

Application Number	07/0651/FUL	Agenda Item	4.3
Date Received	12th June 2007	Officer	Mr Toby Williams
Target Date	2nd October 2007		
Ward	Queen Ediths		
Site	Land Lying Generally To The South Of Long Road Sixth Form College, To The East Of The London-Cambridge Railway Line And To The West Of Robinson Way And Including The Length Of Robinson Way Between Long Road And The Proposed Development Site		
Proposal	(1) Engineering works comprising the enlargement of an existing roundabout and the construction of a new length of carriageway with footways; all to facilitate (2) the erection of a replacement Laboratory of Molecular Biology (in the form of a principal building and an attendant Energy Centre, of usable floorspace, excluding plant, of 25209 square metres), the whole being a research and development use falling within Use Class b1(b) of The Town and Country Planning (Use Classes) Order 1987, along with the laying out of the site for circulation and vehicle parking together with the provision of new planting, landscaping and public art.		
Applicant	The Pemberton Trustees, Cambridge Medipark Ltd Cambridge University Hospitals NHS Foundation And The Medical Research Council C/o Colin Brown/Peter Symonds York House Dukes Court 54-62 Newmarket Road Cambridge CB5 8DZ		

Committee Report

Proposed Laboratory of Molecular Biology for the Medical Research Council

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1.0 SITE DESCRIPTION/AREA CONTEXT

- 1.1 The site comprises relatively flat agricultural land covering a total area of 5.28 HA.
- 1.2 To the north of the site are the playing fields of Long Road Sixth Form College, to the east is Addenbrooke's campus, to the south is agricultural land and to the west is the London to Cambridge main-line railway and beyond, agricultural land.
- 1.3 The northern boundary of the main part of the site is defined by tree planting along the edge of the Sixth Form College boundary. The eastern boundary extends to the eastern edge of Robinson Way, the western edge of which is lined by trees. The southern boundary is defined by the current construction of the Cambridgeshire Guided Bus (CGB) embankment. The western boundary is defined by a post and wire fence adjacent to the railway.
- 1.4 The red line, which defines the application site boundary, includes Robinson Way and extends northwards to connect with Long Road.
- 1.5 The surrounding landscape is relatively flat, open agricultural land that is delineated by hedgerows, scattered copses and small areas of woodland. To the southeast of the site the landscape starts to rise in the form of a chalkland ridge that forms a series of hills known as White Hill, Clarke's Hill and the Gog Magog Hills/Down. The site lies at approximately 15m AOD. The Gog Magog Hills reach a maximum of 75m AOD.
- 1.6 Within Addenbrooke's itself, existing buildings vary from 1 to 16 storeys (4m to 43m) and comprise an assortment of generally large institutional, clinical and research buildings that have been built over the last 40 years. An existing incinerator chimney can be seen to rise above all of these buildings. Robinson Way defines the existing built form of Addenbrooke's on its western and southern edges. Two relatively new buildings front onto Robinson Way, the Cancer Research UK building (CRUK) which is immediately to the east of the site and the Elective Care Centre to the south, which are 30m and 31m in height respectively.
- 1.7 Running parallel to and 400m west of the railway line, is Hobson's Brook a historic man-made watercourse that carries water from the chalk springs of Nine Wells to the centre of Cambridge. Further to the west is the dismantled Bedford–Cambridge railway line that runs in a north-easterly direction from Trumpington 'Cutting' across agricultural fields and underneath Long Road Bridge, beyond which it aligns with the Cambridge-London mainline railway approaching Cambridge Station.
- 1.8 A public footpath immediately to the south of the site runs east-west from Addenbrooke's, crossing the railway line and linking to Trumpington (see appendix H). An open ditch, flowing from Addenbrooke's, follows a similar route to the footpath, which is culverted underneath the railway line before linking to Hobson's Brook.

- 1.9 The openness of the surrounding landscape and extent of public and permissive footpaths within it mean that the site is visible from numerous vantage points. These include Gog Magog Down, Nine Wells Springs and footpaths/cycleways to the south and from along the eastern edge of Trumpington Village and various points from public and permissive footpaths to the west. Some of these views are partly obscured whilst others are not.
- 1.10 The site does not fall within a Conservation Area and no listed buildings are sited either on or adjacent to the site. There are no Tree Preservation Orders protecting existing trees. The site falls outside the Controlled Parking Zone.

2.0 THE PROPOSAL

- 2.1 The planning application seeks full planning permission for a replacement Laboratory of Molecular Biology (LMB) for the Medical Research Council (MRC). The principal building and associated Energy Centre comprise 25,209sqm of gross external area floorspace (which includes useable floorspace but excludes plant areas, enclosures and passive void areas). The proposal includes the enlargement of an existing roundabout on Robinson Way together with the construction of a new carriageway and footways to serve the LMB building.
- 2.2 The application is accompanied by the following supporting information/documents:

1. Covering letter
2. Planning Application Form, Certificates and Notices
3. Planning Statement
4. Design and Access Statement
5. Planning Obligations Paper
6. Transport Assessment and Travel Plan
7. Flood Risk Assessment
8. Sustainability Statement
9. Renewable Energy Feasibility Study
10. Energy Statement
11. An Environmental Statement is submitted with the application. It is divided into four different volumes:

Volume 1: provides an analysis of the following topics: Introduction; EIA Process and Method; Design Evolution and Alternatives; Description of Development; Nature Conservation and Biodiversity; Archaeology; Soil and Contamination; Water Resources; Transport Issues; Air Quality; Noise and Vibration; Socio-Economic Impact; Construction Impacts; Cumulative Impacts.

Volume 2: provides a Landscape and Visual Impact Assessment.

Volume 3: provides the Technical Appendices

Volume 4: provides a Non-Technical Summary of the Environmental Statement

- 2.3 A series 26 plans accompany the proposal. The plans provide a framework within which to assess the design, appearance and environmental impact of the scheme.
- 2.4 The background as to why the applicants are seeking full planning permission for the new LMB as opposed to waiting to apply for reserved matters in relation to any grant of permission on the larger outline relate to the availability of Government Funding to construct the new building. Access to the funding stream to build the LMB is not open ended and the level of funding is not index linked. As such, delay in the construction of the LMB means that as the price of construction increases there is a tension between the level of funding available and the ability to erect the building according to its detailed design and specification.
- 2.5 Protracted negotiations on the S106 relating to the 2020 application have therefore resulted in the applicants having to put forward a detailed scheme, which allows both the development of the LMB building as a 'freestanding' development capable of use without 2020 but also as an integral part of 2020 should outline permission be granted.

3.0 SITE HISTORY

Reference	Description	A/C, REF, W/D
07/0487/RM	Erection of 4no key worker accommodation blocks, to form 92 flats with associated office, facilities and car parking.	Current
06/0796/OUT	Outline application for up to 215,000sqm floorspace (excluding plant areas) comprising 60,000sqm of clinical research and treatment (D1), 115,000sqm of biomedical and biotech research and development (B1(b)), 15,000sqm of biomedical and biotech research and development (B1(b)) or clinical research and treatment (D1), and 25,000sqm of either clinical research and treatment (D1) or higher education or sui generis medical research institute uses, and including related support activities within use classes A1, A3, B1 or sui generis uses, with no individual premises used for support activities to exceed 500sqm; new areas of public realm; landscaping; parking areas; highway works; drainage works and all other associated infrastructure. All matters are reserved for subsequent approval.	Current
06/1279/OUT	Outline application for redevelopment to provide: Learning centre, seminar/conference centre, development centre, hotel, retail, club, Enterprise Hub, together with shared accommodation/circulation areas, link to Elective Care Centre and extension to S. Ward block; car parking structure; access and service roads; landscaping and new areas of public realm; to accommodate 34,500 sqm of total development area and 1,062 cars.	APP
06/0588/FUL	Construction of electricity sub-station	APP
06/0589/FUL	Construction of oil storage tanks	APP
05/0777/FUL	Construction of multi-storey car park (1055 spaces) and link corridor.	APP
03/0942/FUL	Erection of a six storey (plus plant) building for the provision of an elective care unit, and medical genetics and diabetes centres.	APP
02/1198/RM	Reserved Matters application for the erection of a multi-storey car park and provision of open space pursuant to C/01/0502/OP.	APP
01/0502/OUT	Biomedical research centre (30,000sqm) for	APP

University of Cambridge/ Hutchinson Cancer Research UK, residential development, vehicular and pedestrian/cyclist accesses, car parking.

3.1 Due to its sheer size and the large number of different occupiers and uses, Addenbrooke's has an extensive site history that cannot be wholly captured within this report. Several large-scale developments have recently been completed within the site whilst other major applications are currently proposed. The most relevant application is 06/0796/OUT, which seeks outline permission for a major clinical and biomedical expansion to Addenbrooke's.

4.0 **PUBLICITY**

4.1 Advertisement:	Yes
Adjoining Owners:	Yes
Site Notices Displayed:	Yes

5.0 **POLICY**

Government and Regional Guidance and Advice

[See Appendix B](#)

Structure Plan and Local Plan Policies

[See Appendix C](#)

Supplementary Planning Documents and Material Considerations

[See Appendix D](#)

6.0 **EXTERNAL AND INTERNAL CONSULTATIONS**

[External Consultations see Appendix E](#)

[Internal Consultations see Appendix F](#)

7.0 **REPRESENTATIONS**

[See Appendix G](#)

8.0 **ASSESSMENT**

8.1 From the consultation responses and representations received and from my inspection of the site and the surroundings, I consider that the main issues are:

1. Introduction
2. Principle of Development

3. Affordable Housing Arising out of Employment Development
4. Design and Appearance, Landscaping and Visual Impact
5. Disabled Access
6. Transport Impacts
7. Ecology
8. Soil and Contamination
9. Air Quality
- 10.Noise and Vibration, Dust, Fumes and Odours
- 11.Light Pollution
- 12.Economic Impact
- 13.Sustainable Construction and Design
- 14.Renewable Energy
- 15.Drainage and Flood Risk
- 16.Archaeology
- 17.Other Issues
- 18.S106 Obligations
- 19.Conclusion
- 20.Recommendation

8.2 [Introduction](#)

8.3 This assessment is structured under a number of different headings. The approach in each section is to summarise the relevant policies, describe the nature of what is being proposed and to conclude whether the issues that are raised are compliant with the Development Plan. At the end of my report, a conclusion is provided that summarises the key findings and which leads to my recommendation.

8.4 [Principle of Development](#)

8.5 The relevant policies of the Local Plan are 5/15, 7/2, 7/4 and 9/5. The relevant policies of the Structure Plan are P2/3, P2/4, P9/2b/c and P9/9.

8.6 The principal local plan policy is 9/5. This allocates the 2020 site, within which the LMB sits, for clinical, biomedical and biotechnology research and development, related higher education and sui-generis medical research institute and related ancillary uses. The relevant Local Plan policies provide further advice concerning development at Addenbrooke's and the selective management and promotion of cluster development of appropriate uses.

8.7 The strategic importance of the site is recognised within the wider Development Plan. RPG6, policies 21 and 26, encourages the development of knowledge-based industries and favours the policy of selective management of uses that have an essential need for a Cambridge location. The Draft Regional Spatial Strategy echoes this approach.

8.8 The MRC is a Government funded organisation dedicated to improving human health. It is a recognised world-leader in medical research across the biomedical spectrum. The MRC's achievements range from the

development of penicillin as a drug, the discovery of the structure of DNA to the development of MRI scanning. Its role is to encourage and support research to improve human health, to produce skilled researchers, to advance and disseminate knowledge and technology to improve the quality of life and economic competitiveness of the UK and to promote dialogue with the public about medical research.

- 8.9 Specifically, the application states that the role of the LMB is to 'understand biological processes at the molecular level through the application of a wide range of methods based on physics, chemistry and genetics. This involves the study of the structure of proteins, nucleic acids and membranes and how they interact to form macromolecular assemblies, organelles and viruses. The aim is to understand the mechanisms and control gene expression, the three-dimensional organisation of cells, and how basic biological processes are integrated in whole organisms'.
- 8.10 The existing LMB on Addenbrooke's was established in 1962 and has since forged a strong relationship with the hospital. The existing accommodation is considered outdated, inflexible and too small for modern research purposes. Therefore, bespoke new accommodation is required to maintain and advance the research competitiveness of the LMB.
- 8.11 In my opinion, the proposed use of the site for a new LMB for the MRC is justified in terms of need and is in accordance with adopted policy. Given the importance placed on the role of the MRC in terms of its research and development credentials, the development of the new LMB is clearly in the national interest.
- 8.12 The proposal is in accordance with Local Plan policies 5/15, 7/2, 7/4 and 9/5, Structure Plan policies P2/3, P2/4, P9/2b/c and P9/9 and RPG6 policies 21 and 26.
- 8.13 [**Affordable Housing Arising out of Employment Development**](#)
- 8.14 The relevant policies are 5/6 of the Local Plan and P9/8 of the Structure Plan. Policy 5/6 states that employment proposals likely to have an impact on the demand for affordable housing in Cambridge or the Sub-region, will be expected to mitigate such impacts by making either, a financial contribution towards the provision of affordable housing off-site, or, by providing affordable housing on-site. The policy contains no numerical threshold at which a contribution will be sought and the supporting text states that guidance on the operation of this policy will be set out in a Supplementary Planning Document (SPD).
- 8.15 On 10 July 2007, the City Council's Environment and Scrutiny Committee endorsed a draft 'Affordable Housing Supplementary Planning Document' subject to alteration. The public consultation period has expired in relation to the SPD but it is not as yet been adopted. Therefore its weight as a

material planning consideration must be weighted and assessed accordingly.

8.16 The draft SPD proposes a method for calculating affordable housing contributions from employment development. In terms of the proposed relocation of businesses, the SPD would only be applicable in the case of a net increase of 100 or more staff. The LMB is only seeking to relocate existing staff and would, therefore, not be on those assumptions subject to the terms of the emerging SPD.

8.17 Design and Appearance, Landscaping and Visual Impact

8.18 The relevant policies of the Local Plan are 3/2, 3/4, 3/5, 3/6, 3/7, 3/11, 3/12, 9/3, and 9/5. The relevant policy of the Structure Plan is 1/3. The policies provide a framework to assess the application in terms of its location on the southern edge of Cambridge and its potential impact on the setting and special character of Cambridge, including the retained Green Belt, the Green Corridor and open countryside.

8.19 The site is highly visible from public vantage points from the south and from the west and is flat, exposed and relatively featureless. It is set against the backdrop of the existing hospital, which appears as a mass of institutional buildings with minimal landscaping. Longer views of the site are from the Gog Magog Down to the south.

8.20 The Cambridge Southern Fringe ADF

8.21 The ADF provides a detailed analysis of the context of the site in relation to development within the Southern Fringe, placing it within a land use, landscape and transport context that is likely to change dramatically over the next few years. This includes the retention of Green Belt between the railway line and Hobson's Brook, which is envisaged to be landscaped to provide a significant extent of formal and informal open space, acting as a Green Corridor between Addenbrooke's 2020 and Clay Farm housing allocation. To the south of the site, the CGB and the AAR will both cross the Green Corridor, the latter of which will allow movement underneath its span as it bridges the railway.

8.22 The ADF sets out a series of 8 key development principles for Addenbrooke's 2020 which are equally applicable to the LMB as a stand-alone proposal:

1. Development must not exceed 5 commercial storeys along the western and southern boundaries.
2. Development should be orientated to create active frontages that define streets and spaces.
3. Measures should be put in place to restrict traffic from using the AAR as a through-route.
4. Buildings should be organised to form a clear 'Central Hub' for the development.
5. The proposal should provide CGB stops.

6. The proposal should safeguard land to the south until after 2016 for future clinical and research development.
 7. Connections must be maximised across the Green Corridor.
 8. Old and new development should be integrated through a comprehensive design approach.
- 8.23 An illustrative plan accompanies the ADF, which shows how the key development principles, incorporating landscaping, gateways into the site and principal routes, could be laid out.
- 8.24 The Formal Submission
- 8.25 The main building has three principal floors. At ground floor level the main entrance is located to the east (front) of the building. The first floor includes the addition of a lecture theatre at front of the building. The second floor mimics the basic layout of the floors below. The workspace on each of the floors is arranged in parallel blocks that twist at opposing ends to create a 'x' chromosome shaped footprint on an east-west axis. The workspaces are separated by a central atrium that is bridged internally and acts as communal circulation space. A restaurant and coffee shop in the southwestern corner of the building comprises the third floor. This includes a terrace that runs along the southern and western edges of the roof.
- 8.26 Over each occupied floor is an interstitial floor. An interstitial floor is a floor level that specifically provides servicing and ventilation for the workspaces below. This facilitates the majority of maintenance outside scientific areas and increases the building's adaptability. These floors in turn feed to a series of four external plant towers that supply and extract air. The advantage of this arrangement is that it avoids the stacking of plant on the roof and minimises vibration on the research space. An additional four plant towers are located centrally at the top of the building which provide secondary and specialist air handling.
- 8.27 To the north of the building, separated by a servicing yard, is an energy centre, accommodating heavy plant that will generate and distribute energy for the building. The physical separation of the energy centre from the main building simplifies maintenance, avoids disruption and helps minimise vibration.
- 8.28 The footprint of main building is approximately 165m long and 67m wide. The three floors of main work-space, with associated interstitial floors, rise to a height of 19m. The height further increases to accommodate the central atrium and rooftop restaurant at 23m. Rising above the main bulk of the building, the plant towers and associated flues reach a maximum height of 35.5m. A series of cross-section plans demonstrate how the scale of the proposed building sits in relation to the CRUK building and main Addenbrooke's hospital building.
- 8.29 A range of different materials is proposed. The work-space and interstitial floors are shown as externally treated with a layer of single glazing, behind

which is another layer of double glazing for the work space and metal panel cladding to the interstitial floors. The layered nature of the glazing creates a void that acts as a thermal flue, providing insulation in the winter and the casting of shadow through a series of louvres and an escape for hot air in the summer. The plant towers are proposed to be finished in a metal shingle.

- 8.30 The energy centre is 95m long on its northern side and at its widest 27m. It rises to a height of 13m and is finished with a mixture of pre-cast concrete panels and metal grilles.
- 8.31 Two access controlled vehicular entrances are proposed, one for staff and deliveries to the south of the building and one for visitors in front of the building. Service vehicles route round the back of the building and access a service yard, positioned between two plant towers and the energy centre, on the northern side of the building.
- 8.32 Car parking provision is laid out to the south and north of the site. Disabled parking is located close to entrances. In front of the building is an arrival and drop-off turning area with a 'public' space - partly enclosed by the building form - shown as incorporating several water features. All of the parking is buffered by landscaping around the building and between the car parking spaces. The edges of the site are reinforced with landscaping along the northern, western and southern boundaries.
- 8.33 To the rear of the building and facing the Green Corridor is a private landscaped amenity space for employees. This measures approximately 25m x 21m. To the front of the building, separate pedestrian and cycle access is provided via a series of natural stone paving links that enable access to a covered cycle and motorcycle store. This structure is formed by a series of metal interlocking triangular roofs and provides a variety of secure and non-secure spaces. The front of this building is landscaped with tree planting and seating. The roof top restaurant will also provide an amenity asset for employees.
- 8.34 ES Landscape and Visual Impact Assessment
- 8.35 The landscape and visual impact assessment provides an analysis of the scheme as submitted, including a description of the landscape context and its value and an accompanying assessment of visual and landscape impacts. The assessment identifies a number of sensitive landscape and visual receptors around the site, mainly from public rights of way and character areas such as Hobson's Brook Corridor and Gog Magog Down.
- 8.36 In terms of visual impact, the assessment summarises that the most significant visual impacts will be from locations close to the site (within 1km). These locations include the Green Corridor to the west and Nine Wells and public footpaths and cyclepaths immediately to the south. A series of photomontages accompany the assessment, which show the building with and without planting as mitigation.

8.37 Design and Appearance

8.38 In my opinion, the layout and design of the building and associated hard landscaping is appropriate to its context and responds positively to the constraints of the site. The frontage of the building in particular is of a high quality design and I very much welcome the proposed treatment of the combined arrival/drop-off area, cycle store and associated landscaping.

8.39 Locating the energy centre to the north of the building and treating it as an entirely different structure in design terms does not detract from the overall appearance of the building. Similarly, locating the service yard on the northern side of the main building, between the energy centre and plant towers, limits the visual impact of servicing arrangements.

8.40 I am very much in favour of the approach to accommodating main plant within the four towers. This avoids unsightly additions to the roof and helps break up the massing of the northern and southern facades. In my opinion, the plant towers exhibit a bold sculpted appearance and interesting form.

8.41 Landscaping and Visual Impact

8.42 This Council's Landscaping Officer has suggested that the proposed planting along the northern and western boundaries should be strengthened and should be consistent with the rest of the 2020 site.

8.43 In my opinion, in considering this building, it is evident that the most sensitive views of it will be from the Green Corridor to the west. From this viewpoint, the building orientation, which is perpendicular to the railway line, helps minimise the visual impact of the building. Furthermore, locating the servicing area to the north of the building, away from public view, is discreet and enables a more active and lively western elevation of variable height to be designed.

8.44 In comparison to the rest of the larger 2020 site that adjoins the railway, this building is located to the north of the CGB and will thus be partly screened by the associated CGB bridge and its embankment. As such, I am minded to treat the application site on its own merits and do feel that there is some justification for a degree of flexibility in the extent of landscaping sought.

8.45 Nevertheless, I have sought to explore with the applicants how the visual impact of the building could be softened and improved through additional or revised landscaping detail to address the concerns raised by the Council's Landscaping Officer. As part of the 2020 application, I have been able to secure a 15-25m wide belt within the Green Corridor, immediately to the west of the railway, which would significantly mitigate the visual impact of the proposal. I am currently exploring the possibility of securing part of this provision as part of the S106 for the LMB only, and will report any progress on this matter on the amendment sheet or as a verbal update at the meeting.

- 8.46 The applicants have agreed to consider the strengthening of the scale of trees planted within the site so that tree heights are more commensurate with the scale of the building. This can be secured through the imposition of a condition on any permission.
- 8.47 In terms of the relationship to Long Road Sixth Form College, the proposed energy centre is designed as a series of concrete panels rising to a height of 13m. The applicants have indicated that the northern elevation of the energy centre could allow planting to grow up its façade to soften its appearance. This can be secured through the imposition of a condition on any permission.
- 8.48 Height
- 8.49 Given the parameters within the Southern Fringe ADF, the proposed height of the three floors of accommodation and interstitial floors, which form the main bulk of the building, are judged to be acceptable.
- 8.50 The height of the building is equivalent to that anticipated by Officers in adopting the Southern Fringe ADF. The orientation of the building so that its eastern and western elevations are its narrowest, helps offset the bulk and height of the proposal as seen from the Green Corridor.
- 8.51 In understanding the extent of landscaping that Officers have sought as part of this site and the 2020 application, it is necessary to recognise that it will not fully mask the visual impact of the buildings. This is because the use of native species can only soften the scale and massing of proposed buildings, not fully hide them from public view. In this circumstance, given the design of the building facing the Green Corridor, a detailed landscaping scheme may need to address the creation of a vista into/out of the site to frame its appearance.
- 8.52 The limitations of the landscaping approach are evident when considering the visual impact of the proposed servicing towers that rise above the main frame building. Officers have discussed the height and design of these elements with the architects for the scheme and it is recommended that the detailed design be secured by way of condition. However, for technical reasons the height cannot be reduced. In my opinion, the angled shape of the towers will ensure an interesting interplay of shadow and light across the surfaces. The towers will nevertheless be prominent landmarks. It is Officers preference that they exhibit a bold silhouette and tangible form rather a series of featureless flues at the point of extract.
- 8.53 In conclusion, having closely considered the design and appearance, landscaping and visual impact of the proposal, I am satisfied that the scheme is in accordance with Local Plan policies 3/2, 3/4, 3/5, 3/6, 3/7, 3/11, 3/12, 9/3, and 9/5, Structure Plan policy 1/3 and guidance contained within the Cambridge Southern Fringe ADF.

8.54 Disabled Access

- 8.55 The application, which includes an Access Statement, was presented to this Council's Disability Consultative Panel on 18 April 2007. The comments made by the Panel were very complementary towards the scheme.
- 8.56 The Panel raised only two minor issues for consideration. The first concerned the proposed provision of just one lift serving the restaurant area. It was suggested that the lift should have a secondary power supply installed to ensure rapid evacuation in case of emergency and that it should be suitably colour coordinated for the visually impaired. The second issue related to the range of seating styles and heights provided within the proposed lecture theatre.
- 8.57 The Panel subsequently visited the existing LMB lecture theatre and made further suggestions for improvement including: the provision of different heights for seats at the front of the lecture theatre; that some of the straight back chairs be fitted with the provision of arms and folding flaps for writing space; that a deeper space be provided at the front of the theatre for mobility scooters as well as wheelchair use; and various suggestions regarding lighting and handrail provision.
- 8.58 I have added an informative at the end of the proposed conditions to draw the applicant's attention to these matters.
- 8.59 In my opinion, the proposal is compliant with Cambridge Local Plan (2006) policies 3/7 and 3/12.

8.60 Transport Impacts

- 8.61 The relevant policies of the Local Plan are 8/2, 8/3, 8/4, 8/5, 8/7, 8/11, 9/3 and 9/5. The relevant Structure Plan policies are P1/3, P6/1, P8/6, P8/10, P9/2C, P9/8 and P9/9.
- 8.62 The Transport Assessment (TA) sets the context of the proposed LMB building within the 2020 site and in relation to the existing LMB accommodation within Addenbrooke's.
- 8.63 It is worth noting that the TA for the 2020 application takes into account the cumulative impact of the development of the 2020 site as a whole - of which this site forms a part - and other proposed developments in the Southern Fringe, assessing cumulative impact up until the year 2023. That assessment assumes both the delivery of the Addenbrooke's Access Road (AAR) and Cambridgeshire Guided Bus (CGB) as essential transport infrastructure to serve the site and promotes both internal and off-site transport improvements to enable development.
- 8.64 This proposal ties into the development concept promoted by the 2020 application. This incorporates three key elements that seek to link into existing and proposed transport infrastructure: a north-south central

'Boulevard' – at the northern most end of which is the new LMB building - lined by trees, grass verge, footpaths and swales; a 'Circus' constituting a significant area of public realm at the northern end of the Boulevard; and a 'Piazza' constituting a predominantly pedestrian orientated space running eastwards from the 'Circus' towards Addenbrooke's. The LMB development involves the construction of the northern most part of the Boulevard including the provision of a new roundabout at the point at which it meets Robinson Way.

8.65 The CGB crosses the railway line immediately to the south of the LMB descending down its embankment to the Circus where a stop is provided. The AAR terminates at the southern end of the 2020 site and, once the Boulevard is completed in its entirety, will enable users to travel northwards along it to access the new LMB building.

8.66 Context in which the TA is made

8.67 The background as to why the applicants are seeking full planning permission for the new LMB as opposed to waiting to apply for reserved matters in relation to any grant of permission on the larger outline are crucial to understanding the approach taken in assessing the transport impact of the scheme.

8.68 The applicants have received funding from the Government to construct the new building. Access to the funding stream to build the LMB is not open ended and the level of funding is not index linked. As such, delay in the construction of the LMB means that as the price of construction increases there is a tension between the level of funding available and the ability to erect the building according to its detailed design and specification.

8.69 Protracted negotiations on the S106 relating to the 2020 application have therefore resulted in the applicants having to put forward a detailed scheme, which allows both the development of the LMB building as a 'freestanding' development capable of use without 2020 but also as an integral part of 2020 should outline permission be granted.

8.70 As a 'freestanding' development, the context within which the replacement LMB building is promoted is on the basis of minimal impact on the highway network given that it is a relocation. This is because of the policy background behind the allocation of the site, which seeks to deliver significant transport infrastructure, particularly the AAR, as a mechanism to allow development on the 2020 site to take place.

8.71 In order to achieve a build programme that allows the LMB to proceed in an acceptable time-frame, a variety of approaches have been put forward by the applicants. The initial approach was to mothball the existing LMB accommodation until such time as the AAR was complete, but this has not proved possible. The approach that has now been adopted by the applicants and with which the Highway Authority have agreed, is to restrict

the number of car parking spaces provided for the LMB staff within the new LMB car park to minimise traffic impact.

8.72 The provision of the AAR and associated Boulevard as part of 2020, will unlock the additional car parking proposed within the LMB site, which will bring it up to the proposed 2020 on-plot ratio of 1:72sqm. As it would be unreasonable to mothball the proposed parking in perpetuity and in the event that the development of the 2020 site might not occur, the full car parking provision can also be unlocked 5 years from the granting of any planning permission. Therefore, an additional traffic assessment, on the basis of the development of the LMB only, has been carried out by the applicants to establish the necessity of any off-site highways works. The results of this additional analysis are that none are proposed. The Highway Authority has agreed with the conclusions of the analysis.

8.73 Existing Travel Patterns and Trip Generation

8.74 The TA includes the results of a survey of existing LMB staff and visitor travel patterns. These have been applied to an anticipated uplift in employee numbers from 408 employees at present to 458 employees in 2011, which is the anticipated year of opening of the new LMB building. I have replicated the table from the TA below, which shows the projected multi-modal trips to the replacement LMB building.

Travel Mode	Staff Travel	
	Number of Trips	Percentage
Car Driver	151	33
Car Passenger	3	1
Bus	49	11
Rail+Bus/Taxi	3	1
Motorcycle	13	3
Park and Ride	13	3
Cycle	180	39
Walk	28	6
Other	18	4
Total	458	100%

8.75 In terms of traffic generation, the TA provides an analysis of trips at peak hours for staff, visitors and servicing vehicles. I have replicated the relevant table from the TA below:

		Arrivals	Departures	Two-way
8.76	AM Peak Hour (8am-9am)			
	Staff	49	0	49
	Visitors	1	0	0
	Servicing	7	7	14
	Total	57	7	63
	PM Peak Hour (5pm-6pm)			
	Staff	0	50	50
	Visitors	0	1	1
	Servicing	0	0	0
	Total	0	51	51

s that the total number of vehicular trips is insignificant when viewed in the context of the traffic flows across the wider Addenbrooke's Hospital campus.

8.77 Car Parking

8.78 The table below compares the number of car parking spaces that the application is proposing compared to the number of spaces as existing and the maximum number of spaces that could be proposed in line with the Local Plan adopted standards and PPG13 guidance.

Standard	Ratio	Parking Spaces
Existing LMB Parking Provision	-	141
Proposed LMB Parking Provision	1:72	350
Local Plan Standard	1:40	630
PPG13 Standard	1:30	840

8.79 The applicants propose a car parking ratio of 1:72m². This is consistent with the ratio being put forward by the promoters of the 2020 application and is entirely in accordance with adopted policy. The ratio of 1:72m is reflective of the current clinical staff parking-floorspace ratio across the existing Addenbrooke's campus.

8.80 Of the 350 spaces, 310 are proposed for staff car parking, 13 of which will be designated disabled spaces. 40 spaces are allocated for visitors, 5 of which will be designated disabled spaces. The level of disabled car parking provision meets the 5% requirement. The disabled spaces will have additional 1.2m strips for wheelchair access and disabled badge holder markings

8.81 The proposed level of provision of car parking is in accordance with the adopted standards. However, it is at odds with the level of demand predicted by the projected all-modal travel survey for the LMB for 2011 contained within the TA. This suggests that only 154 car parking spaces are required. The applicants have stated that the justification for the proposed level of parking provision is to ensure consistency with the wider 2020 site and long-term flexibility.

- 8.82 In my opinion, there is a critical balance to be struck in achieving the right level of car parking on this site and delivering a truly sustainable package of measures. In considering the adopted car parking standard for business uses, I am mindful of the fact that the standard treats B1a uses in a similar vein to B1b. The TA for the 2020 application suggests that the specialised nature of the B1b use category is likely to have fewer employees per sqm than a typical B1a use. The comparison provided in the TA is one employee per 36m² for B1b uses compared to one employee per 15-30m² for B1a uses. The occupation of the LMB building suggests an even higher ratio of one employee per 55m² but this is not to say that the research space within the new LMB building will not be more intensively used over time.
- 8.83 Whilst I fully appreciate the concerns raised by this Council's Cycling and Walking Officer, it is difficult to see how the LPA could reasonably resist - not only in terms of the Local Plan and National policy guidance but also in terms of existing parking levels at Addenbrooke's - the proposed level of car-parking provision. Given the adopted standards, the car parking levels being sought are justified and acceptable on the basis of existing policies and their proper application
- 8.84 Cycle Parking
- 8.85 The adopted cycle parking standard for B1b uses is on merit.
- 8.86 The travel survey undertaken for LMB staff reveals that 39% of existing LMB employees travel to work by bicycle. The applicants propose a total of 300 cycle parking spaces, 212 of which are within a sheltered and secure building.
- 8.87 Given a projected staff level of 458 persons in 2011, the proposed level of provision should more than adequately cater for existing travel habits and provides a level of cycling provision which allows for up to 66% of employees to park bicycles at work. The Council's Walking and Cycling Officer is content with the level and nature of provision.
- 8.88 Travel Plans
- 8.89 The application proposes that the LMB continues to participate in the Addenbrooke's Travel Plan, the latest version of which is included within the appendix to the TA. Any S106 agreement would have to ensure the replacement LMB participates in the existing Addenbrooke's Travel Plan and any revision thereof. I am entirely satisfied with this approach as the Addenbrooke's Travel Plan has been successful in shifting modal patterns of travel to Addenbrooke's away from vehicular borne trips, especially those made by staff.

8.90 Ecology

- 8.91 The relevant policies are 4/3, 4/6, 4/7 and 4/8 of the Local Plan. Policy 4/3 of the Local Plan states that development proposals should seek to enhance features of the landscape, which are of importance for amenity or nature conservation and that development resulting in adverse effects or loss of those features will not be permitted. The policies allow for mitigation measures to minimise adverse effects, reinstatement or equivalent replacement of the feature affected and proposals for long-term management. The policy approach reflects PPS9 guidance.
- 8.92 In order to mitigate the impact of the development on ecology, the ES makes several recommendations.
- 8.93 Firstly, the creation of a series of meadow grass landforms which will be sown with plant species that occur natural and locally on uncultivated land.
- 8.94 Secondly, the provision of landscaping within the site along the western and southern boundaries with a large area of planting within the north-eastern corner of the site.
- 8.95 Thirdly, the submission of a Construction Environmental Management Plan which would give due consideration to the avoidance of sensitive stages of species life cycles, such as the bird breeding season, protective fencing and phasing of works.
- 8.96 I have also conditioned the submission of a Nature Conservation Management Plan. This would include long-term management arrangements, the appointment of an ecological clerk of works, monitoring and specific provision of measures to promote bio-diversity, including the provision of bat and bird boxes on buildings and on trees around the site. This approach is supported by Natural England in their consultation response to the proposal.
- 8.97 In my opinion, subject to the imposition of conditions to secure appropriate consideration of construction impact and conservation management, I am satisfied that onsite ecological interests will be suitably safeguarded and the proposal is in accordance with Local Plan policies 4/3, 4/6, 4/7 and 4/8.

8.98 Soil and Contamination

- 8.99 The relevant policy of the Local Plan is 4/13. This seeks to only allow development that does not lead to significant adverse effects on health, the environment and amenity. The policy allows for the use of appropriate mitigation through remediation, secured through conditions on planning permissions.
- 8.100 The previous use of the site is farmland and there is therefore limited potential for former contaminative uses. Typically, contamination issues on farmland arise from deposition of waste material or dumping of agrochemicals. A comprehensive desk study has been provided, which

describes previous studies (intrusive and walkover) that have been undertaken. These have shown that it is not likely that any significant ground remediation will be required.

8.101 The Council's Principal Scientific Officer has recommended conditions to deal with contaminated land and gas protection. In my opinion, subject to the imposition of those conditions, I consider that the proposal is in accordance with Local Plan policy 4/13.

8.102 Air Quality

8.103 The relevant policies of the CLP are 4/13 and 4/14. Policy 4/14 seeks to protect air quality within AQMA's. The supporting text to 4/14 allows the LPA to assess proposals that are not within or adjacent to an AQMA if they could generate significant pollution which may have a detrimental effect on it.

8.104 The air quality section submitted in the ES relies on the cumulative assessment undertaken for the wider 2020 site, which includes Glebe Farm, Clay Farm, Trumpington Meadows and proposed development on the existing Addenbrooke's site. The area of assessment did not originally include the AQMA and therefore the impact on the AQMA was not assessed. The Council's Chief Scientific Officer was concerned that the traffic data used in the original assessment appeared unrealistic and had not been ratified by the Highway Authority.

8.105 In response to those concerns, two subsequent revised air quality assessments have been submitted. For the purposes of assessing this application, given that the larger 2020 site subsumes the LMB site, I have taken the latest air quality assessment to apply to the LMB application.

8.106 The Council's Chief Scientific Officer considers the latest air quality assessment to be a significant improvement upon previous work submitted and a more realistic indication of the likely air quality impacts. It is however based upon the traffic data, which appears to considerably under estimate HDV flows. The assessment concludes that there are 'Slight Adverse' impacts within and outside the AQMA. This is in direct conflict with planning Policy 4/14.

8.107 The applicants have put forward a series of measures to offset this impact and minimise air pollution. The impact of these measures has already been accounted for in the assessment undertaken and only address a small part of the problem. These include additional cycling and walking routes; appropriate cycle parking provision for staff; the delivery of the CGB and the AAR as part of the wider 2020 site; the implementation of Travel Plans and a commitment to achieving renewable energy % targets. All of these factors will help to minimise air pollution. In addition, proposed car-parking ratios are far from the maximum Local Plan adopted standard.

8.108 In my opinion, a realistic balance needs to be struck when considering this issue, as the benefits of allowing development on this site in relation to the

Development Plan as a whole must be weighed against the detrimental impact on air quality that is likely. In coming to a conclusion on this matter, the measures that have been put forward by the applicants go some way to alleviating my concerns.

8.109 Whilst I do not consider that it would be reasonable to refuse this application on grounds of conflict with 4/14 alone, it does raise the question of how to tackle cumulative air quality issues arising from development coming forward within the Southern Fringe as a whole. Members will be aware that Cambridgeshire County Council has made a recent application from the Government for TIF funding. The TIF bid aims to introduce congestion charging at peak morning rush hour within Cambridge, aiming to reduce overall traffic levels by 10%, compared to today's levels. Concurrently, significant investment in high quality public transport, cycling and walking routes would be undertaken.

8.110 One of the aims of TIF is to address specific air quality issues whilst also enabling growth. It is important to note, however, that so far TIF has not included any substantive assessment of possible air quality impacts. 'Congestion Charging' or 'Road Pricing' if implemented well, and with reference to robust air quality assessment, has the potential to improve air quality. It will form a vital part of any strategy to mitigate the air quality impacts of the substantial growth expected across the sub-region.

8.111 Clearly, the success of the TIF bid is outside the control of the applicants, the LPA and the County Council. However, in my opinion, it demonstrates that a comprehensive solution is required to deliver not only this site but major growth sites across Cambridge without undue impacts on air quality. In making a decision on this issue, Members should note that it is unlikely that any group of developments of this magnitude could be implemented without some negative impact on air quality. Only a combination of strategic action on transport issues and full use of sustainable development principles within developments can hope to maintain current levels of air quality and deliver growth. For these reasons and in these circumstances, I do not consider that it would be reasonable to refuse the application under the terms of policy 4/14.

8.112 **Noise and Vibration, Dust, Fumes and Odours**

8.113 The relevant policy of the Local Plan is 4/13. This seeks to only allow development that does not lead to significant adverse effects on health, the environment and amenity.

8.114 The ES highlights several environmental impacts associated with the development of the site. These include construction noise, dust and vibration, operational noise from road traffic and ventilation and pollution from fumes, odours and hazardous materials during the operational phase of development.

8.115 The ES includes a comprehensive discussion with regard to noise issues covering the existing noise climate, construction period, and operational

period in respect of plant and road traffic. It states that whilst the site is not directly adjacent to any residential properties, it has the potential to impact on the amenity of staff residences within Addenbrooke's Campus and the residential amenity of, in particular, Long Road properties.

- 8.116 The ES recommends that a Construction Environmental Management Plan be submitted to demonstrate that suitable measures will be put in place to ensure that the construction of the site will be within acceptable noise limits. The Construction Environmental Management Plan will also specifically condition the following items: construction times; delivery times for construction purposes; approval of access points and joint use of construction access routes as Clay Farm; noise mitigation for construction equipment and vehicles; monitoring of noisy machinery; foundation piling and vibration conditions; noise attenuation for plant; measures to limit dust from construction; and publicity and membership of the considerate contractors scheme. Additionally, conditions are recommended to ensure sufficient protection from operational fumes, odours and hazardous materials.
- 8.117 The Council's Environmental Health Officer agrees with the approach adopted within the ES. In my opinion, subject to the imposition of conditions to ensure the construction and operational impacts from noise and vibration, dust, fumes and odours are suitably mitigated, I am satisfied that the proposal will accord with Local Plan policy 4/13.
- 8.118 [Light Pollution](#)
- 8.119 The relevant policy of the Local Plan is 4/15. The policy seeks to ensure that lighting measures provide for public safety and crime prevention whilst also minimising light spillage to avoid impacts on residential amenity, wildlife, the landscape and setting of the City.
- 8.120 In my opinion, the most sensitive receptors to light pollution will be from the Green Corridor and residential properties to the west and from the Gog Magog Hills and public viewpoints from the south.
- 8.121 The most significant light pollution is most likely to emanate from the illumination of car parking areas and internally from rooms in the building that are lit up at night. The car parking will be partially screened from view by landscaping along the western boundary. Nevertheless, it will be necessary to ensure appropriate lighting of the vehicular circulation and parking areas. I also consider it necessary to exclude the possibility of any external façade lighting of the western elevation visible from the Green Corridor.
- 8.122 In my opinion, subject to the appropriate control over lighting impacts associated with the development of the site through the imposition of conditions, I am satisfied that the proposed development accords with Local Plan policy 4/15.

8.123 Economic Impact

8.124 The relevant policies of the Structure Plan are 2/3, 2/4 and 9/2c and the relevant policies of the Local Plan are 5/15, 7/2, 7/4 and 9/5.

8.125 The ES sets out the baseline socio-economic profiles of the region, Cambridge and the local area. It summarises that Cambridge has experienced and is expected to continue to experience strong economic growth and good levels of employment. Currently 20% of all employees within Cambridge are accounted for within the hi-tech sector.

8.126 The Addenbrooke's NHS Trust currently employs around 6,580 permanent members of staff. The University of Cambridge, the Medical Research Council and other commercial interests, bring the total number of employees on the Addenbrooke's Campus to approximately 9200 people (which includes part time positions).

8.127 The ES for the 2020 application predicts that the construction of the site is expected to take place over a 10-year period and is likely to generate 533 construction jobs. It is anticipated that 346 (65%) of those jobs are likely to come from the Cambridge sub-region. The ES for the new LMB anticipates that 155 construction jobs will be specifically created for this project.

8.128 The ES for the 2020 application anticipates that the completed development would generate a net employment figure of between 7,264 – 8,259 jobs. The ES for the new LMB anticipates that 458 jobs will be accommodated within the new building for the MRC. Considered alone, given that the new LMB is a replacement facility, initially the employment impact of the new LMB is considered negligible. However, any increase in employment levels due to natural growth will have a beneficial impact at local level.

8.129 In my opinion, the development of the LMB is consistent with the policy framework for securing continued strong economic growth and good levels of employment in Cambridge and the Sub-Region. In this regard, I am satisfied that the proposal is in accordance with Structure Plan policies 2/3, 2/4 and 9/2c, Local Plan policies 5/15, 7/2, 7/4 and 9/5, RPG6 policies 21 and 26 and the Regional Economic Strategy aims and objectives.

8.130 Sustainable Construction and Design

8.131 The relevant policy of the Structure Plan is P1/3 and the relevant policies of the Local Plan are 3/1, 3/12 and 9/3. The Council has recently adopted the Sustainable Design & Construction SPD in May of this year. The SPD sets out guidance for applicants of major development for producing sustainability statements and completing sustainability checklists. The guidance covers the consideration of sustainability issues across the fields of urban design, transport, movement and accessibility, drainage, recycling, bio-diversity and pollution.

8.132 The application includes a sustainability statement, a renewable energy feasibility study and an energy statement.

8.133 The sustainability statement is an excellent example of how to address sustainability issues for a major development and follows each of the subject areas highlighted by the SPD. Various commitments are made to endorse the sustainability credentials of the development. I have included below some of these headline commitments, which include:

1. The submission of a landscape strategy and the use of native plant species to encourage biodiversity.
2. The inclusion of roost boxes for bats.
3. A commitment to procuring only environmentally preferable goods, including A-rated white goods, energy efficient light bulbs and water efficient fixtures and fittings, for example spray taps and low flush WC's.
4. A commitment to negotiate 'Green Energy Tariffs' with the energy supplier.
5. A proposed renewables mix that will contribute at least a 10% reduction in carbon emissions (anticipated to be met through ground source heating and cooling).
6. The consideration of composting kitchen waste and its use for landscape maintenance.
7. To continue to recycle wastes in order to work towards achieving a target of 55-60% of goods recycled by 2020.
8. To continue to operate within the Addenbrooke's Travel Plan.
9. To follow best practice regarding SUDS. These measures will achieve current greenfield run-off rates. The car parking areas will include porous paving and porous parking bays. Excess water will run-off into swales running alongside the Boulevard.
10. To harvest rainwater for reuse in toilet flushing (this is in a series of tanks within the basement which will be able to hold 68,400 litres of rainwater or 5 days worth of toilet flushing).
11. To reduce water use by installing water metering and setting annual targets for water consumption.
12. To reuse excavated spoil to contour the site with the objective that all excavated material will be reused on site.
13. To use 100% structural timber from the Forest Stewardship Council.
14. The use of a thermal flue to maximise the use of solar energy in the winter and maximise solar shading in the summer through horizontal louvres and the use of heat recovery wheels in the heating ventilation and air conditioning system.
15. To aim to specify materials with a minimum 25% reclaimed or recycled content and to comply with Waste and Resources Action Programme's (WRAP's) online toolkit.
16. To use construction materials which can be recycled or can be sourced from sustainable sources (the aim is 50% of materials sourced within 35 mile radius).
17. The design of the building to allow adaptability over a 50-year period with minimum disruption.

8.134 In my opinion, the application has holistically addressed the issue of sustainability, and I am satisfied that the proposal will accord with

Structure Plan policy P1/3, Local Plan policies 3/1, 3/12 and 9/3 and SPD Sustainable Design & Construction (2007).

8.135 **Renewable Energy**

8.136 Policy 8/16 of the Local Plan states that major developments are required to provide at least 10% of predicted energy requirements on-site, from renewable energy sources. The policy triggers a process for developers of examining a series of renewable energy options that can be practically and efficiently used in the development. The more efficient the development, the less amount of energy is required to meet the 10% requirement. The SPD requires the submission of an Energy Statement that addresses these issues.

8.137 The application includes an energy statement and a renewable energy feasibility study, which assess the viability for renewable energy measures on site. The assessment examines a range of different renewable sources, and concludes that the use of ground source heat pumps is the most viable option.

8.138 The energy statement calculates that the building will emit 7,297,000 kg of CO₂ per year. To make the 10% target, 729,700 kg of CO₂ per year should therefore be saved. The proposed ground source heat pumps are predicted to save 1,238,000 kg of CO₂ per year, which equates to a saving of approximately 17% of total CO₂ emissions. The intended level of provision is therefore in excess of the Local Plan standard.

8.139 The Council's Sustainability Co-ordinator is satisfied with the methodology and basis for calculating the energy requirement of the proposed building. I have conditioned the policy requirement accordingly. The application is in accordance with Local Plan policy 8/16.

8.140 **Construction Impacts**

8.141 The relevant policy of the Structure Plan is P1/3 and the relevant policies of the Local Plan are 3/12 and 4/13. The policies seek to ensure the incorporation of facilities for waste recycling, the use of sustainable construction processes and materials and the minimisation of pollution arising out of waste management.

8.142 The ES sets out a detailed construction and development programme for the site. The construction is likely to take 156 weeks. The quantities of materials, plant and equipment and estimated delivery movements to the site are all provided. A range of potential impacts resulting from the construction of the building are discussed.

8.143 A range of conditions are proposed to mitigate the construction impact of the proposed development. These include the submission of a Construction and Environmental Management Plan, a Waste Management Plan (WMP) and a Nature Conservation Plan.

8.144 I note fully the concerns raised by Long Road Sixth Form College regarding the potential impact and disruption construction works would have on the College. I have discussed these impacts with the applicants and would expect the detailed CEMP to address fully the issues raised.

8.145 Subject to the satisfactory implementation of these plans in accordance with the commitments outlined within the Environmental Statement, I am satisfied that the proposal will accord with Local Plan policies 3/12 and 4/13.

8.146 **Drainage and Flood Risk**

8.147 The relevant policy of the Structure Plan is P1/3 and the relevant policy of the Local Plan is 4/16. The policy framework seeks to restrict development in areas where there is an unacceptable risk of flooding, where the risk of flooding elsewhere would increase, or where there would be a detrimental impact on flood defences, flood control or maintenance. The policies push for the more efficient use and management of water, such as with the use of more efficient water related appliances within buildings and with the incorporation of SUDS.

8.148 The site is located outside the Environment Agency's 1:1000 year floodplain which is defined as being at little or no flood-risk at all. The site is within the catchment area of the River Cam. Surface water presently flows to the river from the site via an open field ditch that runs underneath the railway and connects with Hobsons Brook. This will be realigned to the south of the CGB embankment. Hobson's Brook then flows northwards through the City to join the River Cam. Members will note that Hobson's Brook is an historically important man-made watercourse that carries water from the chalk springs of Nine Wells to the centre of Cambridge. Cambridge City Council and Hobson's Brook Conservancy Trust maintain the Brook.

8.149 The ES statement has assessed water quality within the Brook. It concludes that water is generally considered of good quality but that it does contain higher levels of phosphates, suspended solids and Total Petroleum Hydrocarbons (TPH's) than average. These concentrations relate mainly to the agricultural use of the land and the release of organic matter from the sediment in the Brook. Water quality generally decreases as the Brook makes its way downstream as it is exposed to more tributaries from urban areas.

8.150 **Construction Impacts**

8.151 The ES considers the potential impacts of construction taking place on the site. Potential impacts can range from site fuels and chemicals polluting watercourses, to construction materials entering surface water run-off and causing high levels of suspended solids. The applicants propose the submission of a Construction Environmental Management Plan (CEMP) to mitigate against the potential impacts from construction upon water quality. This promotes sensible measures for the management of a range of

construction activities to limit the impact on adjacent watercourses, such as the use of settling tanks, oil interceptors and separation and location of waste arising from construction.

8.152 Given the imposition of a condition to control construction impacts on water quality, I consider that the impacts on the water environment arising from construction of the site can be suitably mitigated.

8.153 Flood Risk Assessment (FRA) and Operational Drainage Strategy

8.154 The applicants proposed the use of Sustainable Urban Drainage Systems (SUDS). The FRA suggests a combined use of permeable pavements/car parking and grassed swales, which would limit flow from the development to the greenfield run-off rate. The exact nature and working of these elements will form part of a detailed surface water and drainage strategy.

8.155 The Environment Agency has assessed the Flood Risk Assessment and recommends two conditions: The first condition seeks to ensure the submission of a detailed surface water strategy which accords with the wider strategy for the 2020 site. The second condition seeks to ensure the submission of a scheme for maintenance of the proposed surface water system.

8.156 Given these measures to be approved and implemented, I am satisfied that surface water within the site can be managed in a sustainable and efficient manner.

8.157 Conclusion

8.158 I am satisfied that with the appropriate use of conditions, construction and associated pollution impacts, on-site operational impacts and on and off-site flood risk can be appropriately mitigated. On this basis, the proposal will accord with Structure Plan policy P1/3 and Local Plan policy 4/16.

8.159 Archaeology

8.160 The relevant policy of the Local Plan is 4/9. The policy seeks to ensure that potential archaeological remains on sites put forward for development are fully examined, appropriately preserved, recorded and archived.

8.161 The applicants have undertaken a desktop assessment of the site and have followed this up with fieldwork carried out by Cambridge Archaeology Unit. The results of the fieldwork have revealed an area of rich archaeological potential that remains largely undisturbed by post-war development.

8.162 The County Council Archaeological Officer has requested further information with regard to the evaluation of the fieldwork and the applicants have supplied this. However, the County Council Archaeological Officer has stated that the proposed mitigation strategy is still insufficient for the following reasons:

- a) The proposed excavation areas are insufficient.
- b) The revised report raises issues concerning communication, methodology, reporting and archiving that need addressing.

8.163 Members will note that on this basis the County Council has objected to the application. However, I do not consider this to be a fundamental issue. As such, I have recommended a condition to secure the submission of a revised report prior to the commencement of development.

8.164 Subject to this condition, in my opinion, the proposal is in accordance with Local Plan policy 4/9.

8.165 Other Issues

8.166 I have dealt with the concerns raised by Long Road Sixth Form College in the construction impact section of this report.

8.167 Sport England have commented on the application and, whilst not formally objecting, has stated that they would support either qualitative or quantitative improvements to the Frank Lee Centre if it is close to or at capacity.

8.168 There is no policy remit within the Local Plan to seek improvements to the Frank Lee Centre. Whilst the Frank Lee has a close association with Addenbrooke's Campus, it is a private business and in my opinion, if there is an additional need arising from the development for it to expand its services then it is for the Frank Lee to respond accordingly. In any case, given that this particular application involves the relocation of existing staff to a replacement LMB, I do not anticipate that the additional demand on sporting facilities at the Frank Lee to be significant.

8.169 I note the comments raised by Cambridgeshire Constabulary and have discussed these with the applicants. There are technical constraints as to why the energy centre has to be located close to the main building. Notwithstanding that, it proves a useful visual barrier for service delivery vehicles. Whilst some of the car parking spaces along the northern boundary will not be directly overlooked, all of the car parking access points are barrier controlled and the spaces themselves will be adequately lit and covered by CCTV.

8.170 I note the objection raised by English Heritage in its consultation response to the application. The implications of following through with the advice received by English Heritage would be to adopt an approach to this site that is far removed from the policy basis that is bringing it forward for development.

8.171 It is a fact that development of not only the LMB building, but also the wider 2020 site and the housing sites adjacent, will significantly alter the setting of this part of the City. This is not to say that the visual impact will necessarily be negative.

- 8.172 In my view the design of the LMB building is of a high quality and will prove a valuable precedent in assessing subsequent applications on the wider 2020 site. However, the LMB proposal is also a practical response to the needs of the MRC and the type of research and development space required for its employees.
- 8.173 I note the concerns in terms of height and intensity of development that English Heritage raise, which essentially relate to how one should treat a new urban edge to the City and how that in turn relates to its setting. However, the approach in terms of height is not unprecedented and the intensity of development is not without justification in terms of need. The proposed height of the building is also in accordance with that envisaged by the Urban Design team in drawing up the Southern Fringe ADF. In this respect also, it is worth pointing out the comments made by CABE whom, in response to the 2020 application, state that they have 'no concern about the height and bulk of the new facilities'.
- 8.174 In light of all of these comments, however, Officers have recognised the need for sufficient landscaping to mitigate the impact of this building and also the wider 2020 site. The need for additional landscaping has been a protracted point of negotiation with the applicants but all sides are now satisfied with the strategic landscaping revisions as put forward by the larger 2020 application.
- 8.175 The revised plans now include the addition of two significant landscaping belts, one to the west of the railway line and one to the south of the site. Both of the belts will help to soften the impact of buildings coming forward for permission and both will be planted as advanced landscaping strips.
- 8.176 In my opinion, the position of the off-site tree belt to the south of the site is such that, when viewed in the context of key vistas into the city, it will provide a natural and pleasing extension to Nine Wells Nature Reserve and considerably soften the view into the site and this part of the City.
- 8.177 Likewise, from the Green Corridor, the extent of landscaping proposed will go a long way to ensuring that the use of the space as an amenity asset is not dominated by buildings coming forward on the 2020 site.
- 8.178 I do not anticipate that the additional off-site landscaping now proposed will remove the objection raised by English Heritage. However, in my opinion, Members will need to take a balanced view on this issue in assessing the merits of the objection. I will report any additional comments received by English Heritage on the amendment sheet or verbally at the meeting.
- 8.179 Lastly, I note the concerns raised by Fulbourn Parish Council, which relate to traffic congestion issues. As set out within this report, the LMB application is made in the context of significant investment in public infrastructure such as the AAR and the CGB and I do not consider, given the statutory responses received from the Highway Authority and the

Highways Agency, that the application could be resisted on the grounds suggested by Fulbourn Parish Council.

8.180 S106 Obligations

8.181 Current City Council guidance on the use of planning obligations is contained in the Planning Obligation Strategy 2004 (POS) Supplementary Planning Guidance (SPG), which provides a framework for expenditure of financial contributions collected through planning obligations. However, the POS does not reflect policies that have emerged as a result of the new Local Plan, which contains numerous policies that are applicable, both generically and specifically to the Southern Fringe. The relevant policies of the Local Plan are 3/7, 3/8, 5/6, 5/13, 5/14, 5/15, 7/2, 7/4, 8/3, 9/2, 9/3, 9/5 and 10/1. The relevant Structure Plan policies are P6/1, P8/3, P9/8 and P9/9.

8.182 The City Council is currently in the process of preparing updated guidance on the use of planning obligations in the form of a Supplementary Planning Document (SPD). However, because of the scale and complexity of the developments within the Areas of Major Change and the need for provision of significant elements of new on-site infrastructure, planning obligations requirements within the Areas of Major Change need to be considered on a development and Area of Major Change-specific basis, and in the context of the Local Plan policies referred to above and any other relevant site-specific guidance, such as the Southern Fringe ADF.

8.183 The LMB site and the 2020 site within which it is contained and the planning obligations that are necessary to grant planning permission for the sites to be developed, are intrinsically related to the Southern Fringe as a whole. Several key requirements, such as the delivery of the AAR, can only be delivered through contributions from different sites. Officers have therefore sought to reach agreement with developers across the various sites within the Southern Fringe concerning the proportion that each should contribute towards strategic infrastructure.

8.184 The S106 for this application has to take into account two scenarios. The first scenario is that the wider 2020 site is not developed and the new LMB is a standalone development. The second scenario is that the 2020 site is developed and the new LMB forms part of a wider campus.

8.185 S106 Requirements without 2020

8.186 In this scenario the following requirements apply:

8.187 Southern Corridor Area Transport Plan (SCATP)

8.188 The site lies within the SCATP area where contributions towards catering for additional trips generated by proposed development are sought where 50 or more (all mode) trips on a daily basis are likely to be generated. The contribution per trip equates to £369.

8.189 The applicants have submitted a Transport Assessment that concludes that an additional 1,030 trips per day will be generated. The trip generation has been assessed and agreed by the Highway Authority. As such, a contribution of £380,070 is required towards the Area Transport Plan.

8.190 Subject to the completion of a S106 planning obligation to secure the requirements of the Planning Obligation Strategy (2004), I am satisfied that the proposal accords with Cambridgeshire and Peterborough Structure Plan (2003) policies P6/1, P8/3, P9/8 and P9/9 and Cambridge Local Plan (2006) policies 8/3 and 10/1.

8.191 Public Art

8.192 The proposed development requires a contribution to be made towards the provision of public art. Under the terms of the guidance, a contribution is normally sought for a value equal to 1% of the construction costs of the project. The applicants have indicated that they would be looking to provide public art on-site and have offered the provision of public art to a value of £120,000.

8.193 I am awaiting feedback from the applicants as to how this figure has been calculated. I will report any further information on this aspect on the amendment sheet or verbally at the meeting.

8.194 In any event, any such public art would have to be provided through agreement of a Public Art Strategy secured as part of the S106. I have been provided with detailed advice from colleagues concerning the fundamental elements of any such Strategy that should be included within the relevant schedule of the S106. The Strategy should include a process chart, address funding, management and delivery issues and themes for the artists to explore public art, putting the artist at the heart of the design team.

8.195 It is proposed that Public Art expertise is appointed to oversee the development of the Strategy at an early stage following approval. The conceptual and material details of public art relating to the development and its associated public spaces would then be submitted for planning approval to the Local Authority.

8.196 Subject to agreement on this matter, and the completion of a S106 planning obligation to secure the requirements of the Planning Obligation Strategy (2004), I am satisfied that the proposal accords with Cambridgeshire and Peterborough Structure Plan (2003) policies P6/1 and P9/8 and Cambridge Local Plan (2006) policies 3/7 and 10/1.

8.197 Travel Plan

8.198 The TA includes the contents of the existing Addenbrooke's Travel Plan that the LMB currently participate within. The applicants propose that employees of the LMB will continue to participate in. I am entirely satisfied with this approach as the Addenbrooke's Travel Plan has been successful

in shifting modal patterns of travel to Addenbrooke's away from vehicular born trips.

8.199 Subject to the completion of a S106 planning obligation to secure the continuing participation within the existing Addenbrooke's Travel Plan or any revision thereof, I am satisfied that the proposal accords with Local Plan policy 8/3.

8.200 Selective Management of the Economy

8.201 The relevant policies of the Local Plan are 5/15, 7/2, 7/4 and 9/5. Policy 7/2 (criteria B), states that research and development uses will only be permitted if they can show a special need to be located close to the Universities or other established research facilities or services in the Cambridge area. Similarly, policy 7/2 (criteria D) states that educational, sui-generis research and academic institute uses will only be permitted where they would accord with Local Plan policy 7/4 where it is in the national interest or there is supporting evidence for a Cambridge location.

8.202 Policy 7/4 provides more specific policy guidance on the types of development that it is envisaged should cluster on the Addenbrooke's site, which include clinical, biomedical and biotechnology research and development, higher education and sui generis research institutes.

8.203 The new LMB for the MRC accords with the policy framework. In the event that the MRC ever vacate the building or wish to lease any part of it to a different occupier, a clause is required to ensure that any subsequent occupier accords with the policy framework.

8.204 The applicants have agreed with this approach and subject to the completion of a S106 planning obligation to meet this requirement, I am satisfied the proposal accords with Cambridge Local Plan policies 5/15, 7/2, 7/4 and 9/5.

8.205 S106 Requirements with 2020

8.206 In the event that the development of the wider 2020 site is undertaken, the above planning obligations will not be required. Instead, the relevant obligations will be secured through the S106 agreement for the 2020 development. The obligations sought for the 2020 site are set out in appendix I.

8.207 Conclusion

8.208 The principle of the proposed development is acceptable. The design and appearance, landscaping and visual impact of the building have been thoroughly considered by Officers. The proposal, though visible, is not considered to be visually harmful to the historical setting of the City, views from the Green Corridor or views from the countryside from the south. Disabled access arrangements have been thoroughly considered in the design of the building. Transport issues have taken due account of the

development of the LMB with and without the larger 2020 site. The construction impacts of the site can be adequately controlled through the submission of a Construction Environmental Management Plan.

8.209 Air quality issues can only be adequately addressed on a strategic level. The sustainability credentials of the proposal, including drainage, have considerable merit, especially the proposed savings in the carbon footprint of the scheme through the use of ground source heat pumps. All other environmental impacts have been considered and have been accounted for in the assessment of the application, none of which are considered significantly detrimental to refuse the application. Subject to the completion of a S106 agreement to secure essential transport infrastructure, public art, the continued participation within the Addenbrooke's Travel plan and control over the occupation of the building, I am satisfied that the proposal is in accordance with the adopted policy framework and should be approved subject to conditions.

9.0 RECOMMENDATION

APPROVE subject to the satisfactory completion of the s106 agreement by 6 February 2008 and subject to the following conditions:

10.0 PROPOSED CONDITIONS

Start Date

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 51 of the Planning and Compulsory Purchase Act 2004.

Environmental Statement

2: The development shall be carried out substantially in accordance with the mitigation measures set out in the Environmental Statement unless provided for in any other conditions attached to this planning permission.

Reason: To ensure that the development takes place in accordance with the principles and parameters contained within the Environmental Statement (Cambridgeshire and Peterborough Structure Plan 2003 policies 1/3, 6/1 and 9/8 and Cambridge Local Plan 2006 policies 9/3, 9/5 and 10/1).

Detailed Plans

3: Prior to the commencement of the development hereby approved, large scale plans shall be submitted to and approved in writing by the local planning authority showing:

a: The detailed design of the plant towers and associated flue extraction pipes.

Reason: In order to ensure the design and appearance of the proposed plant towers and flues safeguard the setting and special character of Cambridge, the retained Green Belt, the Green Corridor and surrounding open countryside (Cambridgeshire and Peterborough Structure Plan 2003 policy P1/3 and Cambridge Local Plan 2006 policies 3/2, 3/4, 3/5, 3/6, 3/7, 3/11, 3/12, 4/2, 4/3, 9/3, and 9/5).

Permitted Development Restriction

4: Notwithstanding the provisions of Schedule 2, Part 2, Class A of the Town and Country Planning (General Permitted Development) Order 1995 (or any Order revoking and re-enacting that order with or without modification) the erection, construction, maintenance, improvement or alteration of a gate, fence, wall or other means of enclosure shall not be allowed without the granting of specific planning permission.

Reason: In order to safeguard the character and appearance of the development of the site (Cambridge Local Plan 2006 policies 3/4, 3/7 and 3/12).

Materials

5: No development shall take place until sample panels of the materials to be used in the construction of the external surfaces of the building have been submitted to and approved in writing by the local planning authority. The panels shall show the proposed combination of external materials to be used. The development shall be constructed in accordance with the approved samples.

Reason: To ensure that the appearance of the external surfaces is appropriate (Cambridgeshire and Peterborough Structure Plan 2003 policy P1/3 and Cambridge Local Plan 2006 policies 3/4, 3/7 and 3/12).

Levels

6: Before any development is commenced, details of the existing and proposed levels of all buildings or structures and the levels of the site and any changes proposed to the site shall be submitted to and approved in writing by the local planning authority. The development hereby approved shall then be constructed in accordance with the approved levels details unless otherwise agreed in writing by the local planning authority.

Reason: In order to safeguard the character and appearance of the area (Cambridge Local Plan 2006 policies 3/4, 3/7 and 3/12).

Ecology

7: Prior to the commencement of development a Nature Conservation Management Plan shall be submitted to and approved in writing by the local planning authority. The Plan shall set out an objective of enhancing the net biodiversity of the site as a result of development and shall include:

- a) Long-term maintenance, management and monitoring responsibilities for a period of 12 years.
- b) Unless otherwise agreed, the appointment of an Ecological Clerk of Works in association with the development of the site and the wider 2020 site.
- c) Contractor responsibilities, procedures and requirements
- d) Monitoring/Environmental Audits carried out four times annually during the construction phase, which shall include a further survey of fauna within Hobson's Brook.
- e) Consideration and avoidance of sensitive stages of species life cycles, such as the bird breeding season, protective fencing and phasing of works to ensure the provision of advanced habitat areas and minimise disturbance of existing features.
- f) Specific provision of measures to promote Biodiversity and Bio-Diversity Action Plan targets including: the provision of bat and bird boxes on buildings and on trees around the site; the provision of other nesting features for bird species such as bird ledges; reptile hibernacula including small log and rubble piles; the creation of new aquatic habitats where possible within permanent areas of open water of minimum depth 0.5m; the provision of wetland margins and habitat islands; the management of grassland.

The plan should set out the timing of provision in relation to the phasing of development on the site.

Reason: To ensure that the development of the site conserves and enhances ecology (Cambridgeshire and Peterborough Structure Plan 2003 policies 7/1 and 7/2, Cambridge Local Plan 2006 policies 4/3, 4/6, 4/7 and 4/8).

Site Surface Water Strategy

8: Prior to the commencement of development, a detailed surface water strategy shall be submitted to and approved in writing by the local planning authority. The strategy shall demonstrate how the management of water within the site for which approval is sought accords with the proposed strategic management of water within the wider 2020 site surface water strategy. The strategy shall be based upon a SUDS hierarchy, as espoused by DTI publication 'Sustainable Drainage Systems CIRIA C609' and this Council's adopted supplementary planning document 'Sustainable Design and Construction' (2007). The strategy shall maximise the use of measures to control water at source as far as practicable to limit the rate and quantity of run-off and improve the quality of any run-off before it leaves the site or joins any water body.

If source control infiltration SUDS methods are demonstrated to be impracticable or only partly feasible, the strategy shall promote other measures such as swales, surface water retention ponds, wetlands or other surface water retention measures to promote infiltration and mimic as far as possible existing natural greenfield run-off patterns (rates and volumes).

The strategy shall include details of all flow control systems and the design, location and capacity of all such SUDS features and shall include ownership, long-term adoption, management and maintenance scheme(s) and monitoring

arrangements/responsibilities, including detailed calculations to demonstrate the capacity of receiving on-site strategic water retention features without the risk of flooding to land or buildings. The development shall be carried out in accordance with the approved details and the building shall not be occupied or used until such time as the approved detailed surface water measures have been fully completed in accordance with the approved details.

Reason: In order to safeguard against the increased risk of flooding, to ensure adequate flood control, maintenance and efficient use and management of water within the site, to ensure the quality of the water entering receiving water courses is appropriate and monitored and to promote the use of sustainable urban drainage systems to limit the volume and rate of water leaving the site (Cambridgeshire and Peterborough Structure Plan 2003 policies P1/2, P1/3, P6/4 and P7/8 and Cambridge Local Plan 2006 policy 4/16).

Foul Water

9: No development shall commence until details of the foul water drainage for the site have been submitted to and approved in writing by the local planning authority. The drainage works shall be constructed in accordance with the approved details prior to the occupation of the building.

Reason: To prevent the increased risk of pollution to the water environment and to prevent an increased risk of flooding to existing property (Cambridgeshire and Peterborough Structure Plan 2003 policies P1/2 and P6/4, Cambridge Local Plan 2006 policies 4/16, 8/18).

Construction Environmental Management Plan

10: Prior to the commencement of development, a Construction Environmental Management Plan (CEMP) shall be submitted to and approved in writing by the local planning authority. The CEMP shall accord with and give effect to the principles for such a Statement proposed in the Environmental Statement submitted with the application and shall include the consideration of the following aspects of construction:

- a) Site wide construction and phasing programme.
- b) Contractors' access arrangements for vehicles, plant and personnel including the location of construction traffic routes to and from the site, details of their signing, monitoring and enforcement measures.
- c) Construction hours.
- d) Delivery times for construction purposes.
- e) Noise method, monitoring and recording statements in accordance with the provisions of BS 5228 (1997).
- f) Maximum noise mitigation levels for construction equipment, plant and vehicles.
- g) Vibration method, monitoring and recording statements in accordance with the provisions of BS 5228 (1997).
- h) Maximum vibration levels.
- i) Dust management and wheel washing measures.
- j) Site lighting.

- k) Drainage control measures including the use of settling tanks, oil interceptors and bunds.
- l) Screening and hoarding locations; building material, plant and equipment storage areas; contractor parking arrangements for construction and personnel vehicles; and the location of contractor offices.
- m) Access and protection arrangements around the site for pedestrians, cyclists and other road users.
- n) Procedures for interference with public highways, including permanent and temporary realignment, diversions and road closures.
- o) External safety and information signing and notices.
- p) Liaison, consultation and publicity arrangements including dedicated points of contact.
- q) Consideration of sensitive receptors including Long Road Sixth Form College, The Elective Care Institute and interface procedures with accident and emergency routes.
- r) Prior notice and agreement procedures for works outside agreed limits.
- s) Complaints procedures, including complaints response procedures.
- t) Membership of the Considerate Contractors Scheme.

Thereafter the development shall be undertaken in accordance with the agreed details unless the local planning authority agrees in writing to the variation of any detail in advance of it being undertaken.

Reason: To ensure the environmental impact of the construction of the development is adequately mitigated and in the interests of the amenity of nearby residents/occupiers (Cambridge Local Plan 2006 policy 4/13).

Detailed Waste Management Plan

11: Prior to the commencement of development, a Detailed Waste Management Plan (DWMP) shall be submitted to and approved in writing by the local planning authority. The Detailed Waste Management Plan shall include details of:

- a) the anticipated nature and volumes of waste.
- b) measures to ensure the maximisation of the reuse of waste.
- c) measures to ensure effective segregation of waste at source including waste sorting, storage, recovery and recycling facilities to ensure the maximisation of waste materials both for use within and outside the site.
- d) any other steps to ensure the minimisation of waste during construction
- e) the location of facilities pursuant to criteria b/c/d.
- f) proposed monitoring and timing of submission of monitoring reports.
- g) the proposed timing of submission of a Waste Management Closure Report to demonstrate the effective implementation, management and monitoring of construction waste during the construction lifetime of the development.

Unless otherwise agreed in writing, thereafter the implementation, management and monitoring of construction waste shall be undertaken in accordance with the agreed details. The building shall not be occupied until the Waste Management Closure Report has been submitted to and approved in writing by the Local Planning Authority.

Reason: To ensure the sustainable management of construction waste (Cambridgeshire and Peterborough Structure Plan 2003 policy P1/3).

Foundations

12: In the event that the foundations for the proposed development require piling, prior to any piling taking place a method statement shall be submitted to and approved in writing by the local planning authority detailing the type of piling to be used, potential noise and vibration levels at the nearest noise sensitive locations in accordance with British Standard 5228 – Part 4 and mitigation measures to be undertaken in order to safeguard the amenity of adjacent residents/occupiers. The piling mitigation shall be carried out in accordance with the approved details.

Reason: To protect the amenity of nearby residents/occupiers (Cambridge Local Plan 2006 policy 4/13).

Construction and Delivery Times

13: Unless otherwise agreed in writing by the local planning authority pursuant to criteria C of the Construction Environmental Management Plan, no construction work shall be carried out or plant operated other than between the following hours: 0730 to 1800 Monday to Friday, 0800 to 1300 on Saturdays and at no time on Sundays, Bank or Public Holidays.

Reason: To protect the amenity of nearby residents/occupiers (Cambridge Local Plan 2006 policy 4/13).

14: Unless otherwise agreed in writing by the local planning authority pursuant to criteria D of the Construction Environmental Management Plan, there shall be no collection or deliveries to the site for the purposes of construction outside the hours of 0730 to 1800 Monday to Friday, 0800 to 1300 on Saturdays and at no time on Sundays, Bank or Public Holidays.

Reason: To protect the amenity of nearby residents/occupiers (Cambridge Local Plan 2006 policy 4/13).

Lighting

15: Unless otherwise agreed in writing by the local planning authority, except for principal building access points, the external facades of the building shall not be directly lit by external up-lighters or down-lighters.

Reason: To safeguard the character and setting of the Green Corridor and to encourage the continued foraging of bats (Cambridgeshire and Peterborough Structure Plan 2003 policies 1/2, 1/3 and 7/2 and Cambridge Local Plan 2006 policies 3/2, 3/4, 3/11, 3/12, 4/2, 4/3, 9/3 and 9/5).

16: Prior to the erection or installation of any outdoor lighting, a detailed outdoor lighting scheme shall be submitted to and approved in writing by the local planning authority. The scheme shall specify the method of lighting (including

details of the type of lights, orientation/angle of the luminaries, the spacing and height of lighting columns/fixings), the extent/levels of illumination over the site and on adjacent land and measures to be taken to contain light within the curtilage of the site. The scheme shall be implemented in accordance with approved details and shall thereafter be maintained as such.

Reason: In the interests of visual amenity and to ensure that the development will not result in unacceptable light pollution (Cambridge Local Plan 2006 policies 3/11, 4/13 and 4/15).

Extraction Equipment

17: No development shall take place until details of equipment for the purpose of extraction and/or filtration of fumes, odours and/or hazardous material such as airborne bacterial and viral organisms, have been submitted to and approved in writing by the local planning authority. The approved extraction/filtration scheme shall be fully installed before the use hereby permitted is commenced.

Reason: To protect the amenity of nearby residents/occupiers (Cambridge Local Plan 2006 policy 4/13).

Insulation

18: The building shall not be occupied until a scheme for the insulation of the building(s) and/or plant in order to minimise the level of noise emanating from the said building(s) and/or plant has been submitted to and approved in writing by the local planning authority. The insulation scheme shall be fully implemented before the use hereby permitted is commenced.

Reason: To protect the amenity of nearby residents/occupiers (Cambridge Local Plan 2006 policy 4/13).

Contaminated Land

19: Notwithstanding the submitted contamination report as part of the Environmental Statement, prior to the commencement of development, a contaminated land assessment and associated remedial strategy, together with a timetable of works, shall be submitted to and agreed in writing by the local planning authority. The contaminated land assessment and associated remedial strategy shall adhere to the following points.

- a) The contaminated land assessment shall include a desk study to be submitted to the local planning authority for approval. The desk study shall detail the history of the site uses and propose a site investigation strategy based on the relevant information discovered by the desk study. The strategy shall be approved by the local planning authority prior to investigations commencing on site.
- b) The site investigation, including relevant soil, soil gas, surface and groundwater sampling, shall be carried out by a suitably qualified and accredited consultant/contractor in accordance with a quality assured sampling and analysis methodology.

- c) A site investigation report detailing all investigative works and sampling on site, together with the results of the analysis, risk assessment to any receptors and a proposed remediation strategy shall be submitted to the local planning authority. The local planning authority shall approve such remedial works as required prior to any remediation commencing on site. The works shall be of such a nature as to render harmless the identified contamination given the proposed end use of the site and surrounding environment including any controlled waters.
- d) Approved remediation works shall be carried out in full on site under a quality assurance scheme to demonstrate compliance with the proposed methodology and best practice guidance.
- e) If, during the works, contamination is encountered which has not previously been identified then the additional contamination shall be fully assessed and an appropriate remediation scheme agreed with the local planning authority.
- f) Upon completion of the works, this condition shall not be discharged until a closure report has been submitted to and approved by the local planning authority. The closure report shall include details of the proposed remediation works and quality assurance certificates to show that the works have been carried out fully in accordance with the approved methodology. Details of any post-remedial sampling and analysis to show the site has reached the required clean-up criteria shall be included in the closure report together with the necessary documentation detailing what waste materials have been removed from site.

Reason: In order to ensure that any contamination of the site is identified and remediation measures are appropriately undertaken to secure full mitigation (Cambridge Local Plan 2006 policy 4/13).

20: Should the contaminated land assessment and associated remedial strategy identify the presence of material with potential to generate an identifiable ground gas risk, prior to the commencement of development, a specification for gas protection to be incorporated into the building design to prevent build up of potentially asphyxiating gases 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.

Reason: In order to safeguard the health and safety of future occupants of buildings (Cambridge Local Plan 2006, policy 4/13).

Renewable Energy

21: The proposed on-site ground source heat pump system shall be fully installed and operational prior to the occupation of the building and shall thereafter be maintained in accordance with a maintenance programme, which shall be submitted to and approved in writing by the local planning authority prior to the commencement of development. The ground source heat pump system shall remain fully operational in accordance with the approved maintenance programme, unless otherwise agreed in writing by the local planning authority.

Reason: In the interests of reducing carbon dioxide emissions (Cambridge Local Plan 2006 policy 8/16 and Supplementary Planning Document 'Sustainable Design & Construction' 2007).

Tree Protection

22: No development shall take place until a land survey, tree survey and arboricultural implications assessment, in accordance with BS:5837:2005, have been submitted to and approved in writing by the local planning authority: The surveys shall include:

- a) The location of all trees, shrub masses and hedges.
- b) The location of streams, buildings and other structures, boundary features and services.
- c) Spot heights of ground level throughout the site.
- d) The location of trees on land adjacent to or which overhang the development site.
- e) A categorization of trees or groups of trees for their quality and value in accordance with table 1 of the British Standard.

Reason: In the interests of accurately establishing the quality and value of trees on or adjacent to the site and the implications for development (Cambridgeshire and Peterborough Structure Plan 2003 policy P3/1 and Cambridge Local Plan 2006 policies 4/3 and 4/4).

23: No development shall take place until an arboricultural method statement, tree constraints plan and tree protection plan, in accordance with BS:5837:2005, have been submitted to and approved in writing by the local planning authority. These shall include:

- a) Plans showing trees to be removed, identified by number.
- b) Plans showing trees to be retained, identified by number, with canopies accurately plotted.
- c) A tree constraints plan that identifies root protection areas of retained trees.
- d) The precise location and design details for the erection of protective tree barriers and any other physical protection measures.
- e) A method statement in relation to construction operations in accordance with paragraph 7.2 of the British Standard.

Reason: In the interests of visual amenity and safeguarding trees that are worthy of retention (Cambridgeshire and Peterborough Structure Plan 2003 policy P3/1 and Cambridge Local Plan 2006 policies 4/3 and 4/4).

24: No development shall take place until fencing for the protection of any retained tree has been fully erected in accordance with the approved plans and particulars. The fencing shall be retained intact for the full duration of the development until all equipment, materials and surplus materials have been removed from the site. Nothing shall be stored or placed in any fenced area in accordance with this condition and the ground levels within those areas shall not

be altered, nor shall any excavations be made without the written consent of the local planning authority.

Reason: In the interests of visual amenity and safeguarding trees that are worthy of retention (Cambridgeshire and Peterborough Structure Plan 2003 policy P3/1 and Cambridge Local Plan 2006 policies 4/3 and 4/4).

full details of the position and proposed depth of excavation trenches for all services (including cables, pipes, surface water drains, foul water drains and public utilities) and their means of installation, have been submitted to and approved in writing by the local planning authority. Development shall be carried out in accordance with the approved details.

Reason: In the interests of visual amenity and safeguarding trees that are worthy of retention (Cambridgeshire and Peterborough Structure Plan 2003 policy P3/1 and Cambridge Local Plan 2006 policies 4/3 and 4/4).

Landscaping

26: Prior to the commencement of development, a soft landscaping scheme shall be submitted to and approved in writing by the local planning authority. The landscaping scheme shall include full details of planting plans and written specifications, including cultivation proposals for maintenance and management associated with plant and grass establishment, details of the mix, size, distribution, density and levels of all trees/hedges/shrubs to be planted and the proposed time of planting. The scheme shall be carried out in accordance with the approved details unless otherwise agreed in writing by the local planning authority. The scheme shall reflect the finalised alignment of the Cambridgeshire Guided Bus.

Reason: In order to mitigate the visual impact of the proposed development on the setting and special character of Cambridge, the retained Green Belt, the Green Corridor and surrounding open countryside (Cambridgeshire and Peterborough Structure Plan 2003 policy P1/3 and Cambridge Local Plan 2006 policies 3/2, 3/4, 3/5, 3/6, 3/7, 3/11, 3/12, 4/2, 4/3, 9/3, and 9/5).

27: All planting, seeding or turfing comprised in the approved soft landscaping scheme shall be fully carried out in the first planting and seeding seasons following the commencement of development, or in accordance with a landscaping phasing plan that is submitted to and approved in writing by the local planning authority. Any trees or plants which within a period of 25 years from the completion of the development die, are removed or become seriously damaged or diseased, shall be replaced in the next planting season with others of similar size and species as those originally planted, unless the local planning authority gives written consent to any variation. The landscaping shall be fully completed in accordance with the approved scheme prior to the occupation of the building.

Reason: In order to mitigate the visual impact of the proposed development on the setting and special character of Cambridge, the retained Green Belt, the Green Corridor and surrounding open countryside (Cambridgeshire and

Peterborough Structure Plan 2003 policy P1/3 and Cambridge Local Plan 2006 policies 3/2, 3/4, 3/5, 3/6, 3/7, 3/11, 3/12, 4/2, 4/3, 9/3, and 9/5).

28: Prior to the occupation of the building, a landscape management plan for the approved soft landscaping scheme including long term design objectives, management responsibilities and management and maintenance schedules for all landscape areas for a minimum period of 25 years shall be submitted to and approved in writing by the local planning authority. The landscape management plan shall be carried out as approved.

Reason: To ensure satisfactory arrangements are in place to ensure the proper management and maintenance of landscaped areas (Cambridgeshire and Peterborough Structure Plan 2003 policy P1/3 and Cambridge Local Plan 2006 policies 3/2, 3/4, 3/5, 3/6, 3/7, 3/11, 3/12, 4/2, 4/3, 9/3, and 9/5).

29: No development shall take place until details of earthworks have been submitted to and approved in writing by the local planning authority. These details shall include the proposed grading and mounding of land areas including the levels and contours to be formed, showing the relationship of proposed grading and mounding to existing vegetation and surrounding landform including timing. Development shall be carried out in accordance with the approved details.

Reason: In the interests of visual amenity and to ensure that any earthworks are appropriate to the site context and surrounding landscape (Cambridgeshire and Peterborough Structure Plan 2003 policy P1/3 and Cambridge Local Plan 2006 policies 3/4, 3/11 and 3/12).

Hard Landscaping

30: No development shall take place until full details of hard landscape works have been submitted to and approved in writing by the local planning authority and these works shall be carried out as approved prior to the occupation of the building. These details shall include proposed finished levels or contours; means of enclosure; car parking layouts; other vehicle and pedestrian access and circulation areas; hard surfacing materials; minor artefacts and structures, (e.g. furniture, refuse or other storage units, signs). The submitted plan shall reflect the finalised alignment of the Cambridgeshire Guided Bus.

Reason: In the interests of visual amenity and to ensure that suitable hard landscape is provided as part of the development (Cambridgeshire and Peterborough Structure Plan 2003 policy P1/3 and Cambridge Local Plan 2006 policies 3/4, 3/11 and 3/12).

Transport

31: No development shall commence until a detailed engineering scheme/plan showing access roads and footway/footpath/cycleway links comprising dimensions, levels, forms of construction, details of all proposed materials and finishes, kerbing, surface water drainage, street lighting systems and traffic calming measures applicable to the site, together with a phasing plan that is

linked to the occupation of the building on the site, has been submitted to and approved in writing by the local planning authority.

Reason: In order to safeguard highway safety and to secure an appropriate means of access for users of the development (Cambridge Local Plan 2006 policies 3/7, 8/2 and 8/11).

Car Parking

32: Prior to the occupation of the development, should the Addenbrookes Access Road not be fully completed and capable of use by vehicular traffic and should the Boulevard within the associated Cambridgeshire Biomedical Campus and its link to the new Laboratory of Molecular Biology not be fully completed and capable of use by vehicular traffic to the site, then a car parking layout plan shall be submitted to and approved in writing by the Local Planning Authority. The plan shall highlight 156 staff spaces that shall not be available for use by staff within the staff car park and shall highlight no more than 154 spaces that are available for staff to park within the staff car park. The plan shall be accompanied by a schedule that shall detail how staff will be prohibited from parking within the 156 car parking spaces identified on the plan or elsewhere within the site. The 156 identified spaces shall remain vacant of all vehicles until such time as either the Addenbrookes Access Road is fully completed and capable of use by vehicular traffic and the Boulevard within the associated Cambridgeshire Biomedical Campus and its link to the new Laboratory of Molecular Biology is fully completed and capable of use by vehicular traffic to the site or, in the event that neither the Addenbrookes Access Road or Boulevard are completed to serve the building, the 156 spaces shall be made available for use no earlier than 5 years from the grant of planning permission.

Reason: To minimise the traffic impact of the proposed development (Cambridgeshire and Peterborough Structure Plan 2003 policies 1/3, 6/1 and 9/8 and Cambridge Local Plan 2006 policies 8/10, 9/3, 9/5 and 10/1).

Cycle Parking

33: The bicycle parking facilities shown on the approved plan shall be fully provided before use of the development commences and shall thereafter be retained and shall not be used for any other purpose unless otherwise agreed in writing by the local planning authority.

Reason: To ensure appropriate provision for the secure storage of bicycles (Cambridge Local Plan 2006 policy 8/6).

Archaeological

34: Notwithstanding the submitted archaeological mitigation strategy, no development shall take place within the site until a revised specification for archaeological excavation has been submitted to and approved in writing by the local planning authority.

Reason: To ensure that an appropriate archaeological investigation of the site has been implemented before development commences (Cambridgeshire and Peterborough Structure Plan 2003 policies 1/2 and 7/6 and Cambridge Local Plan 2006 policy 4/9).

Informatives

Environmental health

Due to the proximity of this site to existing residential premises and other noise sensitive premises, impact pile driving is not recommended.

New development can sometimes cause inconvenience, disturbance and disruption to local residents, businesses and passers by. As a result the City Council runs a Considerate Contractor Scheme aimed at promoting high standards of care during construction. The City Council encourages the developer of the site, through its building contractor, to join the scheme and agree to comply with the model Code of Good Practice, in the interests of good neighbourliness. Information about the scheme can be obtained from The Considerate Contractor project Officer in the Planning Department (Tel: 01223 457121).

In relation to environmental construction noise impact we recommend the developer uses the standard the City Council requires in relation to noise levels when letting contracts, known as clause 109 Noise Control.

The developer is advised to contact the Health & Safety Executive, 14 Cardiff Road, Luton, LU1 1PP: -Tel No: 01582 444200 concerning health and safety regulation requirements associated with the construction and operational phases.

To satisfy the condition relating to noise insulation, the noise level from all plant and equipment, vents etc (collectively) associated with this application should not raise the existing background level (L_{90}) by more than 3 dB(A) both during the day (0700 to 2300 hrs over any one hour period) and night time (2300 to 0700 hrs over any one 5 minute period), at the boundary of the premises subject to this application and having regard to noise sensitive premises. Tonal/impulsive noise frequencies should be eliminated or at least considered in any assessment and should carry an additional 5 dB(A) correction. This is to guard against any creeping background noise in the area and prevent unreasonable noise disturbance to other premises.

It is recommended that the agent/applicant submits a noise prediction survey/report in accordance with the principles of BS4142: 1997 "Method for rating industrial noise affecting mixed residential and industrial areas" or similar. Noise levels shall be predicted at the boundary having regard to neighbouring residential premises.

Such a survey / report should include: a large scale plan of the site in relation to neighbouring premises; noise sources and measurement / prediction points marked on plan; a list of noise sources; details of proposed noise sources / type of plant such as: number, location, sound power levels, noise frequency

spectrums, noise directionality of plant, noise levels from duct intake or discharge points; details of noise mitigation measures (attenuation details of any intended enclosures, silencers or barriers); description of full noise calculation procedures; noise levels at a representative sample of noise sensitive locations and hours of operation. Any report shall include raw measurement data so that conclusions may be thoroughly evaluated and calculations checked.

To satisfy the condition relating to fume filtration/extraction, it is recommended that an effective and appropriate odour/fume extract system be installed to ensure an odour nuisance is not caused to the occupiers of neighbouring premises. The system will need to deal with the two main phases of contaminants within cooking emissions: the particulate (grease, small food and smoke particles) and gaseous (odour vapour/volatile organic compounds).

It is recommended that flue terminals do not impede the final discharge termination point.

The flue / duct height should terminate at least one metre above the roof ridge level to which it is attached and a minimum operating efflux velocity of 10 to 15 metres a second should be achieved. However, the effectiveness of this system is dependent on buildings nearby. If buildings nearby are likely to have an effect on the dispersion and dilution of odour, the flue height should be at least one metre above the ridge of those buildings.

It is not likely that any significant ground remediation will be required at the site, although if any deposited materials are encountered the local planning authority should be informed and the materials should be dealt with in an appropriate manner.

The applicants are advised that the ES has identified that buildings should be subject to gas protection measures to ensure any risk from the build up of dangerous gases is adequately mitigated.

Waste Management

The applicants are advised to contact Cambridgeshire County Council Waste Management Team to discuss the content of the detailed Waste Management Plan prior to submission.

S106

This planning permission should be read in conjunction with the associated deed of planning obligation prepared under s.106 of the Town and Country Planning Act 1990 (as amended).

Trees

The applicants are advised to appoint a competent arboriculturalist to oversee the project. The arboriculturalist should monitor, record and confirm the implementation and maintenance of tree protection measures as set out in the conditions of the planning permission. All arboricultural works should be carried

out by a competent tree contractor, proficient in both root zone and aerial arboricultural work and shall follow strictly the agreed method statements and specifications. The applicants are advised to arrange a pre-construction site meeting between site agent, the developer's chosen arboriculturalist and the Council's delegated arboricultural officer.

Considerate Contractors

New development can sometimes cause inconvenience, disturbance and disruption to local residents, businesses and passers by. As a result the City Council runs a Considerate Contractor Scheme aimed at promoting high standards of care during construction. The City Council encourages the developer of the site, through its building contractor, to join the scheme and agree to comply with the model Code of Good Practice, in the interests of good neighbourliness. Information about the scheme can be obtained from The Considerate Contractor Project Officer in the Planning Department (Tel: 01223 457121).

Disabled Access

The applicant's attention is drawn to the comments made by this Council's Disability Panel, which are attached to this decision notice. The comments mainly relate to improvements that could be undertaken in relation to lift provision associated with access to the restaurant and detailed design and access arrangements for the proposed lecture theatre. In drawing up the detailed design of these elements the comments of the Panel should be born in mind.

Reasons for Approval

1. This development has been approved subject to conditions and following the prior completion of a section 106 planning obligation because subject to those requirements it is considered to generally conform to the Development Plan, particularly the following policies:

Cambridgeshire and Peterborough Structure Plan 2003: P1/3, P2/3, P2/4, P8/6, P8/10, P9/2b, P9/2c, P6/1, P8/3, P9/8, P9/9.

Cambridge Local Plan 2006: 3/1, 3/2, 3/3, 3/4, 3/5, 3/6, 3/7, 3/8, 3/11, 3/12, 3/13, 4/1, 4/2, 4/3, 4/4, 4/6, 4/9, 4/13, 4/14, 4/15, 4/16, 5/12, 5/14, 5/15, 6/8, 6/10, 7/1, 7/2, 7/4, 8/1, 8/2, 8/4, 8/5, 8/6, 8/7, 8/8, 8/9, 8/10, 8/11, 8/16, 8/18, 9/1, 9/2, 9/3, 9/5, 3/7, 3/8, 5/6, 5/14, 8/3, 10/1.

2. The decision has been made having had regard to all other material planning considerations, none of which was considered to have been of such significance as to justify doing other than grant planning permission.

These reasons for approval can be a summary of the reasons for grant of planning permission only. For further detail on the decision please see the officer report by visiting the Council Planning Department.

Alternative Recommendation in the event of the S106 not being sealed

Unless prior agreement has been obtained from the Head of Development Services, and the Chair and Spokesperson of this Committee to extend the period for completion of the Planning Obligation required in connection with this development, if the Obligation has not been completed by 6 February 2008, it is recommended that the application be refused for the following reasons:

The proposed development does not make appropriate provision for transport mitigation measures, travel planning, public art and the safeguarding of the selective management of the economy in accordance with the following policies, standards and proposals: Cambridge Local Plan policies 3/7, 5/15, 7/2, 7/4, 8/3, 9/3, 9/5 and 10/1; Cambridgeshire and Peterborough Structure Plan 2003 policies P6/1, P8/3, P9/8 and P9/9; and as detailed in the Planning Obligation Strategy 2004: Southern Corridor Area Transport Plan 2002 and the Provision of Public Art as Part of New Development Schemes 2002.

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APPENDIX A: ABBREVIATIONS

Abbreviations:

AAR:	Addenbrooke's Access Road
AAP:	Area Action Plan
ADF:	Southern Fringe Area Development Framework
AOD:	Above Ordnance Datum
AQMA:	Air Quality Management Area
BRE:	British Research Establishment
CABE:	Commission for Architecture and the Built Environment
CBC:	Cambridge Biomedical Campus (otherwise known as 2020)
CGB:	Cambridge Guided Bus
CHP:	Combined Heat and Power
CoWS:	County Wildlife Site
CiWS:	City Wildlife Site
ES:	Environmental Statement
EEDA:	East of England Development Agency
LDF:	Local Development Framework
LMB:	Laboratory of Molecular Biology
LNR:	Local Nature Reserve
MRC:	Medical Research Council
RES:	Regional Economic Strategy
RPG6:	Regional Planning Guidance 6
SUDS:	Sustainable Urban Drainage Systems
SSSI:	Site of Special Scientific Interest
TA:	Transport Assessment
TPO:	Tree Preservation Order
WMP:	Waste Management Plan
2020:	The wider allocated site for Addenbrooke's under policy 9/5 and vision for future development at Addenbrooke's

All references to the Local Plan and Structure Plan mean the Cambridge Local Plan 2006 and Cambridgeshire and Peterborough Structure Plan 2003 respectively.

APPENDIX B: GOVERNMENT AND REGIONAL GUIDANCE AND ADVICE

PPS1 Delivering Sustainable Development (2005): Paragraphs 7 and 8 state that national policies and regional and local development plans (regional spatial strategies and local development frameworks) provide the framework for planning for sustainable development and for development to be managed effectively. This plan-led system, and the certainty and predictability it aims to provide, is central to planning and plays the key role in integrating sustainable development objectives. Where the development plan contains relevant policies, applications for planning permission should be determined in line with the plan, unless material considerations indicate otherwise.

PPG2: Green Belts (1999): This provides advice with regard to the purpose of Green Belts, highlighting the presumption against inappropriate development and clarifying categories of appropriate development.

PPG4: Industrial, Commercial Development and Small Firms (1992): This guidance sets out a positive approach to the location of new business developments. It seeks to integrate the needs of economic growth with environmental impacts of development. Paragraph 24 states: 'Few firms, especially small ones, can afford to build their own premises, and developers who provide unit factories, offices and other premises suitable for small firms are contributing to the expansion of the economy and of employment. Planning applications for speculative development should be considered on their land-use planning merits; authorities should not normally seek to investigate whether the developer already has particular prospective purchasers or tenants; this will seldom be a material consideration'.

PPS9: Biodiversity and Geological Conservation (2005): Paragraph 1 states that planning decisions should aim to maintain, and enhance, restore or add to biodiversity and geological conservation interests. In taking decisions, local planning authorities should ensure that appropriate weight is attached to designated sites of international, national and local importance; protected species; and to biodiversity and geological interests within the wider environment.

PPG13 Transport (2001): This guidance seeks three main objectives: to promote more sustainable transport choices, to promote accessibility to jobs, shopping, leisure facilities and services, by public transport, walking and cycling, and to reduce the need to travel, especially by car. Paragraph 28 advises that new development should help to create places that connect with each other in a sustainable manner and provide the right conditions to encourage walking, cycling and the use of public transport.

PPG16: Archaeology and Planning (1990): Provides policy advice with regard to archaeological remains on land, and how they should be preserved or recorded both in an urban setting and in the countryside.

PPG17: Planning for Open Space, Sport and Recreation (2002): Provides guidance on the provision of open space, sport and recreation.

PPS22 Renewable Energy (2004): Provides policy advice to promote and encourage the development of renewable energy sources. Local planning authorities should recognise the full range of renewable energy sources, their differing characteristics, location requirements and the potential for exploiting them subject to appropriate environmental safeguards.

PPS25 Development and Flood Risk (2006): States that flood risk should be taken into account at all stages in the planning process to avoid inappropriate development in areas at risk of flooding, and that development should be directed away from areas at highest risk. It states that development in areas of flood risk should only be permitted when there are no reasonably available sites in areas of lower flood risk and the benefits of the development outweigh the risks from flooding.

Government Circulars

Circular 11/95 – The Use of Conditions in Planning Permissions: Advises that conditions should be necessary, relevant to planning, relevant to the development permitted, enforceable, precise and reasonable in all other respects.

Circular 05/2005 - Planning Obligations: Advises that planning obligations must be relevant to planning, necessary, directly related to the proposed development, fairly and reasonably related in scale and kind and reasonable in all other respect.

Regional Guidance

Regional Planning Guidance for East Anglia to 2016: Published by the Government Office for the East of England in 2000, the purpose of RPG6 is to set a regional context for emerging Structure and Local Plans up to 2016. The guidance recognises the international importance of the Cambridge Sub-Region in terms of research and technology based industries and cluster based development, which reinforces and strengthens the role of such industries. RPG6 recognises that a more sustainable balance of job growth and housing is to be delivered, as a preference, firstly within the built up area of Cambridge and, secondly, subject to Green Belt review, through urban extensions. Policies, 4, 7, 21, 22 and 23 are relevant

Draft Regional Spatial Strategy for the East of England: RSS14 will eventually replace RPG6. The Strategy was the subject of an Examination in Public in March 2006 and re-iterates the broad policy approach set out in RPG6

Regional Economic Strategy 2004: Published by the East of England Development Agency (EEDA), 'A Shared Vision, the New Regional

Economic Strategy for the East of England', sets out a long-term vision for the economic development of the region. The document identifies the Cambridge sub-region as 'a global leader in education, research and knowledge-based industry linked to the University of Cambridge, Addenbrooke's Hospital and other independent research centres'. The Strategy recognises the existing limited capacity of Addenbrooke's and envisages that its expansion will reinforce its pre-eminent role in science and technology based research.

APPENDIX C: STRUCTURE PLAN AND LOCAL PLAN POLICIES

Cambridgeshire and Peterborough Structure Plan 2003

- P1/3 Sustainable development in built development
- P2/3 Strategic Employment Locations
- P2/4 Development and Expansion of Employment Clusters
- P8/6 Improving Bus and Community Transport Services
- P8/10 Transport Investment Priorities
- P9/2b Review of Green Belt Boundaries
- P9/2c Location and Phasing of Development Land to be Released from the Green Belt

Planning Obligation Related Policies

- P6/1 Development-related Provision
- P8/3 Area Transport Plans
- P9/8 Infrastructure Provision
- P9/9 Cambridge Sub-Region Transport Strategy

Cambridge Local Plan 2006

- 3/1 Sustainable Development
- 3/2 Setting of the City
- 3/3 Safeguarding Environmental Character
- 3/4 Responding to Context
- 3/5 Mixed Use Development
- 3/6 Ensuring Co-ordinated Development
- 3/7 Creating Successful Places
- 3/8 Open Space and Recreation Provision Through New Development
- 3/11 The Design of External Spaces
- 3/12 The Design of New Buildings
- 3/13 Tall Buildings and the Skyline
- 4/1 Green Belt
- 4/2 Protection of Open Space
- 4/3 Safeguarding Features of Amenity or Nature Conservation Value
- 4/4 Trees
- 4/6 Protection of Sites of Local Nature Conservation Importance
- 4/9 Scheduled Ancient Monuments/Archaeological Areas
- 4/13 Pollution and Amenity
- 4/14 Air Quality Management Areas
- 4/15 Lighting
- 4/16 Development and flooding
- 5/12 New Community Facilities
- 6/8 Convenience Shopping
- 6/10 Food and Drink Outlets
- 7/1 Employment Provision
- 8/1 Spatial Location of Development
- 8/2 Transport impact
- 8/4 Walking and Cycling Accessibility
- 8/5 Pedestrian and Cycle Network

- 8/6 Cycle Parking
- 8/7 Public Transport Accessibility
- 8/8 Land for Public Transport
- 8/9 Commercial Vehicles and Servicing
- 8/10 Off-street car parking
- 8/11 New Roads
- 8/16 Renewable Energy in Major New Developments
- 8/18 Water, Sewerage and Drainage Infrastructure
- 9/1 Further Policy/Guidance for the Development of Areas of Major Change

Planning Obligation Related Policies

- 3/7 Creating successful places (*public art/public realm*)
- 3/8 Open space and recreation provision through new development
- 5/6 Meeting housing needs from employment development (*affordable housing*)
- 5/13 Community Facilities in Areas of Major Change
- 5/14 Provision of community facilities through new development
- 5/15 Addenbrooke's
- 7/2 Selective Management of the Economy
- 7/4 Promotion of Cluster Development
- 8/3 Mitigating measures (*transport*)
- 9/2 Phasing of Areas of Major Change
- 9/3 Development in the Urban Extensions
- 9/5 Southern Fringe
- 10/1 Infrastructure improvements (*transport, public open space, recreational and community facilities, waste recycling, public realm, public art, environmental aspects*)

APPENDIX D: SUPPLEMENTARY PLANNING DOCUMENTS AND MATERIAL CONSIDERATIONS

Supplementary Planning Documents

Cambridge City Council (May 2007) – Sustainable Design and Construction: Sets out essential and recommended design considerations of relevance to sustainable design and construction. Applicants for major developments are required to submit a sustainability checklist along with a corresponding sustainability statement that should set out information indicated in the checklist. Essential design considerations relate directly to specific policies in the Cambridge Local Plan 2006. Recommended considerations are ones that the council would like to see in major developments. Essential design considerations are urban design, transport, movement and accessibility, sustainable drainage (urban extensions), energy, recycling and waste facilities, biodiversity and pollution. Recommended design considerations are climate change adaptation, water, materials and construction waste and historic environment.

Material Considerations

Biodiversity Checklist for Land Use Planners in Cambridgeshire and Peterborough (March 2001) - This document provides guidance when considering biodiversity issues when dealing with planning proposals.

Cambridge City Nature Conservation Strategy – Enhancing Biodiversity (2006): and Cambridge City Wildlife Sites Register (2005): Give guidance on which habitats should be conserved and enhanced, how this should be carried out and how it relates to Biodiversity Action Plans.

Cambridgeshire Bio-Diversity Action Plan (2000): Provides a strategic framework for the conservation and enhancement of Cambridgeshire's habitats and species.

Cambridge City Council (2004) – Planning Obligation Strategy: Sets out the Council's requirements in respect of issues such as public open space, transport, public art, community facility provision, affordable housing, public realm improvements and educational needs for new developments.

Cambridge City Council (2006) - Open Space and Recreation Strategy: Gives guidance on the provision of open space and recreation facilities through development. The Strategy does not include any open space or recreation standards for employment uses.

Cambridge City Council (2002) - Provision of Public Art as Part of New Development Schemes: Encourages the provision of art as part of new development proposals, setting applicable thresholds.

Cambridge City Council (2002)–Southern Corridor Area Transport Plan: The purpose of the Plan is to identify new transport infrastructure and service provision that is needed to facilitate large-scale development and to identify a fair and robust means of calculating how individual development sites in the area should contribute towards a fulfilment of that transport infrastructure.

Cambridge Southern Fringe Area Development Framework 2006: The ADF was approved in January 2006 following extensive public consultation. It sets out key principles for the development of all of the sites within the Southern Fringe, giving guidance with regard to open space, affordable housing and community facilities. Heads of terms for S106 planning obligations, known at that time, are highlighted.

The ADF sets out 8 development principles for the 2020 site (within which the MRC LMB building sits), which cover: development height, active frontages, the control over through traffic, the provision of a central hub, the provision of appropriate space for the CGB, the safeguarding of land until after 2016, the maximisation of links into the Green Corridor and the effective integration of new and old development.

Cambridge City Council Economic Development Strategy 2004-2007: This sets out a series of objectives to deliver a vision that Cambridge is a sustainable city which, building on its strengths, enhances the local, regional and national economies, its own international status and people's quality of life. The objectives seek to deliver wealth and job creation, maintain and enhance quality of life, facilitate the greater involvement of local people in the local economy and to improve understanding between local and regional organisations.

The Strategic Case: 2020 Vision: This document, produced by Cambridge University Hospitals NHS Foundation Trust, sets out a strategic case for the expansion of Addenbrooke's onto the 2020 site. The document has no formal planning status but is a useful reference for understanding the need for expansion of the campus based upon:

- the delivery of major housing growth in the Cambridge Sub-region
- changes in the age profile of the population
- patient expectations
- the centralisation and rationalisation of services, including the relocation of Papworth Hospital.

Draft Affordable Housing Supplementary Planning Document 2007: This was reported to the City Council's Environment and Scrutiny Committee on 10 July 2007. The recommendations of the report were endorsed subject to amendments. Policy 5/6 of the Local Plan contains no numerical threshold at which a contribution will be sought and neither does it require a specific level of mitigation. As such, the draft SPD proposes a method for calculating affordable housing contributions from employment development. A development creating 100 new jobs is considered to be a reasonable lower threshold for the application of policy 5/6.

The public consultation period has expired in relation to the SPD but it is not as yet been adopted. Therefore its weight as a material planning consideration must be weighted and assessed accordingly.

Draft Planning Obligation Strategy Supplementary Planning Document 2007: The draft Strategy was made available for consultation for a six-week period from Monday the 16th April until Tuesday the 29th May 2007. During this time members of the public and other relevant stakeholders made representations on the draft Strategy. These are currently being reviewed and a revised Strategy is likely to be issued for another round of consultation in the near future. Members should be aware that the Strategy does not encompass the Growth Area sites, the S106 packages for which are being negotiated separately, as these sites will be delivering a substantial number of the standard S106 obligations physically on-site rather than be subject to a financial contribution package. Due to the stage that this SPD has reached and its scope, it is considered that it has very minimal weight as a material consideration.

Cambridgeshire Horizons: Green Infrastructure Strategy: Provides a strategy with regard to the provision of Green Infrastructure within the Sub-Region over a 20 year period. The Strategy identifies the Hobson's Brook corridor as a Strategic Area of Open Space. The Green Infrastructure Strategy is a material consideration but does not have the status of a supplementary planning document. It has not been the subject of full community involvement, and limited weight can be attached to it.

APPENDIX E: EXTERNAL CONSULTATIONS

Anglian Water

Due to the large-scale developments in the Southern Fringe, Anglian Water are reviewing their long term waste water strategy, considering all application sites within the S. Fringe as a whole. Major infrastructure work is likely to be needed to support the Southern Fringe and the extent to which this may be funded by the developer will be clarified once the long-term strategy is confirmed.

CABE (Commission for Architecture and the Built Environment)

Declined to comment due to limited resources

Cambridgeshire Constabulary

The boundaries between staff and visitor parking should be clearly defined to prevent unauthorised access. The parking area to the north of the energy centre should be brought further south and the energy centre moved to the north boundary to allow for better surveillance of the car parking area. Lighting should be by means of column mounted white downlighters and CCTV used across the site.

Planting will have to be carefully managed to ensure that it does not hinder the natural and formal surveillance of the site. The main entrance should have access control and security for reception staff.

Cambridgeshire County Council

The County Council highlights three main areas of concern:

1. The level of car parking proposed is higher than that currently achieved on the Addenbrooke's site and that being utilised by existing MRC staff and visitors.
2. The site layout does not reflect the final CGB alignment. The plans should be updated to accurately show the alignment.
3. The site should be subject to a programme of further archaeological investigation, analysis and publication to ensure appropriate mitigation is undertaken.

In relation to car parking levels, further clarification on current parking provision is required. Parking provision for the new LMB needs to be the same as that existing in order for the County to be satisfied that there will be no detrimental impact on existing highway capacity. No SCATP contribution will be required if the existing LMB is mothballed.

All proposed cycle spaces should be covered. A detailed landscaping scheme and proposals for biodiversity enhancement should be submitted for

further approval. The proposal for a ground-source heat/cooling system is acceptable. The system should be required as part of a S106 agreement. Rainwater harvesting should be considered as part of a SUDS strategy. Until all of these matters are adequately dealt with, the County objects to the application.

Cambridgeshire Fire and Rescue

It is unknown whether additional supplies for fire fighting are required in this location. Seek further information.

Cambridge Water

No objection: The company has been in contact with the promoters/consultants for the site and has indicated that water is available to serve it subject to a contribution from the developer towards the capital cost of mains reinforcement work.

Defence Estates MOD Safeguarding

No objection: The MOD has no safeguarding objections subject to a number of technical points. Requests that detailed aspects of the scheme are forwarded once available for comment.

EEDA

No Objection: The site lies within the Cambridge sub region and in particular the RES recognises the Cambridge economy as being of great importance to the region and the UK. As identified by the applicant's Planning Statement, the sub-region is a global leader in education, research and knowledge-based industry linked to the University of Cambridge, Addenbrooke's Hospital and other independent research centres.

The RES also identifies areas for development within the sub-region which includes reinforcing Cambridge's pre-eminent global leadership role in science and technology research and development by enabling and facilitating cluster expansion, particularly that associated with world renowned research institutes.

The site is identified for clinical development and research uses in the Cambridge Local Plan. Policies 7/4 and 9/5 add significant weight for the use of this land for these employment uses and the promotion of cluster development.

EEDA supports the prompt determination of this application in order that a funding stream can be taken advantage of which is only available for a limited time. This application represents an important element and anchor to deliver the wider 2020 Vision.

English Heritage

Objection: The site is in rural use and is prominently located on the southern approach to Cambridge, being visible from the Gog Magog Hills and from Hobson's Brook to the west. The height of the proposed building would be in excess of the maximum height of existing hedges and trees. The form and scale of the proposal would be uncompromisingly urban and would not be sensitive to the character of the historic countryside. The rural edge of Cambridge would have a large block directly adjoining the Countryside

The intensity of development would have adverse impacts on the character of the nearby conservation areas, the historic landscape and the setting and overall character of the City of Cambridge. The intensity and the size of the proposal needs to be reduced. The applicants need to consider a form, which would enhance the character of the surrounding historic areas and the setting of the Conduit.

Environment Agency

No Objection: Raises technical issues with regard to the FRA but provided the overall Water Strategy is consistent with the wider 2020 site the proposal is acceptable. Several conditions and informatives are recommended.

Fulbourn Parish Council

Addenbrooke's is the largest employer in the city and congestion is already experienced. The adding of more science based organisations exacerbates the problem. It would be more sensible to encourage such organisations to located to existing business and science parks rather than make existing parking and congestion in the area worse.

Highways Agency

The proposed car parking provision, 350 spaces (310 for staff and 40 for visitors) is more than double the existing provision of 132 spaces. The proposed level of provision is not consistent with the generation forecasts of 152 staff car arrivals per day or the objectives of the Travel Plan. Unless the proposed number of car parking spaces is revised downwards, the HA cannot accept that the proposed use will not generate extra vehicular trips. If the existing LMB is un-mothballed, contributions towards strategic transport infrastructure (such as the M11, J11 improvements), apportioned across the S Fringe as a whole, will be required.

Natural England

No Objection: The proposal is unlikely to have a significant direct effect on the interest features of statutorily designated sites and that mitigation is

sufficient to counter likely impacts to wildlife interests on and around the application area.

A Nature Conservation Management Plan (NCMP) should set out proposed retention, mitigation and biodiversity enhancement measures including the creation of meadow grassland, tree planting, improvements to hedgerows and the provision of bat and bird roosting sites. As the proposed development takes up a substantial footprint of the site, sections of the roof should be 'green' or 'brown' to provide habitat for biodiversity.

Additional proposed conditions seek to secure the appointment of an Ecological Clerk of Works and a Construction Environmental Management Plan to ensure wildlife is adequately protected.

Sport England

The proposal will increase pressure on the existing Frank Lee Centre, which provides indoor and outdoor sports facilities. Sport England would support a contribution towards either the qualitative or quantitative improvement of the facility if there is evidence that it is close to capacity.

APPENDIX F: INTERNAL CONSULTATIONS

Access Officer

No Comments

Disability Consultative Panel (meeting of 18 April and 13 June)

No objection: The Panel was impressed with the level of thought that had been put into making the building accessible. Several minor issues needed to be addressed including: the provision of a fully accessible toilet at restaurant level; secondary means of power for lifts; appropriate colour coordinated lifts; and the lecture theatre should have a choice of seating styles/heights with seats at the front provided with a deeper space and designed to incorporate folding flaps to provide writing space.

Environmental Services

Air Quality

A revised air quality assessment has been presented (in relation to the 2020 site) and is a significant improvement upon previous work submitted. It is however based upon traffic data, which appears to considerably underestimate HDV flows. This said there are still 'Slight Adverse' impacts within and outside the AQMA. This is in direct conflict with planning Policy 4/14 and it is therefore up to the planning officer and committee to take this impact into account when considering the application and any mitigation secured through a s106 agreement

Environmental Health Original Comments (not including Air Quality)

No objection: Various conditions and informatives are recommended to ensure the environmental impact of the construction and operation of the scheme is mitigated. The conditions include seek to control the following aspects of the development: construction phasing; demolition/construction; noise/vibration; piling mitigation; construction hours; construction collection/delivery timing; contractors' operations; dust mitigation; site lighting; noise insulation; fume/filtration mitigation; lighting of buildings; waste storage; noise mitigation; and contaminated land remediation.

Landscaping and Arboriculture

The western and northern boundaries of the site should include planted buffers of 15m and 10m in width respectively. Full details of hard and soft landscaping should be proposed and should include amenity space for users of the development. Several detailed issues regarding planting mixes and species are raised. Various conditions are proposed concerning landscaping schemes, their maintenance and management.

Policy and Projects

The proposed land use complies with policies 5/15, 7/2, 7/4, and 9/5 of the Local Plan, policies P2/1, P2/3, P2/4, P9/2,a/b/c, P9/6 and P9/7 of the Structure Plan, policy 21 of RPG6 and policies within the Draft Regional Spatial Strategy.

The use falls within the scope of Local Plan policy 7/2d (footnote 5), which provides for developments in the national interest. The LMB is at the forefront of national and international research and merits support. A S106 covering the occupier would not be required as the MRC is a long established body that is developing for its own use and occupation.

Affordable Housing needs arising from new development requires either the provision of on-site affordable housing provision or a contribution towards off-site affordable housing provision. This is applicable to existing organisations in respect of any net increase in employment.

Policy 5/14 is not mentioned in the application. The development of the 2020 site, of which the LMB forms a part thereof, will involve the addition of a large number of employees on site which could be expected to place pressures on local childcare/nursery facilities. There appears to be a strong case for nursery provision to be made on-site.

Transport

Whilst the level of car parking is well below adopted standards it is far in excess of demand as outlined in the TA and would appear to encourage new and current workers to travel to the site by car. The car parking standards define maximum levels. A reduction in the number of spaces would in accordance with the plan and would more accurately reflect current and likely future travel patterns, encouraging more sustainable travel.

The proposed car parking provision, 350 spaces (310 for staff and 40 for visitors) is more than double the existing provision of 132 spaces. The proposed level of provision is not consistent with the generation forecasts of 152 staff car arrivals per day. Currently 33% of staff travel to work by car. The proposed level of car parking should equate to this figure. There is no mention of staff having to pay to park their cars in the car park.

Similarly, the level of cycle parking provision should equate to the existing modal share of 39%. The proposed number of cycle parking spaces appears adequate.

Sustainability Officer

The proposed renewables strategy appears acceptable.

Urban Design

Building Orientation: Pre-application discussions have resulted in an amendment to the footprint of the building, which now achieves an acceptable relationship to the Boulevard.

Building Heights: The main part of the proposed building is 21m (approximately 5.5 commercial storeys), which equates to 3 laboratory floors. Given the parameters within the Southern Fringe ADF, the main building is therefore judged to be acceptable in terms of proposed height.

The plant towers and flues are in excess of those proposed in the ADF. However, the towers are well articulated and create distinctive elements to the proposal. The applicant is encouraged to explore the possibility of reducing the height of the flues to reduce the dominance of these structures.

Western Boundary Planting: The building is lower than the maximum parameter in the 2020 application. In addition, the building is orientated with its shortest elevation facing the Green Corridor. This elevation is further broken down with a recessed bay to create relief to the façade. The location of the LMB on the northern section of the site is less exposed than land to the south and is partly screened by the CGB embankment, however, given the 5m space provided, there may well be problems with establishing significant sized trees to off-set the scale and massing of the proposed development. If this is not possible the margins should be widened to allow additional planting.

The Urban Design Team would recommend approval of the scheme subject to the height of the flues being investigated further and the provision of larger tree planting pockets along the western boundary.

The above responses are a summary of the comments that have been received. Full details of the consultation responses can be inspected on the application file.

APPENDIX G: NEIGHBOUR REPRESENTATIONS

The owners/occupiers of the following address have made a representation:

Long Road Sixth Form College

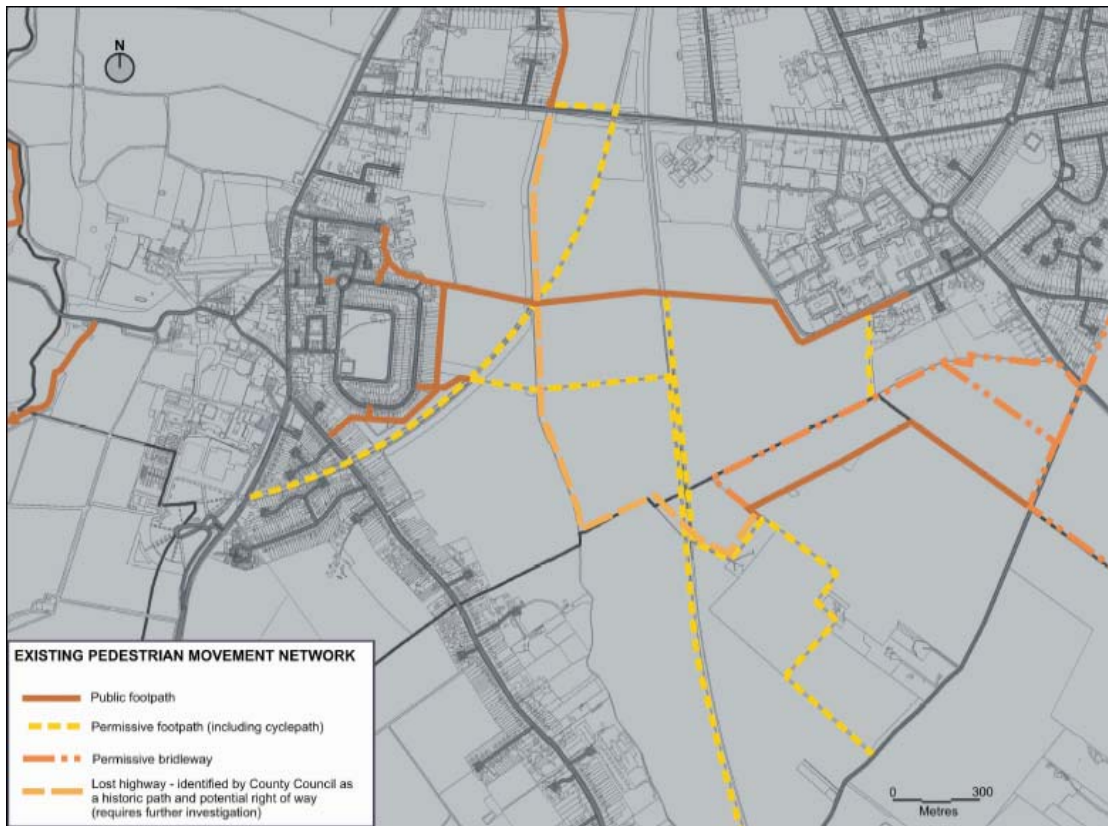
The representation can be summarised as follows:

The College has concerns over noise pollution, access for construction vehicles and alterations to existing services providing water, electricity and other services. The College is also building a property strategy that may be affected by future works to the proposed construction planned by the MRC. Close consultation with the College of all construction works is requested.

The above representation is a summary of the comments that have been received. Full details of the representations can be inspected on the application file.

APPENDIX H: PUBLIC RIGHTS OF WAY AND PERMISSIVE ROUTES WITHIN THE SOUTHERN FRINGE

ADF EXTRACTS



Proposed Cycle Network - indicative routes



Appendix I: S106 obligations for Addenbrooke's 2020

Requirement	Capital Cost Addenbrooke's		Percentage
AAR Phase 1	6,000,000	2,310,000	38.5
AAR Phase 2	18,800,000	7,238,000	38.5
Shelford Road Property and Network Rail Costs AAR	4,000,000	1,540,000	38.5
M11 Junction costs	627,750	241,684	38.5
CGB Contribution	7,700,000	2,964,500	38.5
CGB Revenue Support	1,500,000	577,500	38.5
Conventional Bus Services Contribution	1,800,000	693,000	38.5
SCATP	4,812,504	1,852,814	38.5
Walking, Cycling and Equestrian Links	1,030,150	396,608	38.5
Ecological Mitigation Nine Wells	67,118	27,384	40.8
Maintenance Nine Wells Local Nature Reserve	68,400	27,907	40.8
Public Art	3,630,000	1,000,000*	27.5
Performance Monitoring fee 10 yrs	300,000	115,500	38.5
Total		18,984,897	

Other S106 Heads of Terms

Off-Site Landscaping to the South and to the West

Travel Plan

Vehicle Plate Technology
Temporary Car Parks
Selective Management of the Economy
Off-Site Highways Works
CPZ and Parking Permit Contribution
Medical Research Council Laboratory of Molecular Biology Clause

*The public art figure is indicative

Under Section 100D of the Local Government Act 1972, the following are “background papers” for each report on a planning application:

1. The planning application and plans;
2. Any explanatory or accompanying letter or document from the applicant;
3. Comments of Council departments on the application;
4. Comments or representations by third parties on the application as referred to in the report plus any additional comments received before the meeting at which the application is considered; unless (in each case) the document discloses “exempt or confidential information”
5. Any Structure Plan, Local Plan or Council Policy Document referred to in individual reports.

These papers may be inspected by contacting John Summers (Ext.7103) in the Planning Department.



07/0651/FUL

Land Lying Generally To The South Of Long Road Sixth Form College, To The East Of The London-Cambridge Railway Line And To The West Of Robinson Way And Including The Length Of Robinson Way Between Long Road And The Proposed Development Site