 The Planning Statement at paragraphs 4.8 and 6.8 highlights the impact that the employees and visitors the proposal would generate would have on the village. This is also referenced at paragraph 4.6 of the market research document submitted.
- 6.5 Whilst the Parish Council is in open dialogue with relevant infrastructure providers (including Melbourn Community Hub Management Group) along with officers from South Cambridgeshire District Council and Cambridgeshire County Council, it will not be possible to have provided a detailed response before the standard consultation expiry date (25 April 2023).
- 6.6 [See Section 106 Officer comments for jointly prepared comments regarding S106].

Third Comments – 16 August 2023

- 6.7 Following the amendments to the application, the previous comments (13 April 2023) highlighting severe reservations have not changed and committee wish to request that the Townscape and Visual Impact Assessment shows additional images using 3D modeling from roads in close proximity to the site. A document of site lines along with What3words coordinates has been uploaded.
- 6.8 **Anglian Water – No objection**
- 6.9 No objection subject to foul water drainage condition and a condition requiring a phasing plan and/or an on-site drainage strategy. Informatives regarding Anglian Water assets and sewer adoption recommended.

6.10 The foul drainage from this development is in the catchment of Melbourn Water Recycling Centre which currently does not have capacity to treat the flows the development site. Anglian Water are obligated to accept the foul flows from the development with the benefit of planning consent and would therefore take the necessary steps to ensure that there is sufficient treatment capacity should the Planning Authority grant planning permission.

6.11 **Cambridgeshire County Council – Archaeological Unit – No objection**

6.12 No objection subject to a written scheme of investigation condition and an informative.

6.13 **Cambridgeshire County Council - Highways Development Management – No Objection**

First Comments – 20 April 2023 - Object

6.14 Object due to following concerns:

- The designs and new motor vehicle access points as presented while acknowledging the greenway project have, other than at the main access, failed to provide suitable levels of by pass as shown in LTN 1/20
- The current design of the mobility hub exit will prevent the flow of pedestrians and cyclists across the egress as motor vehicles queue to leave the site.
- The no right turn HGV sub plate exit is not needed and should be removed.
- The proposed parallel crossing of Cambridge Rd will require a notification of intent and if any objections are received to its implementation these will be resolved by the Cambridgeshire County Council highways committee.
- The current design requires pedestrians and cyclists to use private land to traverse the motor vehicle access which is unacceptable.
- The Block A&B access will create a conflict between motor vehicles and non-motorised users.
- The Stage 1 Road Safety Audit submitted in Appendix C of the Transport Assessment, does not comply with GG119 of the Design Manual for Roads and Bridges.
- More information on the levels of motor vehicle traffic usage for the proposed moat house and how the access will be controlled/ restricted for the hotel/ pub users only is needed.
- Inadequate facilities for loading/ unloading of service vehicles;
- No details of refuse vehicle tracking;
- Parking space sizes not all adequate dimensionally; and
- No cycle route to serve secure cycle parking provided.

Second Comments on amended information – 10 August 2023 - Object

6.15 Object due to following concerns:

- All points of vehicular access are points of conflict and the proposed access and parking provision for Blocks A & B introduces a conflict between non-motorised highway users and motor vehicle traffic using the proposed dropped kerb access to these blocks. The number of proposed car parking spaces for the blocks is considered excessive by the Local Highway Authority and would create an unwarranted increase of the hazards to highway users to the detriment of highway safety.

6.16 This reason for refusal may be overcome if the parking spaces numbered 138 to 144 on the Landscape Masterplan are amended to show instead as soft landscaping (or similar) unless and until the occupiers of Block A provide empirical data to the Local Planning Authority that some or all of these proposed car spaces are required for the operation of the businesses.

Third Comments on amended information – 31 August 2023 – No objection

6.17 No objection subject to the following conditions and informatives:

- The parking spaces shown as 'not part of this application but may be subject of later application' on dwg. no. MSP-PLA-SW-GF-DR-L-0001, S2: Rev P05 (Landscape Masterplan)' not be constructed as car parking spaces unless and until occupiers of Block A provide empirical data demonstrating these spaces are required for business operations;
- Not to occupy the Moat House until a method of controlling motor vehicle ingress for Moat House users only is provided.
- Visibility splays implement before first use;
- Pedestrian visibility splays implemented before first use;
- Width of motor vehicle egress;
- No unbound materials within 10 metres of public highway;
- No highways drainage;
- Traffic Management Plan;
- Construction traffic route;
- Section 278 informative; and
- Highways informative.

6.18 **Cambridgeshire County Council - Transport Team – No Objection**

First comments – 5 May 2023 - Object

- 6.19 The Transport Assessment Team cannot make any firm recommendations as to the acceptability of this proposal and would recommend that a revised Transport Assessment or Transport Assessment Addendum is submitted to address issues with the data and modelling submitted.

Second comments – 31 August 2023 - Object

- 6.20 It is agreed that undertaking further queue length surveys to validate the junction models will result in some discrepancies, given that any future queue length surveys will not have been undertaken at the same time as the Manual Classified Counts. However, the Transport Assessment Team cannot accept base modelling unless there has been some form of validation to show that it represents (as best as possible) the actual situation on site.
- 6.21 The note does mention that observations were undertaken at the junction, from which the modelling is considered sound. The details of how this was carried out and evidence such as photos and any other analysis must therefore be clearly set out in a revised document. The Transport Assessment Team will review this and assess its acceptability for use as a validation exercise. Further surveys may be requested by the Transport Assessment Team, depending on the results of the review.

Third comments – 9 February 2024 – No objection

- 6.22 Following submission of further information, no objection subject to the following:
- Travel plan condition;
 - Implementation of frontage highways works prior to first use of development condition; and
 - A contribution towards the wider Melbourn Greenway of £402,000. This has been calculated by reviewing the active travel measures secured for the application to the north of the Melbourn Science park (£111,000) and calculating a rate per 1000sqm for that development of £10,335 per 1000sqm. This has then been applied to the uplift in floorspace proposed for the Science park application plus any inflation on construction prices since 2018 which gives the aforementioned total.
- 6.23 **Conservation Team – No objection**
- 6.24 This application has been the subject of a number of discussions during pre-application meetings and the assessment of the site. The Heritage Impact Assessment is felt a good representation of the impact on the surrounding heritage assets and the level of harm to the setting of the conservation area.
- 6.25 It is considered that the proposal will not adversely affect the setting of the Listed Buildings. No harm identified to Conservation Area. The proposals

will meet the requirements of Local Plan policy NH/14 for the reasons set out above. A materials condition is recommended.

6.26 Cambridgeshire Fire and Rescue Service – No comment.

6.27 No comment received.

6.28 Contaminated Land Officer – No objection

6.29 No objection subject to contamination and unexpected contamination conditions.

6.30 Designing Out Crime Officer – No objection

6.31 No objection subject to incorporation of specific building and layout design recommendation in the form of an informative.

6.32 Ecology Officer – No objection

6.33 No harm to protected species identified from demolition. The proposal would result in a biodiversity net gain of 40% gain in habitat units and 3% gain in hedgerow units. No objection, subject to the following conditions:

- Construction Ecological Management Plan;
- Lighting Design Strategy for Biodiversity;
- Ecological enhancement strategy; and
- Biodiversity Net Gain plan.

6.34 Environment Agency – No Comment

6.35 We are not able to comment on this application as it is outside of our remit. It is therefore for the Local Planning Authority to assess issues such as water resource.

6.36 Environmental Health – No Objection

6.37 Whilst there will be a degree of exposure to nearby residential premises from construction noise, this will be transitory in nature and should be considered and controlled through conditions regarding construction/ delivery hours, piling, dust protection and construction programming.

6.38 In terms of operational noise, the BS:4142 assessment is satisfactory and in line with this a condition requiring a noise assessment and any noise insulation/ mitigation as required from this to be implemented is recommended.

6.39 The Air Quality Assessment submitted is satisfactory. No artificial lighting concerns.

6.40 Greater Cambridge Partnership – No Objection

6.41 No objection subject to the following conditions:

- That agreement is made with the Melbourn Science Park applicant that they will offer adoption of any land which is required to deliver the Melbourn Greenway scheme (as viewed to date).
- The MSP application amends its plans to accommodate and deliver a new Copenhagen style crossing at its proposed egress onto Cambridge Road, at an agreed timescale with GCP.

6.42 **Health Impact Assessment Officer – No Objection**

First Comments – 25 April 2023 – Object:

6.43 The Health Impact Assessment has not fully assessed the impacts on local residents during the demolition and construction phases sufficiently.

Comments on Amended Information – 24 October 2023 – No Objection:

6.44 Support the revised HIA as it has sufficiently addressed the points raised in the previous response 25 April 2023.

6.45 **Health and Safety Executive – No Objection**

6.46 The proposed development site which you have identified does not currently lie within the consultation distance (CD) of a major hazard site or major accident hazard pipeline; therefore at present HSE does not need to be consulted on any developments on this site. However, should there be a delay submitting a planning application for the proposed development on this site, you may wish to approach HSE again to ensure that there have been no changes to CDs in this area in the intervening period.

6.47 **Historic England – No Comment**

6.48 Historic England provides advice when our engagement can add most value. In this case we do not wish to offer advice. This should not be interpreted as comment on the merits of the application. We suggest that you seek the views of your specialist conservation and archaeological advisers.

6.49 **Landscape Team – Objection - require further information and/or amendments required**

First Comments – 9 May 2023 – Further Information/ amendments required:

6.50 Further information/ clarification required regarding:

- Clarity is needed on the proposed locations and appearance of all boundary treatments.

- In terms of tree planting, some of the trees in the mix should be replaced by Quercus robur to provide this enhancement.
- The existing tree stock on the north-eastern boundary requires replenishing with new native tree stock. A double staggered species rich native hedgerow should be planted on this boundary.
- The Cambridge Road frontage planting area should be widened from 0.5m to 1m.
- The planting plan requires clarification and corrections. Specific recommendations for climber plantings are suggested.
- Queries regarding Moat House car parking and relationship with trees and any shading.
- Minor amendments to hard landscaping and furniture arrangements required.
- An addendum note is needed to aid in assessing the impacts of the proposed development on views. Recommended photography for viewpoint 1 is re-done following guidance. An additional view should be taken from further north on Cambridge Road. Additional maps needed.

6.51 Whilst the above does not amount to an objection, it is considered that additional written assessment is needed with particular attention to how the view would be affected when seen in the winter. This should be provided as a part of the previously requested addendum note. In the event of approval, the following conditions are recommended:

- Soft Landscape details;
- Boundary treatment details;
- Play equipment; and
- Tree pits.

Second Comments on Additional and Amended Information – 8 August 2023 – further information and/or amendments required:

- 6.52 No changes have been made to the proposals in response to the landscape comments submitted to public access on the 24th of May 2023, nor has an addendum been submitted for the TVIA.
- 6.53 In response to the changes made to the parking arrangements on site, we welcome the improved setting to Block A. We have no objections to the proposed changes to Block A.

Third comments on additional information – 26 February 2024 – Object:

- 6.54 Object due to conflict with Local Plan Policies HQ/1 and NH/2.
- 6.55 Whilst we generally believe the proposed scheme to be well designed, and do not object to the principle of development, we maintain concerns that submitted TVIA is not able to clearly demonstrate that the effects of the proposed development on Landscape, Townscape and Views could be

accommodated by the receiving environment. There are inaccuracies with the methodology of the TVIA/ LVIA as it does not follow best practice guidance.

6.56 There is also concern that the assessment would not stand up to scrutiny at any appeal. It is therefore necessary to maintain an objection due to insufficient information.

6.57 **Lead Local Flood Authority – No Objection**

First Comments – 12 April 2023 – Objection:

6.58 Object as the application fails to provide sufficient information regarding half drain times and water quality treatment.

Comments on additional information – 3 August 2023 – No Objection:

6.59 No objection subject to the following conditions and informatives:

- Surface Water Drainage Scheme;
- Additional Surface Water Flood Risk During Construction; and
- Informative regarding pollution control.

6.60 **Natural England – No Objection**

6.61 Based on the plans submitted, Natural England considers that the proposed development will not have significant adverse impacts on statutorily protected nature conservation sites or landscapes.

6.62 **Section 106 Officer (in consultation with Melbourn Parish Council) – No Objection**

6.63 In consultation with Melbourn Parish Council, no objection subject to the following contributions:

- Green Infrastructure contribution of £50,000 towards Stockbridge Meadows and to provide new green infrastructure in Melbourn;
- Outdoor and indoor sports contribution of £17,049 towards indoor sports courts and £19,011 towards swimming facility improvements to Melbourn Sports Centre;
- Public art on-site and an off-site public art contribution of £50,000 towards new public art activities and at public accessible places in the village;
- Land transfer of the village green and bandstand area;
- Recreation ground contribution of £10,000 to cover the additional upkeep costs and provide new facilities including benches and bins;
- Melbourn Hub contribution of £31,200 to cover the cost of providing additional capacity for health and well-being space; and
- Monitoring fees contribution of £2,700.

6.64 **Sustainability Team – No Objection**

First Comments – 10 May 2023 – Further information required:

6.65 No objection but further information/ clarification sought regarding:

- Anticipated BREEAM standards sought;
- The percentage reduction in carbon emissions sought;
- Further information as to why the proposal would not be net zero for carbon and operational emissions;
- Clarification regarding the energy use intensity targets; and
- Further justification for BREEAM water credits sought.

Comments on additional information – 21 August 2023 – No Objection:

6.66 While the BREEAM rating of 'Very Good' and sustainability measures meet the minimum policy requirements, it is disappointing that the application has not aspired to improve sustainable performance beyond this. Welcome the additional further credit for water sought.

6.67 Overall, the proposed development achieves basic policy compliance therefore we offer support for the application from a sustainable construction point of view, although we are disappointed that some of the higher aspirations and targets put forward by the developer at pre-app stage appear to no longer feature in the design of the building. Conditions regarding 10% carbon reduction and water efficiency recommended.

6.68 **Tree Officer – No objection**

6.69 No objection subject to arboricultural method statement and tree protection strategy condition.

6.70 **Urban Design Team – No objection**

First Comments – 12 May 2023 – No Objection

6.71 The proposals have gone through a comprehensive pre-application process, which includes five design workshops, an independent design review by the Greater Cambridge Design Review Panel (GCDRP) and two half-day Youth Engagement Workshops led by the Council's Youth Engagement Service (YES).

6.72 It is evident from the pre-application process and the submitted planning application pack that comments by Officers and GCDRP have been taken into account and are reflected in the submission.

6.73 The proposed buildings and open spaces are well designed. The proposals would make a positive contribution to the local and wider context and would help enhance the character of the local area.

- 6.74 The existing buildings are predominantly two to three storeys in height with some higher structures and rooftop plant enclosures. Although they are more domestic in scale compared with that of the proposed buildings, some of the existing buildings are located quite close to site boundaries giving a higher perceived bulk. The proposed buildings would be predominantly three-storeys in height, with the exception of the Mobility Hub (5 storeys) which has a reduced floor to floor height. Given that sufficient set-backs are introduced to reduce the massing at second floor level, this would help reduce the impact of increased height. Terraces have also been introduced to the top floors of sensitive views to reduce bulk. Combined with landscape treatments to the site boundary to create a green buffer and the results of the Town and Visual Impact Assessment, it is considered that the scale, massing and heights of the proposed buildings are acceptable.
- 6.75 The proposal is acceptable with regards to architecture, materials, youth engagement, public art and layout.
- 6.76 The proposals would meet Policy HQ/1 of the 'South Cambridgeshire Local Plan' (2018) and Section 12 of the 'National Planning Policy Framework' (2021), which seek to ensure that new developments 2 respond positively to its context and draw inspiration from the key characteristics of its surroundings to help create distinctive and high-quality places. The following conditions are recommended:
- Materials;
 - Sample panel of brickwork;
 - Hard and soft landscaping;
 - Roof Top Plant details; and
 - Public art.

Second Comments – 4 August 2023 – No objection.

- 6.77 No further comments to make.
- 6.78 **Waste Team – No objection**
- 6.79 Pages 18/ 19 of the Sustainability Statement plus the Operational Waste Management Strategy describe sufficiently how waste arisings will be dealt with for the new site. It is usual for developments of this scale to be well acquainted with the requisite waste management method statements/ capacities to mean the incumbent operators / facilities managers can operate without causing pollution or hinderance.
- 6.80 **Disability Consultative Panel – 30 May 2023**
- 6.81 In response to a query about the possible cramped indoor space, it was reported that, on this project, the floor to floor height is 4.5 metres, which is very airy and beneficial for lab use.

6.82 The Chair referred to Meldreth, a boarding school for severely disabled children, who are always seeking facilities they can use locally. It was agreed that he would pass their contact details to the presenting team.

6.83 The Chair asked to see more detailed plans of other elements of the site, such as the hotel, in due course, and thanked the presenters for their presentation.

6.84 **Design Review Panel – 16 November 2022**

6.85 The vision for the development chimes with the aspirations of the 'Cambridge Quality Charter for Growth': Innovation, Community, Carbon and Landscape all read across to the 4 C's of Community, Connectivity, Climate and Character set out in the Charter.

6.86 The Panel appreciated the guided tour of the site, in particular the quality and extent of existing mature tree planting and landscape generally. Negative factors included extensive areas of vehicle parking and its impact on the setting of the existing buildings on site. Whilst none of the buildings are great architecture, they are predominantly still relatively young, and so their qualities deserve careful assessment to justify demolitions.

6.87 Comments are attached at appendix 1.

7.0 Third Party Representations

7.1 17no. representations in objection, including those from the Science Park Neighbourhood Group, and have raised the following issues:

- Harm to character and appearance of the area.
- Harmful impact from LVIA views. LVIA not accurate, including through not using winter photography.
- Development too high and out of scale.
- Development more appropriate to a town or city location, not a village.
- Overbearing impact.
- Overshadowing/ loss of light.
- Loss of privacy/ overlooking.
- Improvements to western boundary adjacent to Moat Lane and the Da' Vinci building are needed to shield properties from the development.
- Harm to listed buildings opposite to south-west due to years of construction traffic, vibrations and light pollution.
- The application has failed to take on board the representations and consultee responses raised.
- The concerns raised by the Parish Council have not been addressed by the applicant.
- Light pollution from traffic exiting the site.
- Highway safety concerns from new egresses and volume of traffic due to the over 700 parking spaces proposed.
- Highway safety impacts during peak commuter and school run times.

- The open plan frontage of the village green would impact security and endanger children due to being near a busy road.
- Transport data inadequate. Does not include extra-long “longer-semi trailers” or “longer heavy vehicles” that are legally allowed on road.
- Damage to road and road infrastructure from construction traffic.
- The creche has been removed and so is no longer a benefit.
- Adverse impact on health and wellbeing (including mental health) of people near the site from construction impacts.
- The construction impacts will last 5 – 10 years and can’t be “short term”.
- Environmental harm from demolition.
- Cumulative effects of noise and dust on people and the environment, contrary to Paragraph 185 of the NPPF.
- Harm due to danger of chemical transition and risk to health via air pollution.
- Question applicant’s ability to comply with any conditions in the event of approval.
- Understand applicant intends to increase rents for existing business on site and so is not benefiting local community.
- Would put pressure to approve new housing in and around Melbourn which would urbanise the rural area.
- The new pub and hotel will impact the viability of existing facilities in the village such as the Melbourn Hub and existing pubs.
- The hotel room sizes are too small and of poor quality.
- The hotel and pub use would introduce late night noise into a residential area.
- The biodiversity net gain assessment does not take account of the environmental harm that would be caused during the 5 – 10 years of construction/ demolition.
- The proposal does not achieve biodiversity net gain.
- Surface and flooding issues.
- The proposal would cause increased consumption and usage of radio frequency communications and restrict the usage for nearby families.
- The proposal is contrary to Policies E/12 and NH/2 of the Local Plan.
- The developer consultation before the application was submitted was not as extensive as they have indicated.
- Impact on property prices nearby.
- Issue accessing all documentation on Council’s website.

7.2 Cambridge Past, Present and Future have also objected to the application for the following reasons:

- The proposal is contrary to Policies E/12 and NH/2 of the Local Plan due to the scale and bulk of the buildings on the north-eastern boundary (Mobility Hub and Block E) and the dominating impact this will have on the village gateway and countryside.
- The setting and impact on the conservation area and listed buildings adjacent is considered acceptable.

7.3 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.

8.0 Assessment

8.1 Principle of Development

8.2 The site lies within the development framework of Melbourn which is classed as a minor rural centre (Policy S9). Policy S/7 of the Local Plan states 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.

8.3 Policy E/12 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. The assessment of the impact on the scale and character of the village and the wider location will be undertaken in the later relevant sections of this report.

8.4 The application seeks planning permission for the expansion of Melbourn Science Park through the demolition and erection of research and development buildings, community uses, a hotel and restaurant/ public house and associated car park, landscaping and associated infrastructure. The existing science park hosts life science and technology uses. The proposed research and development buildings would provide a mix of office and lab space and the science park would continue to accommodate these uses.

8.5 Policy E/9 (Promotion of Clusters) states that biotechnology and biomedical sciences, as well as research and technology, are specialisms of the Cambridge area, and development proposals for these uses should be supported in suitable locations.

8.6 The Greater Cambridge Employment and Housing Evidence Update (2023) commissioned by the Greater Cambridge Shared Planning Service

identifies that there is an anticipated future supply of circa 9.8m sq.ft of office and lab space in the Greater Cambridge Area to 2041. In terms of demand over the same period, the study identifies that there is a need for approximately 13.5m sq.ft. This indicates that there is a net need for approximately 3.7m sq.ft *(344,000 sq.m) to 2041 that is not already accounted for through previous permissions or planned completions/ allocations. As such, it is considered that there is a high demand for such employment floor space within the Greater Cambridge area.

- 8.7 The proposal would include shared social spaces including a gym, restaurant/ pub and community health facilities, all of which would be open for public access. Policy E/5 of the Local Plan supports proposals for community healthcare facilities within development frameworks. Policy E/10 states that appropriately scaled leisure, eating and social hub facilities will be permitted in business parks and employment areas where: the use is ancillary; the use will not have adverse effects on the existing businesses or future business use of the site; and the facility is intended primarily to meet the needs of the works in the business park. Policy E/20 states that development which will provide tourist accommodation within development frameworks will be supported where the scale and type of development is directly related to the role and function of the centre.
- 8.8 It is considered that the level of social spaces provided would be appropriately scaled and as such it is considered that it would support future businesses rather than resulting in adverse impacts on them. The applicant has prepared hotel market research which indicates that given the limited number of rooms proposed (17no.) and its location specifically on a science park, the hotel would not be of a scale or type of accommodation that is anticipated to compete with existing facilities in the surrounding area as it is bespoke. The primary purpose of the hotel would be to serve visitors of the science park.
- 8.9 Paragraph 85 of the NPPF states that planning decisions should help create the conditions in which businesses can invest, expand and adapt. Significant weight should be placed on the need to support economic growth and productivity, taking into account both local business needs and wider opportunities for development. The approach taken should allow each area to build on its strengths, counter any weaknesses and address the challenges of the future. This is particularly important where Britain can be a global leader in driving innovation, and in areas with high levels of productivity, which should be able to capitalise on their performance and potential.
- 8.10 Paragraph 87 of the NPPF states decisions should recognise and address the specific locational requirements of different sectors. This includes making provision for clusters or networks of knowledge and data-driven, creative or high technology industries. The Government's 'Build Back Better: plan for growth' (2021) identifies life science as a key component of

the UK's growth strategy and shows that the Greater Cambridge area falls within a high intensity research and development area.

- 8.11 Subsequently, it is considered that subject to all other material matters and consideration of the scale in the later sections of this assessment, the proposal is acceptable in principle and would accord with Policies S/7, E/9, E/10, E/12, E/20 and SC/5 of the Local Plan (2018) and the NPPF (2023).
- 8.12 **Design, Layout, Scale and Landscaping**
- 8.13 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.
- 8.14 Policy NH/2 'Protecting and Enhancing Landscape Character' seeks 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 in which is it located.
- 8.15 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.
- 8.16 This assessment will consider each proposed building of the proposals, wider landscape view impacts, the on-site landscaping arrangements and then a summary of the cumulative impacts.

Block A

- 8.17 The proposed works to Block A would consist of fenestration and material changes which would enhance the appearance of the building. No significant changes to the scale, massing and form of this building would occur. These are considered to enhance the appearance of the building and no harm would arise from these works.

Block B

- 8.18 The demolition of Beech House is not considered to have a negative impact on the street scene. The proposed replacement three-storey building (Block B) would result in a noticeable increase in scale and mass compared to the former building and immediate surroundings. While this would be a sizable addition, given the size of the plot it sits within, it would not appear as an overdevelopment or overly cramped. The contrasting use of glazing at the ground-floor and the mix of timber, louvre screening and

concrete panelling at the upper floors helps to break up the massing through a contemporary design approach that is designed to successfully contrast with the residential context opposite. The roof top plant is also set back considerably from the building edge to help alleviate the amount of perceived massing.

Block C

- 8.19 Block C utilises a bold and unique design in all aspects. It would have a triangular, albeit curved, form and the use of horizontal aluminium fin and louvres is an eclectic design approach. Again, it would be a sizable addition at circa 14.425m to the ridge, with roof top plant above, but given its intention to act as a gateway building and highlight rather than conceal its science park context, this is not considered out of context or harmful to the street scene. It is considered that this building would provide an interesting addition to the street scene.

Blocks D, E and F

- 8.20 The loss of existing Blocks F, G, H and existing units 13 – 16 and 17 to accommodate proposed Blocks D, E and F is considered acceptable and the loss of these building would not have a negative impact on the character or appearance of the area.
- 8.21 The proposed replacement buildings would again be larger than their respective predecessors. Each building would have a pavilion style entrance projection facing onto the Science Square. The proposed facades of Blocks D and E, facing onto Cambridge Road, would feature planting areas to provide greenery onto the street scene. Each building would be three-storeys in scale with each floor being double height with inset rooftop plant above this. The floors are staggered in places to help prevent the buildings being interpreted as one homogenous mass. The use of contemporary materials at the upper-floor levels further contributes to this. Overall, it is considered that in terms of the immediate character and appearance of the area, this proposed collection of buildings would provide a successful contrast with the wider context and would be appropriate to its immediate science park context. Impacts on the wider landscape and townscape views will be followed up later in this assessment.
- 8.22 Mobility Hub
- 8.23 At six storeys in scale and measuring approximately 21.2m to the ridge of the photovoltaic roof structure above, the proposed mobility hub would be the largest intervention on the site. It would be designed in a contemporary palette similar to other buildings on the site with the façade consisting primary of perforated metal mesh with variable patterns of this to break up parts of the massing. It would feature an entrance pavilion facing onto the

newly created science square which would mimic the other entrance pavilions on the adjacent block. This pavilion would also host the main public art feature on the site. From within the site, this mobility hub would not appear out of place given the context of the site. Views from the street scene of Cambridge Road to the south would be mainly obscured by the other buildings on the site. The main consideration from a design perspective will be its relationship from wider landscape views which will be addressed later in this report.

The Da' Vinci Building

- 8.24 The proposed changes to the external façade and introduction of the timber structure to accommodate rooftop planters is considered to respond positively to its context.

The Moat House

- 8.25 The proposed works to the existing Moat House are relatively minor changes to the facades and an infill extension which are considered to enhance the appearance of the building. The proposed two-storey side and rear extension to accommodate the hotel element has been designed so that the eaves and ridge sit beneath the original Moat House and therefore while it occupies a considerable footprint, the proposed extension reads as a subservient later addition to the Moat House. It is not considered to harmfully compete with the Moat House or appear out of context. The proposed contemporary material palette and contrasting elevational treatment compared to the original Moat House provides an effective distinction between the new and old elements.

Wider Landscape and Townscape Impacts

- 8.26 A Townscape and Landscape Visual Impact Assessment (LVIA) has been submitted with the application. The LVIA considered 15no. views from the surrounding area. The impact of the proposed development from each of these has been assessed in turn below.
- 8.27 View no.1 is from the main approach into Melbourn from the north-east along Cambridge Road. At present, the science park is not visible from this view due to the presence of tree planting and a continuous dense hedgerow along Cambridge Road. The proposal, specifically as a result of the upper-floors of Blocks E and the Mobility Hub, would materially change this view as it would introduce an urban form into a landscape view where there is currently none present.
- 8.28 The science park forms the edge of the village and the development would further demarcate this edge of the village where it meets the countryside. The proposal has been through pre-application discussions and design review panel which have benefited in bringing the scale and massing

down since previous iterations. On Block E, the proposed roof top plant is well set in from the edge and the use of louvre fins on the elevations help to break up the perceived level of massing. Similarly, the lightweight roof structure on the Mobility Hub and the variable perforated mesh panelling have similar effects in alleviating the perceived bulk. It is considered, on balance, that whilst the proposed development would be visible from this view, and likely be more so in the winter, this material change would not in itself be harmful to the character and appearance of the area.

- 8.29 View no.2 is taken from a footpath over 600m to the north of the site. The existing buildings on the site are not visible from this viewpoint. The proposed top of the Mobility Hub would be partially visible. At this distance and given the limited amount of development that would be visible, it is not considered any harm would arise to the wider character and appearance of the area.
- 8.30 View no.3 is taken from the A10 to the north-west of the site approximately 750m away from the site. Much of the proposed development and existing buildings on the site would be obscured by the Project Birchwood development. The upper levels of Blocks B and F would be visible. However, given that they will sit within a context where research and development style buildings are already visible, coupled with the considerable distances involved, it is not considered harm to the character and appearance of the area would occur.
- 8.31 View no.15, also from the A10, would show glimpses of the upper levels of Block E and the Mobility Hub. These views would be from other 1km away and given the limited amounts that would be protruding and this distance, the proposed development is not considered to adversely impact this view.
- 8.32 The proposed development, particularly Blocks B – E, would be visible from some townscape views to the south and east of the site, namely in this case view nos.5, 6, 8 and 9. Although these blocks would be visible, it is not considered that they would appear unduly prominent or harmfully contrast with the streetscape. The physical mass of these blocks is set back behind a landscaped frontage and it is considered that the variety in the elevation treatment, growing planters and general form of the building successfully contrasts with the domestic scale and character opposite.
- 8.33 View nos.4, 7, 10, 11, 12, 13 and all demonstrate that from these vantage points the proposed development would not be visible due to either extensive foliage around the site and wider area, or because views are blocked by existing buildings elsewhere, or in some cases a combination of both.
- 8.34 It is acknowledged that third party representations have raised concerns regarding the LVIA methodology. The Landscape Team had also requested some updated views to include for example winter timing, as

well as some clarification in the form of a requested addendum note. The Urban Design Team have raised no objection to the application, nor have they requested any further information. The LVIA methodology and the assessment of the levels of impact does account for an increased potential visibility in winter. Officers are cognisant in making the above assessment that the visibility of the scheme would be more in the winter than at other seasons of the year. Notwithstanding this, it is not considered that the increased visibility would result in the proposal appearing harmful to the character or appearance of the area, or the wider landscape views.

Landscaping

- 8.35 The proposed landscaping strategy seeks to introduce six landscape character areas across the site.
- 8.36 Firstly, in the south-west corner of the site adjacent to Cambridge Road, the existing flint wall would be partially demolished to open up a route into the science park. This area would be designed as a village green with community gardens, an informal playground, band stand and amenity lawn. There would be clearly defined pedestrian routes and new and retained tree planting.
- 8.37 Secondly, immediately next to the Moat House there would be two courtyards designed to create a more formal setting around the building. The existing eastern courtyard would be retained and enhanced with new planting, decking and an extended pond. A new western courtyard would be introduced adjacent to the hotel extension and allow for spill out from the pub/ restaurant and hotel. The courtyards would be enclosed through formally maintained vegetation.
- 8.38 In the centre of the site there would be a woodland where there would be a large concentration of existing mature trees, as well as some new tree planting. Space would be provided for informal amenity lawn and playground areas. The densely treed area is designed to act as a transition between the science park uses to the east and the community uses to the west.
- 8.39 In the space either side (east and west) of the central access road there would be a water and wetland landscaping zone. This seeks to expand the existing pond adjacent to the Da' Vinci Building. A new attenuation basin and boardwalk would be introduced to the east adjacent to plot 3 which provides an east-west pedestrian route to the Science Square. An area of Orchard Planting is proposed at the northern edge of this space.
- 8.40 Finally, framed by Blocks D, E, F and the Mobility Hub building would be the Science Square. This would consist of a higher concentration of hard landscaping and paving than the other landscaped areas and would act as the formalised entrance area for the main buildings given its proximity to

the main vehicle drop off points and mobility hub. There would be a series of street furniture interventions and tree planting to create a plaza feel.

- 8.41 Beyond these character areas, there would be changes to car parking layouts and additional planting along the boundaries to densify the existing soft landscaping.
- 8.42 The Landscape Team and Urban Design Team have both assessed the proposals. Specific suggestions have been made to certain elements, but the Landscape Team has agreed that these can be addressed by way of appropriate soft and hard landscaping conditions which have been recommended accordingly. Both consultees are supportive of the general approach and it is considered that the landscape works would enhance the character and appearance of the area. **(Condition 17 – Hard and Soft Landscaping, Condition 14 – Tree Pit Details, Condition 18 – Materials Details and Condition 19 – Brick Sample Panel)**

Summary

- 8.43 The Council's Urban Design Officer has been consulted on the proposal and has stated that the proposed buildings and open spaces are well designed and that the proposals would make a positive contribution to the local and wider context, and would help enhance the character of the local area.
- 8.44 From a scale and massing perspective the Urban Design Officer has stated that although the existing buildings are more domestic in scale compared with that of the proposed buildings, some of the existing buildings are located quite close to site boundaries giving a higher perceived bulk. The proposed buildings would be predominantly three-storeys in height, with the exception of the Mobility Hub (5 storeys) which has a reduced floor to floor height. Given that sufficient set-backs are introduced to reduce the massing at second floor level, this would help reduce the impact of increased height. Terraces have also been introduced to the top floors of sensitive views to reduce bulk. Combined with landscape treatments to the site boundary to create a green buffer and the results of the LVIA, it is considered that the scale, massing and heights of the proposed buildings are acceptable.
- 8.45 In terms of landscaping, the Council's Landscaping Officer has reviewed the proposed landscaping scheme and confirmed that they have no objections to the proposal subject to the precise details of landscaping and details of the boundary treatment being secured by way of condition. The proposed opening up of the site in the south-west corner and creation of a new village green is considered to represent a significant enhancement both visually and functionally for the area.

- 8.46 Policy HQ/2 states that the Council will encourage the provision of public art that is integrated into the design of the development. This should be community led. The applicants have reached out to the Council's Youth Engagement Team and workshops took place with Melbourn Primary School students in 2023. This included children's input into the design of the new benches around the woodland area. The result of these activities have informed the final design of these public spaces. The entrance pavilion is also proposed to host a large public art panel. The final details will need to be agreed by way of condition. **(Condition 22 – Public Art)**
- 8.47 Overall, the proposed development is not considered to harm the character and appearance of the area and would be appropriately landscaped. The development, while visible from some views, including from Cambridge Road, would not harm the character and appearance of the area by reason of the proposed bulk, scale and design. The proposal is compliant with South Cambridgeshire Local Plan (2018) policies HQ/1, HQ/2 and NH/2 and the NPPF.
- 8.48 **Trees**
- 8.49 Policies NH/2, NH/4 and HQ/1 seek to preserve, protect and enhance existing trees and hedges. Paragraph 136 of the NPPF seeks for existing trees to be retained wherever possible.
- 8.50 The application is accompanied by an Arboricultural Impact Assessment. There are 328no. trees (including tree groups) on the site. The application seeks to remove 107no. trees across the site of which 69no. are individual trees and 38no. as part of 8no. tree groups. Of these trees/ tree groups to be removed, 19no. would be category B (trees of moderate quality), 47no. category C (trees of low quality) and 9no. category U (unretainable condition). The remaining 221no. trees/ tree groups already on the site would be retained. None of the trees to be lost are protected TPO trees. The proposal would plant 285no. new trees across the landscape zones with a mix of specimen, legacy, supporting, buffer and SuDS trees. The 285no. are just under a three for one replacement planting level. This would bring the total number of trees/tree groups on the site up to 506no.
- 8.51 The Council's Tree Officer has advised that they have no objections to the proposal subject to a condition requesting an Arboricultural Method Statement and Tree Protection Plan. This condition is considered reasonable to ensure that the trees which are to be retained are sufficiently protected during building works. **(Condition 5 – AMS and TPP)**
- 8.52 Subject to conditions as appropriate, the proposal would accord with policies NH/2, NH/4 and HQ/1 of the Local Plan.
- 8.53 **Heritage Assets**

- 8.54 The south and south-western boundary of the site is situated adjacent to the Melbourn Conservation Area. To the south lies the grade II listed 1 – 15 High Street which are a row of thatched cottages and no.17 is immediately to the south-west which is a grade II listed building. There are also other grade II listed buildings to the south and west. To the north-west and north are the grade II listed buildings of Newlings Farmhouse and no.3 Moat Lane.
- 8.55 Section 66 of the Planning (Listed Buildings and Conservation Areas) Act 1990 states that a local authority shall have regard to the desirability of preserving features of special architectural or historic interest, and in particular, Listed Buildings. Section 72 provides that special attention shall be paid to the desirability of preserving or enhancing the character or appearance of a Conservation Area.
- 8.56 Paragraph 205 of the NPPF set out that when considering the impact of a proposed development on the significance of a designated heritage asset, great weight should be given to the asset's conservation, and the more important the asset, the greater the weight should be. Any harm to, or loss of, the significant of a heritage asset should require clear and convincing justification.
- 8.57 Paragraph 208 of the NPPF states that where a development proposal will lead to less than substantial harm to the significance of a designated heritage asset, this harm should be weighed against the public benefits of the proposal including, where appropriate, securing its optimum viable use.
- 8.58 Policy NH/14 of the South Cambridgeshire Local Plan (2018) requires development affecting heritage assets to sustain or enhance the character and distinctiveness of those assets. Policy HQ/1 states that all new development must be compatible with its location in terms of scale, density, mass, form, siting, design, proportion, material, texture and colour in relation to the surrounding area.
- 8.59 The Conservation Officer has advised that the proposal would not adversely affect the setting and significance of the listed buildings and would preserve or enhance the character and appearance of the Conservation Area, subject to details of the materials. This application has been the subject of a number of discussions during preapplication meetings and the assessment of the site, as described in the Heritage Impact Assessment by Brighter Planning Consultancy is felt a good representation of the impacts on the surrounding heritage assets and the level of harm to the setting of the conservation area.
- 8.60 In respect of NPPF paragraphs 199-202, it is considered the proposal would not cause harm to the designated heritage assets. **(Condition 18 – Materials).**

- 8.61 The Archaeology Officer has advised that the site lies in an area of archaeological potential. As such, a further programme of investigation and recording is required in order to provide more information regarding the presence, or absence, and condition, of surviving archaeological remains. This can be dealt with by way of condition. **(Condition 6 – WSI)**
- 8.62 It is considered that the proposal, by virtue of its scale, massing and design, and the proximity of the proposed new and replacement buildings from the heritage assets, would not harm the character and appearance of the Conservation Area or the setting of listed buildings. The proposal would not give rise to any harmful impact on the identified heritage assets and is compliant with the provisions of the Planning (LBCA) Act 1990, the NPPF and Local Plan policy NH/14.
- 8.63 **Biodiversity**
- 8.64 The Environment Act 2021 and the Councils' Biodiversity SPD (2022) require development proposals to deliver a net gain in biodiversity following a mitigation hierarchy which is focused on avoiding ecological harm over minimising, rectifying, reducing and then off-setting. This approach accords with policy NH/4 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.
- 8.65 In accordance with policy and circular 06/2005 'Biodiversity and Geological Conservation', the application is accompanied by a biodiversity net gain plan which sets out that the proposal would result in gain of 46% habitat units and 3% gain in hedgerow units. The main contributors to this uplift would be in the form of wildflower meadow planting, amenity grassland, long-grass meadows, new trees and green roofs. The Council's Ecology Officer has reviewed this and raised no objection subject to biodiversity net gain being secured by way of condition. **(Condition 15 – BNG)**
- 8.66 An Ecological Impact Assessment has been submitted along with an artificial lighting assessment. Only existing Block F was found to have bat roost potential, albeit of low conservation significance. No bats have been observed emerging or re-entering the building. The application has been subject to formal consultation with the Council's Ecology Officer, who raises no objection to the proposal and recommends several conditions to ensure the protection of species. The Ecology Officer has recommended three conditions. Natural England has raised no objection. Officers have recommended a green roof condition in addition. **(Condition 7 – CEcMP, Condition 16 – Ecology Enhancement, Condition 32– Lighting Strategy and Condition 31 – Green Roofs)**
- 8.67 In consultation with the Council's Ecology Officer and Natural England, subject to an appropriate condition, officers are satisfied that the proposed

development complies with policy NH/14, the Biodiversity SPD 2022, the requirements of the Environment Act 2021 and 06/2005 Circular advice.

8.68 **Carbon Reduction and Sustainable Design**

8.69 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.

8.70 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.

8.71 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 two credits. Paragraphs 157 – 164 of the NPPF are relevant.

8.72 The application is supported by a Sustainability Statement and a follow up response to the Sustainability Officer's comments. This has been reviewed by the Council's Sustainability Officer who has confirmed that the proposal is policy compliant subject to conditions relating to carbon reduction technologies and water efficiency. **(Condition 41 – renewable energy and Condition 34 - water efficiency)**

8.73 The proposal would obtain five credits from BREEAM Wat 01. The water efficiency measures are explored in detail later in the water management and flood risk section of this assessment. At least a 10% reduction in carbon emissions above Building Regulations Part L would be met through renewable energy in the form of solar panels. Refurbished buildings would be upgraded to all electric systems rather than gas boilers for example. The louvre and solar shading systems proposed on new and refurbished buildings would help avoid overheating.

8.74 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.

8.75 **Water Management and Flood Risk**

- 8.76 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. Paragraphs 165 – 175 of the NPPF are relevant.
- 8.77 The site lies within Flood Zone 1. There are areas of high, medium and low surface water flood risk identified on and adjacent to the site.
- 8.78 The applicants have submitted a Flood Risk Assessment which has been amended in response from the comments from the Local Lead Flood Authority. The Local Lead Flood Authority has advised that this is acceptable, and they now have an acceptable discharge rate and have no objections subject to conditions ensuring compliance with the Flood Risk Assessment and submission of measures as to how surface water run-off from the site will be avoided. **(Condition 13 – Surface Water Drainage Strategy and Condition 8 – Surface Water Drainage during Construction)**
- 8.79 The Environment Agency has advised that the application is not within their remit. Anglian Water has raised no objection subject to an on-site foul water drainage strategy condition for each phase of development. **(Condition 4 – Foul Water Drainage Strategy)**
- 8.80 Anglian Water has advised they have no objections to the proposal. Whilst they state that the Melbourn Water Recycling Centre does not have the capacity, Anglian Water are obligated to accept the foul flows and would therefore take the necessary steps to ensure there is sufficient treatment capacity should permission be granted.
- 8.81 In terms of Water Resources, evidence in the emerging Integrated Water Management Study for the Greater Cambridge Local Plan indicates that ground water abstraction is placing significant pressures on water bodies (including chalk streams).
- 8.82 Water Environment (Water Framework Directive) (England and Wales) Regulations 2017 Regulation 33 places a statutory duty on public bodies, including district councils, to have regard to the river basin management plan for that district.
- 8.83 Paragraph 20 of the NPPF sets out that that strategic policies should, amongst other things, set out a strategy for and make sufficient provision of infrastructure for water supply, for the conservation and enhancement of the natural environment, and climate change mitigation and adaptation.
- 8.84 Paragraph 159 of the NPPF sets out that plans should take a proactive approach to climate change mitigation and adaptation, accounting for

long-term implications to, amongst other things, water supply and biodiversity.

- 8.85 Paragraph 180 of the NPPF sets out that policies and decisions should contribute to and enhance the natural and local environment and that “development should, wherever possible, help to improve local environmental conditions such as air and water quality, taking into account relevant information such as river basin management plans.”
- 8.86 The Planning Practice Guidance (PPG) also contains a section on water supply, wastewater, and water quality. This highlights that the Water Environment Regulations 2017 set out requirements to, amongst other things, protect, enhance and restore water bodies to ‘good’ status (NPPG, 34-001-20161116).
- 8.87 The PPG goes on to describe how water supply should be considered through the planning application process, setting out that water supply should normally be addressed through strategic policies, but that there are exceptions that may require water supply to be considered through the planning application process, including whether a plan requires enhanced water efficiency in new developments (NPPG, 34-016- 20140306). South Cambridgeshire LP 2018 policies CC/7, CC/8 and CC/9 provide for the water efficiency related exception allowing for water supply to be considered.
- 8.88 The EA set out that reductions in water use and increases in supply are required to mitigate the risk to water bodies and ensure abstraction is at a sustainable level. Cambridge Water’s draft Water Resource Management Plan (dWRMP24) is intended to ensure there is a sustainable supply of potable water to meet existing and planned demand, however the EA have significant unresolved concerns about the ability of Cambridge Water to achieve this. These set out that the risk of deterioration to water bodies is most acute in the period 2025-2032, where Cambridge Water rely on demand management options.
- 8.89 Noting the Governments recent establishment of a Water Scarcity Group, the EA’s response to the revised dWRMP24 makes clear that although there is now a significant focus at a national level to resolve Cambridge’s water scarcity issues and the associated risk of deterioration, at this point in time, a satisfactory suite of measures required to overcome the EA’s and Natural England objections to the dWRMP24 have not been confirmed.

- 8.90 The applicants undertook an EIA Screening Opinion (ref: 22/05571/SCRE) last year and it was decided that EIA Screening was not required. During this screening it was noted that the Environment Agency did highlight the concerns in regards to the water resources of the wider area. However, it was subsequently considered that the characteristics of the development, sensitivity of the location and effects of the development were not considered to result in significant impacts on the environment which would require the submission of an Environmental Statement and the development is not determined to be an Environmental Impact Assessment development in accordance with Schedule 3 of the Town and Country Planning (Environmental Impact Assessment) Regulations 2017 (as amended).
- 8.91 The Environment Agency and Natural England have been consulted and have raised no objection. Nevertheless, a Water Addendum Report (December 2023) has been submitted which concludes that the existing site uses an estimated 6.1 megalitres per annum whereas the proposed development would use an estimated 6.23 megalitres per annum, an increase of 0.13 megalitres per annum.
- 8.92 However, it should be noted that in the short to medium term to 2033, due to the phased nature of the development, the water usage would be lower than existing. The existing use, if continued in its current form to 2033, would use approximately 67.1 megalitres. In contrast, due to the site not being fully operational until after 2033, the proposed development would use approximately 58.2 megalitres, 8.9 megalitres less water than the existing use.
- 8.93 Cambridge Water's dWRMP24 accounts for a growth in non-household demand, particularly through development of life science facilities, as part of its demand forecast from AMP8 (2025-30). However, as the dWRMP24 is subject to objection from the EA, it cannot be relied upon to fully justify non-domestic development proposals, even if they are claimed as being accounted for, because of the environmental impacts highlighted by the EA and others.
- 8.94 This application is not EIA development and does not attract an explicit objection from the EA unlike other large-scale schemes before the Council being tested at appeal (Darwin Green / Brookgate). That notwithstanding, the applicants have demonstrated a sustainable approach to water efficiency, in minimising demand and thus its associated environmental impacts.
- 8.95 The application will result in a very small increase in water demand which will cumulatively add to the strain on water resources and the environment more generally, however, officers are of the view that the applicants have, within their control, appropriately addressed the issue of water demand and sought to minimise the environmental impacts of their scheme. Overall, accepting that there will be some very limited harm arising from

additional strain on water resources, this matter is for Committee in exercising their planning judgement when weighing in the balance the planning benefits of the scheme that would arise. Officers' view is that the planning balance in this regard is favourable, in consideration of the requirements and the extent of the scheme's compliance with policies CC/7, CC/8, CC/9, the Greater Cambridge Sustainable Design and Construction SPD 2020 and NPPF and NPPG advice as set out above.

8.96 The Sustainability Officer has confirmed that the proposal would ensure five credits from BREEAM WAT 01 and this can be secured by condition to ensure that the level of water usage would meet this standard.

8.97 **Contaminated Land and Water Quality**

8.98 Policy SC/11 states that where development is on contaminated land, the Council will require development to include an assessment and any possible risks. Proposals will only be permitted where land is, or can be made suitable for the proposed use. Policy CC/7 seeks to protect the quality of water bodies.

8.99 A Preliminary Contamination Investigation Report has been submitted as part of the application. The site has a potentially contaminative current and historical usage, predominantly associated with use as Melbourn Science Park, as well as an earlier engineering works. Notable contamination was not found within this investigation, however it was noted that the investigation was limited in the context of the site size.

8.100 The Council's Contaminated Land Officer has advised that the submitted information is considered a preliminary investigation of the site only. Further investigation is recommended, and this can be dealt with by way of conditions. **(Conditions 9 and 36 – Contaminated Land)**

8.101 It is considered that the applicants have suitably addressed the issues of contamination, and subject to conditions the proposal is in accordance with Local Plan policies SC/11 and CC/7, and NPPF advice.

8.102 **Highway Safety and Transport Impacts**

8.103 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.

8.104 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.

8.105 Paragraph 115 of the NPPF advises that development should only be prevented or refused on highways grounds if there would be an unacceptable impact on highway safety, or the residual cumulative impacts on the road network would be severe.

Trip Generation

8.106 The application is supported by a Transport Assessment which has been amended following comments from the Transport Assessment Team.

8.107 1,148no. employees are anticipated to be employed by the science park following completion of the proposed development. The applicant has assumed a 10% absence rate should be applied to determine the number of staff based on the site on a single working day. This accounts for factors such as illness, annual leave, off-site working and home working which the Transport Assessment Team have agreed. This results in 1,033no. staff members based on site in a single day for the research and development uses.

8.108 Of these 1,033no. staff, it has been assumed there would be a car mode share of 74.5% resulting in a peak demand of 770no. vehicles which the Mobility Hub can accommodate as it has 822no. spaces. The 74.5% is aligned with the 2011 Census for car driver trips (75%). The remaining 26.5% of trips would be from train (e.g. Meldreth Station or Royston Station), bus, cycling, walking or other forms of transport. These may also include a combination of different modes such as a train journey followed by a walk or cycle to the site. Whilst parking provision is discussed in more detail below, it is considered that the transport strategy encourages and provides alternatives to car travel which is suitable in this location.

8.109 The proposed employment space is anticipated to generate 537no. vehicles (74% of driving staff) arriving during the peak AM period (08:00 – 09:00) and 385no. vehicles (50% of driving staff) leaving during the peak PM period (17:00 – 18:00). This mirrors the methodology used on Project Birchwood adjacent.

8.110 The proposed Moat House public house/ restaurant and hotel uses are anticipated to generate 35no. trips per day. The proposed Block A facilities (e.g. gym and physiotherapy) are only anticipated to generate approximately 14no. trips per day. This is due to the limited size of these uses and because they are likely to be used by staff already accounted for on the science park.

8.111 The applicant has modelled development related traffic at the following junctions:

- A10/ Cambridge Road/ Frog End Junction
- A10/ Royston Road Junction

- A10/ Station Road Junction
- High Street/ Mortlock Street/ Station Road Junction
- Cambridge Road/ Melbourn Science Park (Main Access) Junction
- Cambridge Road/ Melbourn Science Park (Left Out, egress only)

8.112 The transport assessment submitted with the application concludes that these junctions, including an allowance for growth on the A10 and other major committed development (e.g. Project Birchwood), would not result in any reduction in the safe operation of the surrounding highway network or result in any significant impact on capacity at these junctions. The Transport Assessment Team, following the receipt of further information/ clarification, have raised no objection to these findings. A specific travel plan should be subject to condition which is considered reasonable.
(Condition 37 – Travel Plan)

8.113 It is accepted that the application would result in the increase of trips on the A10 corridor. It is therefore necessary for the scheme to contribute towards mitigating this by encouraging sustainable transport measures. As such, the Transport Assessment Team have recommended a contribution of £402,000 towards the Melbourn Greenway to be secured via a Section 106 agreement.

8.114 The Greater Cambridge Partnership have requested that agreement is made with the applicant for them to offer adoption of any land which is required to deliver the Melbourn Greenway scheme. Officers consider that this is a separate legal/ acquisition matter that will need to be addressed outside of this planning process. The requested new Copenhagen style crossing at the proposed egress onto Cambridge Road has been shown on the amended plans.

Highway Safety

8.115 At present, the site is accessed solely via the central access road from Cambridge Road which leads to Project Birchwood. The proposal introduces three new points of vehicular access and retains the existing main access into the site.

8.116 In the south-west corner of the site, a new entry only (one way) 4m wide (single width) vehicular entrance would be introduced. This would cater for access to the car parking spaces and drop off area on the western portion of the site, west of the Moat House and Da' Vinci Building. To exit the site, vehicle users would have to go around (north and east) of the Da' Vinci Building and exit onto Cambridge Road using the retained main access. A new 2m wide pedestrian crossing where the existing footpath on Cambridge Road runs would be introduced. The Local Highway Authority has raised no objection to this proposed new ingress into the site subject to a method of controlling motor vehicle ingress for Moat House users only

being provided by way of condition. **(Condition 30 – Moat House Ingress Control)**

8.117 A new access point would be introduced further to the east along Cambridge Road, adjacent to the refurbished Block A. This would be to provide a means of dedicated access and servicing area for vehicles for these community facilities. It would have an entry from and exit onto Cambridge Road. The existing pavement adjacent to Cambridge Road would be dropped. The Local Highway Authority has raised no objection to the design of the junction and have recommended a condition that two pedestrian visibility splays are provided prior to first use of the access. **(Condition 25 – pedestrian visibility splays)**

8.118 The proposed parking layout around block A originally included 31no. spaces. However, the Local Highway Authority had raised concerns with the number of vehicle movements this would facilitate from and onto Cambridge Road. Following this, the proposal was amended to reduce the quantum of car parking in this area down to 14no. spaces. The creche originally identified on the floorplans for Block A was also removed as the need for the additional parking was largely as a result of this element. Three dedicated accessible parking bays would be provided adjacent to Block B to provide a means of disabled parking that is within walking distance of this building. 10no. spaces, of which three would be accessible, would be provided further west adjacent to Block A to serve Block A. The Local Highway Authority are satisfied that the reduction in the quantum of car parking has overcome their objection. The revised masterplan shows the potential for seven additional parking spaces in this area that may be subject to a future application. A condition is recommended though to ensure that this space is provided as soft landscaping and that a future application would need to be submitted and supported with empirical data to demonstrate that these could be used for future parking. **(Condition 43 – Block A Parking/ Landscaping)**

8.119 The existing main access into the Science Park will accommodate the majority of vehicle movements entering the site. It will remain in use as an egress but the trips associated with the Mobility Hub, taxi drop off and servicing of Blocks D and E will instead utilise a new egress further east along Cambridge Road. A new raised 3m wide pedestrian/ cycle crossing across the existing access will be provided to align with the aspirations of the Melbourn Greenway. The Local Highway Authority has raised no objection to this access.

8.120 As stated above, a new egress only onto Cambridge Road is proposed to the east of the existing main access into the site. This will facilitate exits associated with taxi drop off, some servicing vehicles and vehicles leaving the Mobility Hub. The junction design was amended during the application following concerns raised by the Local Highway Authority in terms of potential conflict between vehicles and users of the foot/ cycle path. In response, the Copenhagen style crossing was recessed further back

(north-west) into the site and widened, while a waiting area for cars was provided with clearer signage. The Local Highway Authority have raised no objection to this revised design.

- 8.121 The proposal includes several areas where there is potential for vehicle and non-vehicle conflict. Of note, is the main access road into the site that leads to Project Birchwood as this severs the site in two and requires pedestrians/ cyclists to traverse across this. However, the proposal does include traffic calming measures such as raised tables, signage and material pavement types. The Local Highway Authority has not raised an objection to this arrangement.
- 8.122 The Local Highways Authority have reviewed the proposal and have raised no objection subject to the submission of a traffic management plan which can be dealt with by way of condition. Additional compliance conditions regarding highways drainage, vehicle visibility splays and the use of bound materials are recommended. **(Condition 10 -TMP, Condition 26 – Vehicle Visibility Splays, Condition 40 – Highways Drainage and Condition 39 – Bound Material)**
- 8.123 Subject to conditions and S106 mitigations as applicable, the proposal accords with the objectives of policy TI/2 of the Local Plan and is compliant with NPPF advice.
- 8.124 **Cycle and Car Parking Provision**
- 8.125 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.
- 8.126 Car Parking
- 8.127 TI/3 requires 1 car space per 30sqm for business use (for developments over 2,500sqm) or 1 space per 50sqm for general industrial, it does not take into account Class E which was created after the adoption of Local Plan. 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.
- 8.128 A breakdown of the different uses, the parking standards of the Local Plan (2018) and the quantum of car parking proposed is shown in the table below.

Building	Use	Gross Area	Local Plan Standard	Indicative Amount Required	Amount Proposed
Moat House	Restaurant/ Hotel	1,708m ² (541sqm restaurant space + 17 bedroom hotel)	1 space per 5m ² / 13 spaces per 10 guest bedrooms	108 + 22 = 130	39
Block A	Physiotherapist and gym	1,080m ²	1 space per 2 staff plus 2 per consulting room	16	10
Remaining R&D Buildings (excluding mobility hub)	Business	45,519m ²	1 space per 30m ²	1,517	888 (822no. Mobility Hub + 60no. Da' Vinci surface + 6no. Science Square surface)
Total	-	-	-	1,663	937

8.129 The 888no. parking spaces for the employment use equates to approximately 1 space per 51sqm. This is above the indicated standards of Policy TI/3. As stated earlier, it has been assumed in the transport modelling that of the 1,033 staff anticipated to be on site on a single day, 770 (74.5%) are anticipated to drive by private car. Therefore, while the parking levels fall below the strict interpretation of the Local Plan standards for this type of development, evidence has been provided and this methodology agreed with by the Transport Assessment Team to demonstrate that there would be sufficient car parking on-site for employees.

8.130 Furthermore, while the Moat House and Block A uses are open to public use, it is anticipated that the majority of users will be employees already on the site and the uses will operate as an ancillary function. Therefore, while the parking amounts for these uses, in particular the restaurant/

hotel, fall below standards, it is considered in this case that a lower amount of parking is acceptable. Again, the Transport Assessment Team has raised no objection to this.

- 8.131 Therefore, whilst the proposed parking levels are below the standards set out in Policy TI/3, the proposed car parking provision is reflective of the car driver mode share set out in the Transport Strategy. As there is a shortfall of car parking spaces, it is considered reasonable to request a Parking Management Plan by way of condition which would need to refer to how parking is allocated and how it is monitored. Subject to this condition, the Transport Assessment Team have agreed with the provision of car parking. **(Condition 37 – Travel Plan and Parking Management Plan)**
- 8.132 The Greater Cambridge Sustainable Design and Construction SPD outlines the standards for EV charging 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. The proposal includes 44no. (5%) electric vehicle bays within the Mobility Hub for the employment use which is one less than the 45no. technically required by policy based on the floor area of just over 45,000sqm. It is considered that an extra space could be secured and as such has been recommended by way of condition in the Mobility Hub. **(Condition 23 – Electric Vehicle Charging Points)**
- 8.133 Cycle Parking
- 8.134 Policy TI/3 requires 1 space per 30sqm for business use or 1 space per 40sqm for general industrial, it does not take into account Class E which was created after the adoption of Local Plan. The supporting text advises that all cycle parking should be designed and located to minimise conflict between cycles, pedestrians and vehicles.
- 8.135 In terms of cycle parking, the development proposes 676no. cycle parking spaces upon full occupation. This will be through a mix of 277no. in the form of Sheffield and cargo stands external cycle storage spread across the site, as well as 388no. in the form of internal cycle stores within each of the new R&D buildings. This will be a ratio of 1 space per 67 square meters. This will incrementally increase to 1,517no. at a ratio of 1 space per 30 square metres (as per the requirement of policy TI/3) spaces through Travel Plan monitoring. The opening figure is based on the demand expected from the travel surveys and allowance for additional extra spaces to encourage cycle use. This will be secured through Travel Plan monitoring which will be agreed via planning condition. This is the same approach as was agreed on the Project Birchwood (S/2941/18/FL) development adjacent. The Council's Transport Assessment Team are satisfied that the cycle parking provision is acceptable.

- 8.136 While the above provision of cycle parking spaces would meet the needs for the research and development buildings, it does not appear that any specific provision has been made for the community facilities associated with Block A or the Moat House restaurant/ hotel which would both be publicly accessible. Although it's appreciated that a considerable volume of future users of these uses would likely be secondary trips from existing employees on the research and development element, given the proximity to the village it is necessary that convenient provision adjacent to these buildings is provided for people arriving from outside the science park. The plans indicate that there is ample room to introduce Sheffield stands for example outside the main entrances. Therefore, it is considered that this can be dealt with by way of condition. **(Conditions 20 and 21 - cycle parking)**
- 8.137 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.
- 8.138 **Amenity**
- 8.139 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.
- 8.140 Neighbouring Properties
- 8.141 There are residential dwellings surrounding the south-east, south, west and north-west of the site.
- 8.142 To the south-east there are residential properties fronting Cambridge Road and along Portway, Armingford Crescent and Hale Close. Proposed Blocks C, D and E, the buildings nearest these properties, would be over 35m from the nearest of these properties. The proposed buildings are sited north-west of these neighbouring properties and therefore there is not anticipated to any harmful overshadowing experienced. In addition, at this distance, and with the proposed Blocks D and E being staggered in massing at the upper level, it is not considered the proposal would overbear these neighbours. There would be windows that face towards these neighbouring properties but given the separation distance and the employment use of these buildings, it is not considered these neighbours would experience a loss of privacy.
- 8.143 To the south and south-east there are residential properties along Cambridge Road near Russet Road and Drury Lane where it meets the High Street to the west. Proposed Block A is essentially a refurbishment of the existing Ash House building and it is not anticipated that any

overlooking, overbearing or overshadowing impacts would occur from these works to any neighbours to the south. Proposed Block B would be significantly larger in scale and mass than the existing Beech House building it replaces. The nearest properties that have outlooks facing towards the site would be affected by Block B would be nos. 2 – 14 Cambridge Road and Nos.1a and 1b Drury Lane which are all opposite to the south and south-east. At its nearest point, Block B would be over 31m away from the nearest neighbour which is no.1b Drury Lane. Similar to Blocks D and E, Block B has been designed so that the upper-most level is set in and away from the Cambridge Road boundary so the upper-level would be in the region of 40m or more away from neighbours. Therefore, whilst the change would be noticeable to these neighbours, it would not harmfully overbear or overshadow these neighbours. Similar to Blocks C, D and E, Block B would serve office and lab space and it is not considered the natures of this development would result in a loss of privacy considering that Cambridge Road is already a busy public highway. It is acknowledged that there is an external second-floor terrace on the southern elevation but this will be addressed later in this assessment.

- 8.144 To the south-west and west are nos. 2 – 8 Moat Lane and Aysgarth which border the site. The majority of the physical redevelopment takes place a significant distance away from these properties. The proposed Moat House hotel extension would be approximately 20m away from the nearest residential boundary but given it's modest two-storey scale and orientation it would not result in any harmful loss of light or visual enclosure. Similarly, the orientation ensures that no outlooks face westwards towards these neighbours. The proposed new vehicle egress into the site would be positioned along this boundary. However, it's important to note that there are already 231no. car parking spaces in close proximity to this boundary. The proposals would reduce the amount of parking in this area to 99no. spaces. Given that this access would only be used to serve the Moat House, which would be controlled by way of a condition and only have access to 39no. of the car parking spaces, it is not considered the volumes of vehicle traffic or introduction of this new egress would harm the adjacent neighbours in terms of noise and disturbance.
- 8.145 To the west and north-west are the remaining detached dwellings at the end of Moat Lane and Dickasons. The nearest element of the proposed development, Block F, would be over 40m from the closest neighbour to the west. The Daylight and Sunlight Assessment submitted with the application states there would be no material impact on light levels reaching the nearest neighbours. At this separation distance, it is not considered any harmful loss of light, visual enclosure or overlooking would be experienced at this neighbour. Although the proposal would facilitate an increase in operational vehicular traffic, predominantly accessing the inward road to the Mobility Hub, it is not considered that the presence of vehicles and activity on the site would be substantially different or harmful to these neighbours given the separation distance.

- 8.146 As stated earlier, there are external terraces proposed at the second-floor levels on Blocks B, D, E and F. Whilst in principle there is no objection to the inclusion of these elements, it is considered that the low level planting along the perimeters of these terraces is not substantial enough to ensure that nearby residential properties do not experience a harmful loss of privacy. This can however be dealt with by way of a condition for details of measures to limit overlooking to be submitted, such as balcony screens. The terraces if used for the playing of amplified music or at unsociable hours of the day or night could also impact neighbour amenity in terms of noise and disturbance. Therefore, a condition is recommended for a management plan to be submitted to include the hours of use which will need to be agreed by the Local Planning Authority in writing. **(Condition 33 – External Terrace Screens and Condition 27 – Management Plan)**
- 8.147 Construction and Environmental Health Impacts
- 8.148 The 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', SC/10 'Noise Pollution', SC/12 'Air Quality' and SC/14 'Odour'. Paragraphs 189 - 194 of the NPPF are relevant.
- 8.149 Operationally, the servicing and deliveries associated with the development would be sited a considerable distance from residential properties. Similarly, the activities of the research and development in the form of laboratory and office space is not considered to be harmful from a noise perspective. A Noise Impact Assessment has been submitted with the application which indicates that the Block B temporary energy centre, the south-east energy centre, air source heat pumps and any flues associated with the buildings could be assimilated into the area without posing a noise risk to nearby residential properties. The Environmental Health Team have recommended a condition for a further noise assessment to be provided when the detailed design is agreed and that any noise insulation/ mitigation measures as a result of this are implemented. **(Condition 21 – Noise Impact Assessment)**
- 8.150 A use/ phased management plan condition is also recommended to ensure that details are provided such as the hours of use and delivery hours of the restaurant/ hotel, Block A community facilities and research and development. In addition, conditions removing the permitted development rights for changes of use have been recommended to ensure that amenity impacts from any unforeseen uses do not occur. **(Condition 27 –Management Plan and Condition 42 – Permitted Development Rights).**
- 8.151 An Artificial Lighting Assessment has been submitted which demonstrates that from a residential amenity perspective there would be no harm to neighbours in terms of light disturbance. The Environmental Health Team have raised no objection to this.

- 8.152 It is noted that there are concerns from neighbouring properties regarding the perceived construction and demolition impacts that the proposed development would have. An indicative phasing plan has been submitted and the proposed development is forecast to commence over a nine-year period (2024 – 2033) with full occupation expected by the end of 2033. Construction periods are anticipated during the years of 2024, 2026, 2028, 2030, 2032. It will be necessary for a detailed phasing plan to be agreed by way of condition. **(Condition 3 – Phasing Plan)**
- 8.153 The indicative phasing details explain that the first phase of works would consist of the refurbishment works to the Da' Vinci Building and Block A, as well as the demolition of Beech House and construction of Block B. Following this, Block E and the demolitions of the existing building in this location would take place within phase two. Phase three would consist of further demolitions and construction in the northern end of the site, specifically Block F and the Mobility Hub. Phase four would be the demolition of the existing building on the location of Block D and the constructions of Block C and D. The final fifth phase will be the works associated with the Moat House, including the hotel extension.
- 8.154 While it is appreciated that the construction/ demolition process will likely take in the region of 10 years, it is considered that the phasing strategy would help to mitigate the impacts associated with this. This is because the construction process will be isolated to specific areas of the site at specific time periods rather than continuously across the entire site. The application has also been assessed by the Environmental Health Team. They have recommended a demolition and construction management plan condition which covers aspects such as construction/ delivery hours, piling and airborne dust. It is considered that with this condition attached the impact on neighbours from the construction/ demolition process can be mitigated **(Condition 12 – Demolition and Construction Management Plan)**
- 8.155 Summary
- 8.156 The proposal adequately respects the amenity of its neighbours. 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.
- 8.157 **Third Party Representations**
- 8.158 The remaining third-party representations not addressed in the relevant sections of this report are summarised and responded to in the table below:

Third Party Comment	Officer Response
Improvements to western boundary adjacent to Moat Lane and the Da' Vinci building are needed to shield properties from the development.	Improvements will be secured through the hard and soft landscaping condition.
Harm to listed buildings opposite to south-west due to years of construction traffic, vibrations and light pollution.	The Conservation Team have raised no objection to the proposed development and do not consider there to be any harm to the listed buildings or conservation area.
The application has failed to take on board the representations and consultee responses raised. The concerns raised by the Parish Council have not been addressed by the applicant. The developer consultation before the application was submitted was not as extensive as they have indicated.	There is no requirement for the application submission to necessarily respond or address all representations or consultee comments.
Light pollution from traffic exiting the site.	Cambridge Road is already subject to regular vehicle movements and street lighting. It is not considered the volume of traffic proposed during hours of darkness would result in harmful light disturbance or pollution.
Damage to road and road infrastructure from construction traffic.	Any damage to road is a matter between the County Council and/or any infrastructure providers outside of the planning process.
The creche has been removed and so is no longer a benefit.	It is noted that the creche is no longer sought as part of Block A. This will be factored into the planning balance.
Question applicant's ability to comply with any conditions in the event of approval. Understand applicant intends to increase rents for existing business on site and so is not benefiting local community.	These are not planning considerations. The setting of rents is a commercial matter.

Impact on property prices nearby.	
Would put pressure to approve new housing in and around Melbourn which would urbanise the rural area.	Any future residential applications would need to be considered on their own merits through the planning application and/or site allocation process.
The new pub and hotel will impact the viability of existing facilities in the village such as the Melbourn Hub and existing pubs.	The proposed public house/ restaurant and hotel would primarily serve future employees on the site. While it would be open for public use, it is not considered given the bespoke size, layout and nature of these uses that they would undermine the viability of other similar uses in the surrounding area.
The biodiversity net gain assessment does not take account of the environmental harm that would be caused during the 5 – 10 years of construction/ demolition.	The Ecology Officer has reviewed the proposed biodiversity net gain assessment and has raised no objection to the methodology.
The hotel room sizes are too small and of poor quality.	There are no space standards for hotel rooms.
The hotel and pub use would introduce late night noise into a residential area.	The proposed management plan condition for each use would ensure hours of use are controlled.
The proposal would cause increased consumption and usage of radio frequency communications and restrict the usage for nearby families.	The capacity of radio frequency communications in the area is not a planning consideration. This is a matter for the radio operator.
Issue accessing all documentation on Council's website.	This was addressed during the application.

8.159 **Planning Obligations (S106)**

8.160 Regulation 122 of 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.

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

8.162 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.

8.163 Heads of Terms

8.164 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	£402,000 - towards the wider Melbourn Greenway sustainable travel measures	Pre-Occupation
Green Infrastructure	£50,000 – towards green infrastructure improvements to Stockbridge Meadows and to provide new green infrastructure in Melbourn	Pre-Occupation
Outdoor and indoor sports	£36,060 - £17,049 towards indoor sports courts and £19,011 towards swimming facility improvements to Melbourn Sports Centre.	Pre-Occupation
Community Facilities	£31,200 – towards the cost of providing additional capacity for health and well-being space.	Pre-occupation
Existing recreation grounds upkeep and maintenance	£10,000 – towards the additional upkeep costs expected in relation to the new and the old recreation grounds in Melbourn and to provide new facilities including benches and bins.	Prior to commencement of development.

On-site public open space, management and access	£0 - No contribution necessary. A management committee and provisions for upkeeping/ responsibility of the public open spaces with the Parish Council needs to be agreed. A commitment for the unimpeded public access of the newly created public open space is also needed.	Pre-Occupation
Public access to community facilities, public house/restaurant and hotel.	£0 – No contribution necessary but a clause within the Section 106 Agreement for the community facilities (Block A) and the Moat House public house/ restaurant and hotel is necessary.	In effect from first use.
Monitoring Fees	£2,700 – towards covering the section 106 monitoring costs.	Pre-Occupation

8.165 Transport Obligations

8.166 A contribution of £402,000 has been sought by the Transport Assessment Team towards the Melbourn Greenway project which is a new cycling and walking link between Royston, Melbourn, Harston and Cambridge by the Greater Cambridge Partnership. It has been evidenced that the application will increase the trips on the surrounding network, including by people walking and cycling. The figure derived by the Transport Assessment Team has been calculated by reviewing the active travel measures secured for the application to the north of the Melbourn Science park (£111,000) and calculating a rate per 1000sqm for that development of £10,335 per 1000sqm. This has then been applied to the uplift in floorspace proposed for the application plus any inflation on construction prices since 2018 which gives the aforementioned total.

8.167 Green Infrastructure

8.168 A contribution of £50,000 towards improvements to Stocksbridge Meadow and to provide new green infrastructure in Melbourn has been requested by the Section 106 Team. Planning policy requires all developments to contribute towards green infrastructure which is described as a strategic, multi-functional network of public green spaces and routes, landscapes, biodiversity and heritage. It includes a wide range of elements such as

country parks, wildlife habitats, rights of way, bridleways, commons and greens, nature reserves, waterways and bodies of water, and historic landscapes and monuments. Stockbridge Meadows is a 13-acre site green infrastructure site handed over to Melbourn Parish Council by developers in 2009. The area provides a mix of habitats, including meadows, ponds, scrub, and orchards, that are home to lizards, grass snakes, and butterflies. Additional work to the River Mel is also required as an alternative. The proposal would generate approximately 530no. new jobs on the site, 17no. hotel rooms and up to 1,860no. permanent net additional jobs in the sub-region. It is therefore necessary to mitigate the additional pressures this will place on local green infrastructure.

8.169 Outdoor and Indoor Sports

8.170 A contribution of £17,049 towards indoor sports courts and £19,011 towards swimming facility improvements to Melbourn Sports Centre (MSC) has been requested by the Section 106 Team. Over 50no. Melbourn Science Park employees have membership with MSC with a further 30-40 regular users of the Astro-Turf Pitch. With the redevelopment of the Science Park expected to double the number of employees it is reasonable to assume a similar increase in users of MSC. The development is expected to generate 90 additional users and using the SFC would require 0.03 indoor sports courts (0.01 halls) at a cost of £17,049 and 0.98 m² of swimming pools at a cost of £19,011. These contributions are proposed being used to modernise and expand existing facilities at MSC.

8.171 Community Facilities

8.172 A contribution of £31,200 towards the provision of health and well-being services at the Melbourn Hub has been requested by the Section 106 Team. Melbourn Hub offers a series of health and well-being facilities but at present the Bennett Room is occupied full-time and therefore the Hub wishes to utilise the Norbury Room to health services. The proposed near doubling of employees on-site will put additional strain on the ability of the hub to cater for this influx of people. The commercial hire rate for both the Bennett Room and Norbury Room is £15 per hour. It is expected that the impact of development (i.e. the doubling of employees) 11 will result in the need for an additional four hours of health and well-being time being dedicated each week. The cost of providing the dedicated space is £60 per week or £31,200 over a 10 year period.

8.173 Existing recreation grounds upkeep and maintenance

8.174 A contribution of £10,000 towards the additional upkeep costs expected in relation to the new and the old recreation ground and to provide new facilities including benches and bins has been sought by the Section 106 Team. Due to the development, there will be an increased number of

people in the village. During the works to the site, which is expected to last 10 years, workers will have breaks where they may wish to use the public open spaces in the village. The additional circa 530no. employees on site will also place additional pressure on these spaces. The new and the old village recreation grounds are a short walk from the site and collectively cost around £10,000 per annum to maintain. Approximately 200 people use the recreation grounds daily and due to the locality and nature of the development it is reasonable to conclude that use of the areas will increase by at least 10%.

8.175 On-site public open space, management and access

8.176 The Section 106 Team, in consultation with Melbourn Parish Council, has raised the possibility of the Parish Council adopting the on-site open space along with a suitable commuted sum. This was brought to the applicant's attention who have since responded confirming that they would be willing to enter into an agreement regarding long term maintenance and public access availability, including the establishment of a permanent Village Green Management Committee and, if necessary, an associated village green management and maintenance plan. However, they are unable to offer land transfer due to the long-term leasehold interest in the land. It is considered that the proposed arrangements without transfer of the land to the Parish Council are reasonable.

8.177 Public access to Block A and Moat House facilities

8.178 In order for the community facilities in Block A and the restaurant/ public house and hotel facilities within the Moat House to be made open and available for members of the public (and if necessary register for), it is necessary to ensure an obligation is included within the Section 106 Agreement to this effect.

8.179 Public Art

8.180 It is acknowledged that the Section 106 Officer, in consultation with the Parish Council, has requested £50,000 towards new public art activities and at publicly accessible places in the village. The applicant has expressed that they are not agreeable to this contribution. On balance, as the proposal includes extensive public art commitments across the site which will all be publicly accessible, it does not seem reasonable in officer opinion to require a further contribution given the scale of public art works on site in this case.

8.181 The planning obligations are 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).

8.182 Other Matters

Crime:

- 8.183 The Designing Out Crime Officer has commented on lighting, security, cycle security, parking and access control. Lighting and boundary treatments are to be dealt with by way of conditions. The applicant should be aware of their comments and recommendations and an informative has been recommended.

Health Impact:

- 8.184 A Health Impact Assessment has been submitted as part of the application. The Council's Health Development Officer has reviewed this and is satisfied that due consideration has been made to the impacts.

8.185 Planning Balance

- 8.186 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).

- 8.187 In terms of harm, while officers consider that the proposal does not harm the character and appearance of the area, it should be noted that this is an on-balance decision, particularly in relation to the immediate view from the south-east along Cambridge Road (view no.1). Officers acknowledge that the elements of the proposed development would be visible from public viewpoints but that, on balance, this visibility does not lend itself to harm to the character and appearance of the area.

- 8.188 Similarly, although officers consider that the proposed demolition/ construction process can be mitigated through appropriate phasing and conditions, it is accepted that a degree of noise and disturbance harm to amenity in the surrounding area would occur. This would be on a temporary basis though and therefore is only considered to be minor in scale.

- 8.189 It is also noted that the quantum of car parking proposed across the site (937no. spaces) is noticeably less than that sought by the indicative standards of Policy TI/3 (1,663no. spaces).

- 8.190 However, it is considered that it has been adequately demonstrated that the quantum of car parking is sufficient based on the travel survey data

and anticipated job numbers on-site at any given day. The Transport Assessment Team has raised no objection to the transport assessment methodology provided that measures to encourage sustainable transport modes in the form of a travel plan condition and contribution to the Melbourn Greenway. This approach is similar to that adopted on Project Birchwood adjacent.

- 8.191 In terms of environmental benefits, the proposal would result in the development of existing brownfield land which with it comes moderate benefits when compared to the development of a greenfield site. Whilst there would be a considerable amount of demolition and re-build, the Da' Vinci Building, Moat House and Block A would be retained which has a low level of environmental benefit through embodied carbon. Similarly, the new and refurbished buildings would uplift the overall operational sustainability performance of buildings on site which should be afforded a low to moderate degree of weight as an environmental benefit. The uplift (44%) in biodiversity net gain on the site goes significantly above the 20% aspiration sought in the Biodiversity SPD and should be afforded moderate weight as a benefit.
- 8.192 From an economic perspective, the proposed development would provide circa 45,500sqm of research and development floorspace, a net increase of circa 27,500sqm on the site. The Greater Cambridge Employment and Housing Evidence Update (2023) commissioned by the Greater Cambridge Shared Planning Service identifies that there is a net need for approximately 3.7m sq.ft *(344,000 sq.m) to 2041 that is not already accounted for through previous permissions or planned completions/ allocations. As such, it is considered that the proposed uplift of 27,500sqm proposed would contribute to meeting the high demand for such employment floor space within the Greater Cambridge area. This should be afforded substantial weight as a benefit.
- 8.193 In addition to the above, the proposal would provide substantial economic benefits including the provision of 530no. new jobs on-site, 1,860no. permanent net additional jobs in the sub-region, 100no. net additional construction jobs, additional hotel facilities and up to £32m gross value added per annum.
- 8.194 Social benefits would accrue from contributions to supporting infrastructure such as the Melbourn Greenway, sports facilities and green infrastructure locally. The landscaping and permeability improvements, particularly in the south-west corner and opening up of the Moat House for public use also benefit the local community.
- 8.195 It is considered that the scale of the development would be in keeping with the category and scale of the village with respect to Policy E/12 of the Local Plan.

8.196 In weighing the overall planning balance, it is considered that the benefits of development clearly outweigh the levels of harm identified.

8.197 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.

8.198 **Recommendation**

8.199 **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.

9.0 **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. Prior to commencement of any development on site, a Site-wide Phasing Plan shall be submitted to and approved in writing by the Local Planning Authority. The Site-wide Phasing Plan shall provide details of the intended phasing of development across the entire area, including the establishment and removal of any temporary energy centres; and be updated as and when required. The development shall be carried out in accordance with the approved Site-wide Phasing Plan, or any subsequent amended plan pursuant to this condition.

Reason: To ensure the development is delivered in a structured way and to minimise the impacts on residential amenity in the surrounding area in accordance with South Cambridgeshire Local Plan (2018) Policies HQ/1 and CC/6.

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

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

5. 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 for its written approval, 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 tree protection measures shall remain in place throughout the construction period and may only be removed following completion of all construction works.

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 Policy HQ/1 of the South Cambridgeshire Local Plan.

6. No demolition/development shall commence within that phase until the applicant, or their agents or successors in title, has implemented a programme of archaeological work, commencing with the evaluation of the application area, that has been secured in accordance with a Written Scheme of Investigation (WSI) that has been submitted to and approved by

the Local Planning Authority in writing. For land that is included within the WSI, no demolition/development shall take place other than under the provisions of the agreed WSI, which shall include:

- a. The statement of significance and research objectives;
- b. The programme and methodology of investigation and recording and the nomination of a competent person(s) or organisation to undertake the agreed works;
- c. The timetable for the field investigation as part of the development programme;
- d. The programme and timetable for the analysis, publication & dissemination, and deposition of resulting material and digital archives.

Reason: To safeguard archaeological assets within the approved development boundary from impacts relating to any demolitions or groundworks associated with the development scheme and to ensure the proper and timely preservation and/or investigation, recording, reporting, archiving and presentation of archaeological assets affected by this development, in accordance with national policies contained in the National Planning Policy Framework (MHCLG 2023).

7. No development (or any phase of) shall take place (including demolition, ground works, vegetation clearance) until a Construction Ecological Management Plan (CEcMP) has been submitted to and approved in writing by the local planning authority. The CEcMP shall include the following:
 - A) Risk assessment of potentially damaging construction activities.
 - B) Identification of “biodiversity protection zones”.
 - C) Practical measures (both physical measures and sensitive working practices) to avoid or reduce impacts during construction (may be provided as a set of method statements).
 - D) The location and timings of sensitive works to avoid harm to biodiversity features.
 - E) The times during which construction when specialist ecologists need to be present on site to oversee works.
 - F) Responsible persons and lines of communication.
 - G) The role and responsibilities on site of an ecological clerk of works (ECoW) or similarly competent person.
 - H) Use of protective fences, exclusion barriers and warning signs if applicable.

The approved CEcMP shall be ahead to and implemented throughout the construction period strictly in accordance with the approved details, unless otherwise agreed in writing by the local planning authority.

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

8. No development (or any phase of), 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 (or any phase of) 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 (or any phase of) commence.

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

9. No development (or phase of) shall take place, unless otherwise agreed, until:
 - a) The application site has been subject to a detailed scheme for the investigation and recording of contamination, based on the Phase 1 Desk Study (Preliminary Investigation Report by Soiltechnics dated January 2023 (revision 1)), and remediation objectives have been determined through risk assessment. The resulting Phase 2 Intrusive Site Investigation Report is to be submitted to and approved in writing by the Local Planning Authority.
 - b) A Remediation Method Statement containing proposals for the removal, containment or otherwise rendering harmless any contamination, based upon the Phase 2 Intrusive Site Investigation, has been submitted to and approved in writing by the Local Planning Authority.

Reason – To ensure that risks from land contamination to the future users of the land and neighbouring land are identified and to ensure that the development can be carried out safely without unacceptable risks to workers, neighbours and other offsite receptors as well as to controlled waters, property and ecological systems in accordance with Policies CC/7 and SC/11 of the adopted South Cambridgeshire Local Plan 2018.

10. No demolition or construction works (Including any temporary or enabling works) shall commence within that phase, as agreed within the Site Wide Phasing Plan, on site until a Traffic Management Plan (TMP) has been

agreed with the Local Planning Authority in consultation with the Local Highway Authority. The Local Highway Authority requests that the TMP be a standalone document separate from any Environment Construction Management Plan or the like, as the risks and hazards associated with construction traffic using the adopted public highway are quite different from those associated with the internal site arrangements. The principle areas of concern that should be addressed are:

- i. Movements, control, and timings of muck away lorries (all loading and unloading shall be undertaken off the adopted public highway).
- ii. Contractor parking, for both demolition and construction phases all such parking shall be within the curtilage of the site and not on the street. If the site has limited potential to provide on-site car parking the applicant must provide details of how any off-site parking will be controlled, e.g., a managed list of contractor/employee vehicles parking on-street and their drivers telephone contact details.
- iii. Movements, control, and timings of all deliveries (all loading and unloading shall be undertaken off the adopted public highway).
- iv. Control of dust, mud, and debris in relationship to the functioning of the adopted public highway, including repairs to highway damage caused by site vehicles. Please include wording that the adopted public highway within the vicinity of the site will also be swept within an agreed time frame as and when reasonably requested by any officer of the Local Highway Authority and that any highway damage (including verges) will be repaired in a timely manner at no expense to the Local Highway Authority.
- v. The Traffic Management Plan must relate solely to how the operation of the site will affect the adopted public highway, other information for example noise levels is not a highway matter and should not be included within the plan.

The approved Traffic Management Plan shall be adhered to throughout any demolition and construction periods for the proposed development.

Reason: In the interests of highway safety in accordance with Policy HQ/1 of the South Cambridgeshire Local Plan 2018 and the NPPF 2023.

11. No works shall commence on site until a route for all traffic associated with the demolition and construction of the proposed development has been provided and approved in writing to the satisfaction of the Local Planning Authority together with proposals to control and manage traffic using the agreed route of access and to ensure no other local roads are used by such traffic. All demolition and construction traffic shall adhere to routes and measures within the approved details.

Reason: In the interests of maintaining highway efficiency and safety in accordance with Policy HQ/1 of the South Cambridgeshire Local Plan 2018 and the NPPF 2023.

12. No development, including demolition, shall commence until a site wide Demolition and Construction Environmental Management Plan (DCEMP) has been submitted to and approved in writing by the Local Planning Authority. The DCEMP 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.

13. No development (of any phase), other than demolition, 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, AKT II, Ref: 5241 Rev P4, dated 26th May 2023 and shall also include:

- a) Full detail on SuDS proposals (including location, type, size, depths, side slopes and cross sections);
- b) Full results of the proposed drainage system modelling in the QBAR, 3.3% Annual Exceedance Probability (AEP) (1 in 30) and 1% AEP (1 in 100) 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) 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;
- d) Demonstration that the surface water drainage of the site is in accordance with DEFRA non-statutory technical standards for sustainable drainage systems;
- e) Full details of the maintenance/adoption of the surface water drainage system;
- f) Permissions to connect to a receiving watercourse or sewer;

Reason: To ensure that the proposed development can be adequately drained and to ensure that there is no increased flood risk on or off site

resulting from the proposed development and to ensure that the principles of sustainable drainage can be incorporated into the development, noting that initial preparatory and/or construction works may compromise the ability to mitigate harmful impacts in line with Policies CC/7 and CC/8 of the South Cambridgeshire Local Plan 2018, NPPF (2023) paragraphs 180, 189, 190 and relevant Environment Agency Groundwater Protection Position Statements.

14. No development, other than demolition, shall take place until full details of all tree pits, including those in planters, hard paving and soft landscaped areas have been submitted to and approved in writing by the local planning authority and these works shall be carried out as approved. All proposed underground services will be coordinated with the proposed tree planting and the tree planting shall take location priority. All works shall be carried out and maintained in accordance with the approved details.

Reason: To ensure proposals are in accordance with Policies HQ/1 and NH/4 of the South Cambridgeshire Local Plan 2018.

15. 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 2023 paragraph 180, South Cambridgeshire Local Plan 2018 policy NH/4 and the Greater Cambridge Shared Planning Biodiversity SPD 2022.

16. No development above ground level, other than demolition, shall commence until a site wide scheme for biodiversity enhancement has been submitted to and approved in writing by the local planning authority. The scheme shall include details of bat and bird box installation, hedgehog connectivity, habitat provision and other biodiversity enhancements, including how a measurable net gain in biodiversity will be accomplished, when it will be delivered and how it will be managed. The approved scheme shall be fully implemented and maintained within the agreed timescale following the substantial completion of the development unless, for reasons including viability or deliverability, it is otherwise agreed in writing by the local planning authority.

Reason: To conserve and enhance ecological interests in accordance with South Cambridgeshire Local Plan 2018 policies HQ/1 and NH/4, the Greater Cambridge Shared Planning Biodiversity SPD 2022 and the NPPF paragraphs 8, 180, 185 and 186.

17. No development above ground level, other than demolition, shall commence within that phase until details of a hard and soft landscaping scheme have been submitted to and approved in writing by the Local Planning Authority. These details shall include:
 - a) proposed finished levels or contours; car parking layouts, other vehicle and pedestrian access and circulation areas; hard surfacing materials; minor artefacts and structures (including, but not limited to, Street furniture, children's play area (including the number and type of pieces of play equipment), refuse or other storage units, signs, lighting, CCTV installations and water features); proposed (these need to be coordinated with the landscape plans prior to being installed) and existing functional services above and below ground (e.g. drainage, power, communications cables, pipelines indicating lines, manholes, supports); retained historic landscape features and proposals for restoration, where relevant;
 - 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.

All hard and soft landscape works for that phase shall be carried out and maintained in accordance with the approved details. The works shall be carried out prior to the occupation of that phase of the development or in accordance with a programme agreed in writing with the Local Planning Authority.

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

18. No development within each phase of the development as agreed in the Site Wide Phasing Plan shall take place above ground level, other than demolition, until details of all of the external materials and finishes of the buildings to be used in the construction of the development within that phase have been submitted to and approved in writing by the Local Planning Authority. Development shall be carried out and maintained 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 and NH/14 of the South Cambridgeshire Local Plan 2018.

19. No brickwork above ground level within each phase of the development as agreed in the Site Wide Phasing Plan shall be laid until a sample panel has been prepared on site detailing the choice of brick, bond, coursing, special brick patterning, mortar mix, design and pointing technique. The details shall be submitted to or made available for inspection and approved in writing by the Local Planning Authority. The approved sample panel for that phase is to be retained on site for the duration of the works for that phase for comparative purposes, and works will take place, and be maintained, only 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.

20. The roof plant/equipment within each phase of the development as agreed in the Site Wide Phasing Plan shall not be installed until details of the plant/equipment have been submitted to and approved in writing by the local planning authority. The details shall include the type, dimensions, materials, location, and means of fixing. The development of that phase shall be carried out, and maintained, 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.

21. No operational plant, machinery or equipment (for any phase of development where phased) shall be installed until a noise assessment and any noise insulation / mitigation as required for each phase within the development as agreed in the Site Wide Phasing Plan has been submitted to and approved in writing by the local planning authority. Any required noise insulation / mitigation shall be carried out and maintained as approved and retained.

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

22. 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.

23. Prior to the commencement of the development of the Mobility Hub, details of the means of providing at least 45no. active electric vehicle charging points on the site shall be submitted to and approved in writing by the Local Planning Authority. The development shall be carried out in accordance with the approved details and the electric vehicle charging points retained thereafter.

Reason: In the interests of encouraging more sustainable modes and forms of transport in accordance with the Policies TI/2 and TI/3 of the South Cambridgeshire Local Plan (2018) and the Greater Cambridge Sustainable Design and Construction SPD 2020.

24. Prior to the occupation of the development, or phase of, details of the provision and location of fire hydrants to serve the development, or that phase of, to a standard recommended by the Cambridgeshire Fire and Rescue Service shall be submitted to and approved in writing by the Local Planning Authority. The development shall not be occupied until the approved scheme has been implemented, and shall be retained as such.

Reason: To ensure an adequate water supply is available for emergency use in accordance with Policy HQ/1 of the South Cambridgeshire Local Plan 2018.

25. Prior to the first use of Block A or B hereby permitted, two pedestrian visibility splays of 2m x 2m shall be provided each side of the extent of the proposed vehicular access to Blocks A/B as measured from and along the highway boundary and are to be shown on dwg. no. VN212120- D108. The splays shall be within land under the control of the applicant and not within the adopted public highway. The splays shall thereafter be maintained free from obstruction (planting, fencing, walls and the like) exceeding 0.6 metres above the level of the adopted public highway for the lifetime of the development.

Reason: in the interests of highway safety in accordance with Policy HQ/1 of the South Cambridgeshire Local Plan 2018 and the NPPF 2023.

26. Prior to the first use of the new or refurbished buildings, or phase of, hereby permitted, the inter-vehicle visibility splays as shown in dwg. no. VN212120- D105, Rev F (Proposed Egress Arrangement) and dwg. no. VN212120- D108, Rev A (Proposed Block A/B Access) shall be provided at each site access junction onto Cambridge Road, Melbourn. The area within each splay shall be kept clear of any obstruction (planting, fencing, walls and the like) exceeding 0.6 metres in height above the level of the maintained public highway for the lifetime of the development. The inter-vehicle visibility splays

must be within the existing adopted public highway or land under the control of the applicant.

Reason: To provide adequate inter-visibility between the users of the access and the existing public highway for the safety and convenience of users of the highway and of the access in accordance with Policy HQ/1 of the South Cambridgeshire Local Plan 2018 and the NPPF 2023.

27. Prior to occupation of each use of the development (or phase of) hereby permitted, a management plan shall be submitted to and approved in writing by the Local Planning Authority. The management plan shall include provisions relating to:
- a) travel arrangements for staff and visitors including pick up and drop off;
 - b) hours of use of each use;
 - c) hours of use of external terraces;
 - d) details of amplified noise (if any);
 - e) on-site security and means of enforcing against any anti-social behaviour on-site;
 - f) the management and hours of deliveries of each use; and
 - g) the external display of contact information for on-site management and emergencies.

The development (or phase of) shall thereafter be managed in accordance with the approved management plan.

Reason: In order to ensure the occupation of the site is well managed and does not give rise to significant amenity issues for nearby residents in accordance with South Cambridgeshire Local Plan 2018 Policies HQ/1 and SC/10.

28. Prior to occupation of the development (or phase of), details of facilities for the secure parking of cycles for use in connection with these uses shall be submitted to and approved in writing by the Local Planning Authority. The details shall include the means of enclosure, materials, type and layout. The facilities shall be provided in accordance with the approved details and shall be retained as such.

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

29. The Moat House restaurant/ public house and hotel, and Block A of the development hereby permitted, shall not be occupied or the use commenced, until details of facilities for the secure parking of cycles for use in connection with these uses have been submitted to and approved in writing by the Local

Planning Authority. The details shall include the means of enclosure (if provided), materials, type and layout. The facilities shall be provided in accordance with the approved details and shall be retained as such.

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

30. The Moat House as shall not be occupied as a restaurant/ public house and hotel until a method of controlling motor vehicle ingress for Moat House users only is provided and approved in writing to the satisfaction of the Local Planning Authority. The development shall be carried out in accordance with the approved details and shall be retained as such.

Reason: In the interests of highway safety in accordance with Policy HQ/1 of the South Cambridgeshire Local Plan 2018 and the NPPF 2023.

31. No construction (or phase of) of the biodiverse (green) roof(s) shall commence until the following details have been submitted to and approved in writing by the Local Planning Authority.
- a) The means of access for maintenance
 - b) Plans and sections showing the make-up of the sub-base to be used which may vary in depth from between 80-150mm
 - c) Planting/seeding with an agreed mix of species (the seed mix shall be focused on wildflower planting indigenous to the local area and shall contain no more than a maximum of 25% sedum)
 - d) Where solar panels are proposed, biosolar roofs should be incorporated under and in-between the panels. An array layout will be required incorporating a minimum of 0.75m between rows of panels for access and to ensure establishment of vegetation
 - e) A management/maintenance plan for the roof(s)

The roof(s) shall be constructed and laid out in accordance with the approved details and planting/seeding shall be carried out within the first planting season following the practical completion of the roof. The roof(s) shall be maintained as such in accordance with the approved management/maintenance plan. The roof(s) shall not be used as an amenity or sitting out space of any kind whatsoever and shall only be used in the case of essential maintenance/repair or escape in case of emergency.

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

32. Prior to the installation of any external lighting 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 follow the latest guidance issued by the Institution of Lighting Professionals, the Bat Conservation Trust, and the Chartered Institute of Ecological and Environmental Management. The strategy shall include:
- 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 minimise the effects of light pollution on the surrounding area and to protect biodiversity interests in accordance with Policies SC/9 and NH/4 of the South Cambridgeshire Local Plan 2018.

33. Prior to first use of the external terraces for any phase of development hereby permitted, details of the means of privacy screens including levels of obscure glazing or other measures to protect neighbouring properties from being harmfully overlooked from these spaces shall be submitted to and approved in writing by the Local Planning Authority. The privacy measures shall be installed prior to first use of the terraces and remain in perpetuity for the lifetime of the development.

Reason: In the interests of neighbour amenity in accordance with South Cambridgeshire Local Plan 2018 Policy HQ/1.

34. The development (or each phase of) hereby approved shall not be used or occupied until a water efficiency specification, based on the BREEAM Wat01 Water Calculator Methodology, has been submitted to approved in writing by the local planning authority. The specification shall demonstrate the achievement of 5 credits for water efficiency (Wat01). The development shall be implemented in accordance with the agreed details.

Reason: To ensure that the development makes efficient use of water and promotes the principles of sustainable construction in accordance with Policy CC/4 of the South Cambridgeshire Local Plan 2018 and the Greater Cambridge Sustainable Design and Construction SPD 2020.

35. The development (or each phase of the development where phased) shall not be occupied until the works specified in the approved Remediation Method Statement are complete and a Verification Report demonstrating compliance with the approved Remediation Method Statement has been submitted to and approved in writing by the Local Planning Authority.

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

36. If, during development, any additional or unexpected contamination is identified, then remediation proposals for this material should be agreed in writing by the Local Planning Authority before any works proceed and shall be fully implemented prior to first occupation of the development hereby approved.

Reason: To protect and prevent the pollution of controlled waters from potential pollutants associated with current and previous land uses in line with Policy SC/11 of the South Cambridgeshire Local Plan 2018, National Planning Policy Framework (NPPF), paragraphs 180, 189, 190 and relevant Environment Agency Groundwater Protection Position Statements.

37. No occupation of the development, or phase of, shall commence until a Travel Plan and Parking Management Plan for that phase within the development as agreed in the Site Wide Phasing Plan has been submitted to and approved in writing by the Local Planning Authority. The Plan shall specify:

- i) the methods to be used to discourage the use of the private motor vehicle and the arrangements to encourage use of alternative sustainable travel arrangements such as public transport, car sharing, cycling and walking;
 - ii) how the car parking spaces are distributed and allocated to the employees of the site;
 - iii) how the car parking within the site is to be managed and enforced so that it only occurs within designated vehicular parking bays/ locations;
 - iv) how the proposed measures are to be published to potential occupiers;
- and
- v) how the provisions of the Plan will be monitored for compliance and confirmed with the local planning authority including monitoring reports for up to five years following first occupation.

vi) the inclusion of a feedback mechanism, allowing for the alteration of working methods/ management prescriptions should the monitoring deem it necessary.

The Travel Plan and Parking Management Plan shall be implemented and monitored as approved upon the occupation of the development, unless otherwise agreed in writing by the Local Planning Authority.

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.

38. The proposed motor vehicular Egress Only Junction as shown in dwg. no. VN212120-D105-F shall be a minimum width of 5 metres for a minimum distance of 10 metres as measured from the near edge of the highway boundary. The proposed motor vehicular Moat House Ingress Junction as shown in dwg. no. VN212120- D107-B shall be a minimum width of 5 metres for a minimum distance of 10 metres as measured from the near edge of the highway boundary. The proposed motor vehicular Block A and B Access as shown in dwg. no. VN212120-D108-A shall be a minimum width of 5 metres.

Reason: in the interests of highway safety in accordance with Policy HQ/1 of the South Cambridgeshire Local Plan 2018 and the NPPF 2023.

39. The proposed vehicular accesses as shown in dwg. nos. VN212120-D105-F, VN212120-D107- B and VN212120-D108-A shall be surfaced using a non-migratory/bound material, for a minimum distance of 10 metres from the boundary of the adopted public highway into the site to prevent debris spreading onto the adopted public highway. These areas shall be maintained in this condition for the lifetime of the development.

Reason: In the interests of highway safety in accordance with Policy HQ/1 of the South Cambridgeshire Local Plan 2018 and the NPPF 2023.

40. The proposed vehicular accesses as shown in dwg. nos. VN212120-D105-F, VN212120-D107- B and VN212120-D108-A shall be constructed so that their falls and levels are such that no private surface water from the site drains across or onto the adopted public highway.

Reason: In the interests of highway safety in accordance with Policy HQ/1 of the South Cambridgeshire Local Plan 2018 and the NPPF 2023.

41. The approved renewable/low carbon energy technologies (as set out in the Energy Statement (Ramboll 28/02/2023 Ref MSP-RAM-XX-XX-SS-RP-

00022) and Planning Consultation Response (Ramboll 19/07/2023 Ref RUK2021N00806-RAM-RP-00022) and as shown on the approved plans) shall be fully installed and operational prior to the occupation of that phase of development, as set out within the agreed site wide phasing plan, and thereafter maintained in accordance with a maintenance programme, details of which 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 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.

42. Notwithstanding the provisions of Article 3 Schedule 2 of the Town and Country Planning (General Permitted Development) (England) Order 2015 (or any order revoking and re-enacting that order with or without modification), the buildings shown on the approved plans as Blocks B, C, D, E, F and the Da' Vinci Building shall be used only for Class E(g)(ii) (Research and development), the building shown as The Moat House shall be used only for Class E(b) (food and drink on premises) and Class C2 (Hotel), and the building shown as Block A shall be used only for E(d and E). The buildings shall be used for no other purpose (including any other purposes in Class E of the Schedule to the Town and Country Planning (Use Classes) Order 1987 or in any provision equivalent to that Class in any statutory instrument revoking or re-enacting that Order with or without modification).

Reason: The application has been assessed on its individual merits and the use of the premises for any other purposes may result in harm which would require re-examination of its impact in accordance with Policies HQ/1, E/10, E/12 and E/20 of the South Cambridgeshire Local Plan 2018.

43. The parking spaces shown as 'not part of this application but may be subject of later application' on drawing. no. MSP-PLA-SW-GF-DR-L-0001, S2: Rev P05 (Landscape Masterplan) shall not be constructed as car parking spaces and shall be left as soft landscaping (or similar) unless and until the occupiers of Block A provide empirical data to the Local Planning Authority that some or all of these proposed car spaces are required for the operation of the businesses.

Reason: in the interests of highway safety in accordance with Policy HQ/1 of the South Cambridgeshire Local Plan 2018 and the NPPF 2023.

Informatives:

1. Partial discharge of the archaeology condition can be applied for once the fieldwork at Part c) has been completed to enable the commencement of development. Part d) of the condition shall not be discharged until all elements have been fulfilled in accordance with the programme set out in the WSI.
2. The granting of a planning permission does not constitute a permission or licence to a developer to carry out any works within, or disturbance of, or interference with, the Public Highway, and that a separate permission must be sought from the Local Highway Authority for such works.
3. Anglian Water has assets close to or crossing this site or there are assets subject to an adoption agreement. Therefore, the site layout should take this into account and accommodate those assets within either prospectively adoptable highways or public open space. If this is not practicable then the sewers will need to be diverted at the developers cost under Section 185 of the Water Industry Act 1991. or, in the case of apparatus under an adoption agreement, liaise with the owners of the apparatus. It should be noted that the diversion works should normally be completed before development can commence.
4. Notification of intention to connect to the public sewer under S106 of the Water Industry Act Approval and consent will be required by Anglian Water, under the Water Industry Act 1991. Contact Development Services Team 0345 606 6087.
5. A public sewer is shown on record plans within the land identified for the proposed development. It appears that development proposals will affect existing public sewers. It is recommended that the applicant contacts Anglian Water Development Services Team for further advice on this matter. Building over existing public sewers will not be permitted (without agreement) from Anglian Water.
6. No building will be permitted within the statutory easement width of 3 metres from the pipeline without agreement from Anglian Water. Please contact Development Services Team on 0345 606 6087.

7. The applicant's attention is drawn to the comments of the Cambridgeshire Constabulary Crime Prevention Design Team (Ref CPDT/197/23) uploaded to the file on 18 April 2023.
8. All green roofs should be designed, constructed and maintained in line with the CIRIA SuDS Manual (C753) and the Green Roof Code (GRO).
9. Surface water and groundwater bodies are highly vulnerable to pollution and the impact of construction activities. It is essential that the risk of pollution (particularly during the construction phase) is considered and mitigated appropriately. It is important to remember that flow within the watercourse is likely to vary by season and it could be dry at certain times throughout the year. Dry watercourses should not be overlooked as these watercourses may flow or even flood following heavy rainfall.
10. The granting of permission and or any permitted development rights for any Air Source Heat Pump (ASHP) does not indemnify any action that may be required under the Environmental Protection Act 1990 for statutory noise nuisance. Should substantiated noise complaints be received in the future regarding the operation and running of an air source heat pump and it is considered a statutory noise nuisance at neighbouring premises a noise abatement notice will be served. It is likely that noise insulation/attenuation measures such as an acoustic enclosure and/or barrier would need to be installed to the unit in order to reduce noise emissions to an acceptable level. To avoid noise complaints it is recommended that operating sound from the ASHP does not increase the existing background noise levels by more than 3dB (BS 4142 Rating Level - to effectively match the existing background noise level) at the boundary of the development site and should be free from tonal or other noticeable acoustic features. In addition equipment such as air source heat pumps utilising fans and compressors are liable to emit more noise as the units suffer from natural aging, wear and tear. It is therefore important that the equipment is maintained/serviced satisfactory and any defects remedied to ensure that the noise levels do not increase over time.
11. Before the existing buildings are demolished, a Demolition Notice will be required from the Building Control section of the council's Shared Planning Service establishing the way in which they will be dismantled, including any asbestos present, the removal of waste, minimisation of dust, capping of drains and establishing hours of working.
12. The applicant should take all relevant precautions to minimise the potential for disturbance to neighbouring residents in terms of noise and dust during the construction phases of development. This should include the use of water suppression for any stone or brick cutting and advising neighbours in

advance of any particularly noisy works. The granting of this planning permission does not indemnify against statutory nuisance action being taken should substantiated noise or dust complaints be received. For further information please contact the Environment Planning Team.

13. The proposed vehicular accesses, pedestrian and cycle shared surfaces and the uncontrolled pedestrian crossing works as indicated on drawing nos. VN212120-D105-F, VN212120-D106-C, VN212120-D107-B and VN212120-D108 shall need to be constructed under a Section 278 Agreement of the Highway Act 1980. The process for which may be found here; <https://www.cambridgeshire.gov.uk/residents/travel-roads-and-parking/roads-andpathways/highways-development>
14. Regarding highways surface water drainage, Please note that the use of permeable paving does not give the Local Highway Authority sufficient comfort that in future years water will not drain onto or across the adopted public highway and physical measures to prevent the same must be provided.
15. Notwithstanding the approved floorplan for Block A, it should be noted that planning permission is not given for a creche use.