



WEST CAMBRIDGE

OUTLINE PLANNING APPLICATION

PLANNING STATEMENT ADDENDUM

West Cambridge Outline Planning Application

Planning Statement Addendum

University of Cambridge

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Quality information

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1. Introduction

This Planning Statement Addendum has been prepared by AECOM on behalf of the University of Cambridge ('The Applicant') and accompanies an outline planning application ('OPA') for the development of the West Cambridge Site ('Application Site'), located approximately 2km to the west of Cambridge city centre.

The planning application ('Original Planning Application') was submitted on 16th June 2016 to Cambridge City Council (CCC) as the determining local planning authority ('LPA') under the Town and Country Planning Act 1990 (as amended) and the Town and Country Planning (Development Management Procedure) (England) Order 2015.

1.1 The Original Planning Application

The Original Planning Application was registered and validated by the LPA on 16th June 2016 (application ref. 16/1134/OUT).

The Original Planning Application sought:

Outline planning permission with all matters reserved for up to 383,300m² of development comprising:

- *up to 370,000m² of academic floorspace (Class D1 space), commercial / research institute floorspace (Class B1b and sui generis research uses), of which not more than 170,000m² will be commercial floorspace (Class B1b);*
- *up to 2,500m² nursery floorspace (Class D1);*
- *up to 1,000m² of retail/food and drink floorspace (Classes A1-A5);*
- *up to 4,100m² and not less than 3,000m² for assembly and leisure floorspace;*
- *up to 5,700m² of sui generis uses, including Energy Centre and Data Centre;*
- *associated infrastructure including roads (including adaptations to highways junctions on Madingley Road), pedestrian, cycle and vehicle routes, parking, drainage, open spaces, landscaping and earthworks; and demolition of existing buildings and breaking up of hardstanding.*

1.2 The 2017 Supplementary Planning Application

In October 2017 a Supplementary Planning Application was submitted which made a number of refinements to the scheme submitted through the Original Planning Application in response to issues raised by consultees on the Original Planning Application. In particular, the 2017 Supplementary Planning Application sought:

- changes to maximum building height parameters across the site;
- changes to building zone parameters to illustrate areas reserved for landscaping, public realm and tree buffers;
- clarification of trees and tree belts to be retained and the inclusion of tree buffers to protect retained trees; and
- clarification of access/servicing arrangements, particularly in relation to Clerk Maxwell Road.

The description of the development for the 2017 supplementary planning submission was revised to:

Outline planning permission with all matters reserved is sought for up to 383,300m² of development comprising:

- *up to 370,000m² of academic floorspace (Class D1 space), commercial / research institute floorspace (Class B1b and sui generis research uses), of which not more than 170,000m² will be commercial floorspace (Class B1b);*
- *up to 2,500m² nursery floorspace (Class D1);*

- up to 4,000m² of retail/food and drink floorspace (Classes A1-A5);
- up to 4,100m² and not less than 3,000m² for assembly and leisure floorspace;
- up to 5,700m² of sui generis uses, including Energy Centre and Data Centre;
- associated infrastructure including roads (including adaptations to highways junctions on Madingley Road), pedestrian, cycle and vehicle routes, parking, drainage, open spaces, landscaping and earthworks; and demolition of existing buildings and breaking up of hardstanding.

1.3 The 2020 Supplementary Planning Application

This Planning Statement Addendum accompanies a new Supplementary Planning Application which is being submitted to Cambridge City Council to seek approval for a number of further refinements to the Proposed Development as a result of additional consultation with Cambridge City Council, Cambridgeshire County Council and local stakeholders. A summary of the changes included within this Supplementary Planning Submission are set out below:

- Provision of a Building Heights plan showing the proposed building heights in relation to existing ground levels (plan for information only – drawing ref WC/OPA/APP/03/REV01);
- Submission of verified views located east of the Site included within the Revised Design and Access Statement;
- Changes to the Design Guidelines, particularly in relation to:
 - street interventions and the provision of cycle infrastructure within the site;
 - the scale of the Multi-Storey Car Park proposed along Clerk Maxwell Road;
 - access arrangements in the eastern part of the site between JJ Thomson Avenue and Clerk Maxwell Road;
 - Landscape guidelines in relation to promoting ecological value and diversity;
- Inclusion of a biodiversity net gain assessment (see Environmental Statement Addendum);
- Refinement of the Transport Assessment methodology and proposed mitigation package, set out in a Revised Transport Assessment;
- Clarification of air quality impacts and proposed mitigation.

The description of development remains as per the description submitted in 2017.

The amended development proposals are hereafter referred to in this Planning Statement Addendum as the 'Amended Proposed Development'. A full description of the Amended Proposed Development is set out in Section 2 of this Statement.

1.4 Purpose of the Planning Statement Addendum

This Planning Statement Addendum supplements the Planning Statement submitted with the Original Planning Application and the Planning Statement Addendum submitted in 2017. It sets out the changes to the Amended Proposed Development for which planning permission is sought, highlighting the changes to the Original Planning Application and 2017 Supplementary Planning Submission. It also explains how the Amended Proposed Development responds to relevant planning policies contained in the development plan. The policy appraisal set out in Section 3 of this Addendum supersedes that set out in Section 6 of the Planning Statement submitted with the Original Planning Application and that included within Section 3 of the previous Planning Statement Addendum (2017).

This Planning Statement Addendum also deals with site-specific technical issues to be dealt with through the planning process and draws from the conclusions of several revised and new environmental and technical documents which accompany the Supplementary Planning Submission.

The following sections of the Planning Statement submitted in support of the Original Planning Application are still relevant and are not amended by this Planning Statement Addendum:

- Section 2: The Site, Surroundings and Planning History
- Section 4: Background and Context for Development
- Appendix 1: Glossary
- Appendix 2: Application Validation Requirements
- Appendix 3: Approved Applications Pursuant to 1999 Outline Permission
- Appendix 6: Draft Section 106 Heads of Terms Agreement
- Appendix 7: Policy 18 Statement of Common Ground and Policy 40 Addendum

The following sections of the Planning Statement (June 2016) are superseded by this Planning Statement Addendum:

- Section 1: Introduction (superseded by Section 1 of this Addendum)
- Section 3: The Proposed Development (superseded by Section 2 of this Addendum)
- Section 6: Planning Appraisal (superseded by Section 3 of this Addendum)
- Section 8: The Planning Balance (superseded by Section 4 of this Addendum)
- Appendix 4: Cambridge City Council Policy Response (relevant sections are superseded by Appendix A of this Addendum¹)

The following sections of the Planning Statement Addendum submitted in support of the 2017 Supplementary Planning Submission are still relevant and are not amended by this Planning Statement Addendum:

- Section 4: Open Space Assessment
- Appendix A: West Cambridge Amenities Delivery Strategy

The following sections of the Planning Statement Addendum submitted in support of the 2017 Supplementary Planning Submission are superseded by this Planning Statement Addendum:

- Section 1: Introduction (superseded by Section 1 of this Addendum)
- Section 2: The Amended Proposed Development (superseded by Section 2 of this Addendum)
- Section 3: Compliance with the Development Plan (superseded by Section 3 of this Addendum)
- Section 5: The Planning Balance (superseded by Section 4 of this Addendum)

1.5 Environmental Statement

The Original Planning Application was accompanied by an Environmental Statement (ES) which reports the findings of the Environmental Impact Assessment (EIA). The ES was prepared in accordance with the Town and Country Planning (Environmental Impact Assessment) Regulations 2011 (as amended) in accordance with the agreed scope for the ES, as set out in the Scoping Opinion issued by CCC dated 6th May 2015.

An ES Addendum was submitted alongside the 2017 Supplementary Planning Submission to assess the changes to the Amended Proposed Development.

A further ES Addendum has been submitted alongside this Supplementary Planning submission to address the further changes to the Amended Proposed Development.

¹ Relevant sections are sections of the planning policy appraisal which have been revised to reflect the Amended Proposed Development.

1.6 Structure and Contents of the Supplementary Planning Submission

The following table sets out the documents submitted to accompany the Original Planning Application and the documents which have been revised or for which addenda have been prepared to support the Supplementary Planning Submission. The table confirms whether a document supersedes a document that accompanied the Original Planning Application or the 2017 Supplementary Planning Submission, or if it should be read in conjunction with the original document.

Table 1.1 Structure of Supplementary Planning Submission

Original Document (June 2016)	Supplementary Submission Document (2017)	Supplementary Submission Document (2020)	Nature of 2020 Update	Purpose of 2020 Supplementary Submission Document
Parameter Plans and Parameter Statement	Revised Parameter Plans and Parameter Statements	Revised Parameter Plans and Parameter Statements	Revised document (supersedes original and 2017 documents)	For Approval
Design Guidelines	Revised Design Guidelines	Revised Design Guidelines	Revised document (supersedes original and 2017 documents)	For Approval
Planning Statement	Planning Statement Addendum	Planning Statement Addendum	Addendum (complements original and 2017 documents)	Supporting Information
Design and Access Statement	Revised Design and Access Statement	Revised Design and Access Statement	Revised document (supersedes original and 2017 documents)	Supporting Information
Environmental Statement	Environmental Statement Addendum	Environmental Statement Addendum	Addendum (complements original and 2017 documents)	Supporting Information
	Volume 1 Non-Technical Summary	Volume 1 Non-Technical Summary		Supporting Information
	Volume 2 Chapter 1: Introduction	Volume 2 Chapter 1: Introduction		Supporting Information
	Volume 2 Chapter 2: The Site and Surrounding Environment	Volume 2 Chapter 2: The Site and Surrounding Environment		Supporting Information
	Volume 2 Chapter 3: The Proposed Development	Volume 2 Chapter 3: The Proposed Development		Supporting Information
	Volume 2 Chapter 4: Alternatives	Volume 2 Chapter 4: Alternatives		Supporting Information
	Volume 2 Chapter 5: Approach to the Assessments	Volume 2 Chapter 5: Approach to the Assessments		Supporting Information
	Volume 2 Chapter 6: Ecology	Volume 2 Chapter 6: Ecology		Supporting Information
	Volume 2 Chapter 7: Historic Environment	Volume 2 Chapter 7: Historic Environment		Supporting Information

Original Document (June 2016)	Supplementary Submission Document (2017)	Supplementary Submission Document (2020)	Nature of 2020 Update	Purpose of 2020 Supplementary Submission Document
	Volume 2 Chapter 8: Landscape and Visual	Volume 2 Chapter 8: Landscape and Visual		Supporting information
	Volume 2 Chapter 9: Socio-Economics	Volume 2 Chapter 9: Socio-Economics		Supporting information
	Volume 2 Chapter 10: Traffic and Transport	Volume 2 Chapter 10: Traffic and Transport		Supporting information
	Volume 2 Chapter 11: Air Quality	Volume 2 Chapter 11: Air Quality		Supporting information
	Volume 2 Chapter 12: Noise and Vibration	Volume 2 Chapter 12: Noise and Vibration		Supporting information
	Volume 2 Chapter 13: Water Environment	Volume 2 Chapter 13: Water Environment		Supporting information
	Volume 2 Chapter 14: Ground Conditions	Volume 2 Chapter 14: Ground Conditions		Supporting information
	Volume 2 Chapter 15: Cumulative Effects	Volume 2 Chapter 15: Cumulative Effects		Supporting information
	Volume 2 Chapter 16: Schedule of Mitigation	Volume 2 Chapter 16: Schedule of Mitigation		Supporting information
	Volume 3 Appendices	Volume 3 Appendices		Supporting information
Transport Assessment	Revised Transport Assessment	Revised Transport Assessment	Revised document (supersedes original and 2017 documents)	Supporting information
Travel Plan	Revised Travel Plan	Revised Framework Travel Plan	Revised document (supersedes original and 2017 documents)	Supporting information
Flood Risk Assessment and Drainage Strategy	Revised Flood Risk Assessment and Drainage Strategy	N/A	No update	Supporting information
Energy Statement	Energy Statement Addendum	N/A	No update	Supporting information
Sustainability Statement	N/A	N/A	No update	Supporting information
Sustainability Appraisal Matrix	Revised Sustainability Appraisal Matrix	N/A	No update	Supporting information
Statement of Community Involvement	N/A	N/A	No update	Supporting information
Arboricultural Impact Assessment	Revised Arboricultural Impact Assessment (included within ES Addendum Volume 3)	N/A	No update	Supporting information

Original Document (June 2016)	Supplementary Submission Document (2017)	Supplementary Submission Document (2020)	Nature of 2020 Update	Purpose of 2020 Supplementary Submission Document
Waste Management Plan	N/A	N/A	No update	Supporting information
Utilities Statement	N/A	N/A	No update	Supporting information
Construction Environmental Management Plan	N/A	N/A	No update	Supporting information
-	Heritage Assessment	N/A	No update	Supporting information
-	Woodland Management Plan (May 2017) (Appendix 8.4 of the ES Addendum)	N/A	No update	Supporting information
-	Public Art Strategy (September 2017)	N/A	No update	Supporting information
-	Servicing Technical Note (August 2017)	Servicing Technical Note	Revised document (supersedes 2017 document)	Supporting information
-	-	Transport Assessment Proforma	New document	Supporting information
-	-	Innovation Letter from Professor Andy Neely, Vice-Chancellor of University of Cambridge	New document	Supporting information

1.7 Drawings

A schedule of application drawings that formed part of the Original Planning Application, and the 2017 Supplementary Planning Submission is set out in Table 1.2. Where an amended drawing is included in the 2020 Supplementary Planning Submission this is noted in the 'New Revision' column. Those drawings that have not been amended have not been resubmitted as part of the Supplementary Planning Submission.

Table 1.2: Original and Revised Application Drawing Schedule

Ref.	Title	Previous Revision	Revision 2017	Revision 2020	Status
WC/OPA/APP/01	Planning Application Boundary	-	No update	No update	For Approval
WC/OPA/APP/02	Demolition Plan	-	No update	No update	For Approval
WC/OPA/PAR/01	Development Building Zones Parameter Plan	-	Rev 01	No update	For Approval
WC/OPA/PAR/02	Land Use Parameter Plan	-	Rev 01	No update	For Approval

WC/OPA/PAR/03	Access and Movement Parameter Plan	-	Rev 01	Rev 02	For Approval
WC/OPA/PAR/04	Landscape and Public Realm Parameter Plan	-	Rev 01	No update	For Approval
WC/OPA/PAR/05	Maximum Building Heights Parameter Plan	-	Rev 01	No update	For Approval
WC/OPA/APP/03/REV01	Maximum Building Heights (maximum height above existing ground level)	-	-	Rev 01	For Information

1.8 Report Structure

This Planning Statement Addendum is structured as follows:

- **Section 2** sets out the detailed description of the Amended Proposed Development.
- **Section 3** outlines how the Amended Proposed Development responds to policy, as well as other material considerations.
- **Section 4** sets out the summary and conclusions to this Planning Statement Addendum.

2. The Amended Proposed Development

2.1 Introduction

This Planning Application seeks:

Outline planning permission with all matters reserved for up to 383,300m² of development comprising:

- *up to 370,000m² of academic floorspace (Class D1 space), commercial / research institute floorspace (Class B1b and sui generis research uses), of which not more than 170,000m² will be commercial floorspace (Class B1b);*
- *up to 2,500m² nursery floorspace (Class D1);*
- *up to 4,000m² of retail/food and drink floorspace (Classes A1-A5);*
- *up to 4,100m² and not less than 3,000 m² for assembly and leisure floorspace;*
- *up to 5,700m² of sui generis uses, including Energy Centre and Data Centre;*
- *associated infrastructure including roads (including adaptations to highways junctions on Madingley Road), pedestrian, cycle and vehicle routes, parking, drainage, open spaces, landscaping and earthworks; and demolition of existing buildings and breaking up of hardstanding.*

This description of development is consistent with the description of development set out in the 2017 Supplementary Planning Submission.

This Section summarises the Amended Proposed Development. Full details of the Amended Proposed Development are set out in the Revised Design and Access Statement, Revised Design Guidelines, Revised Parameter Plans and Parameter Statements and other supporting technical documents that accompany this Supplementary Planning Submission.

2.2 Built Development

The built development remains as per the 2017 Supplementary Planning Submission. This is set out in the Revised Parameter Plans and Parameter Statements and summarised below.

Table 2.1 Schedule of Land Use and Amount of Development

Land Use	Academic Research (m ²)	Nursery (m ²)	Commercial research/ research institutes ² (m ²)	Shop, café, restaurant, pubic house (m ²)	Assembly & leisure (sports) (m ²)	Ancillary infrastructure (data centre, energy centre) (m ²)	Total proposed floorspace (m ²)
Use Class	D1	D1	B1b/ sui generis	A1-A5	D2	Sui generis	
Development Zone I	Up to 77,000	Up to 1,500	Up to 21,900	Up to 1,000	0	0	Up to 77,000
Development Zone II	Up to 38,600	Up to 1,500	Up to 38,600	Up to 500	Up to 4,100	0	Up to 44,500
Development Zone III	Up to 178,400	Up to 1,500	Up to 51,700	Up to 1,500	0	Up to 2,000	Up to 182,100
Development Zone IV	Up to 104,000	Up to 1,500	Up to 104,00	Up to 1,500	0	Up to 2,000	Up to 110,500
Total Proposed Floorspace	Up to 370,000	Up to 2,500	Up to 170,000	Up to 4,000	Up to 4,100	Up to 2,000	Up to 383,300

2.3 Landscape and Public Realm

The landscaping and public realm strategy remains as per the Outline Planning Application and 2017 Supplementary Planning Submission. This is set out in the Revised Parameter Plans and Parameter Statements.

2.4 Access and Movement

The access and movement strategy remains as per the Original Planning Application and 2017 Supplementary Planning Submission with the exception of the following changes:

- Removal of secondary pedestrian and cycle access/egress point O-P to maintain the robust woodland boundary within this part of the site and address highway concerns of people travelling east and crossing Madingley Road to enter the site at this location with no formal crossing;
- Removal of secondary vehicular access/egress points K-L and M-N to reflect the evolution of the servicing strategy for the Department of Engineering where all vehicles will enter and egress from access point I-J (see revised Servicing Technical Note);
- Identification of access point I-J as a secondary vehicular and pedestrian and cycle access/egress point; and
- Identification of access point K-L as a secondary pedestrian and cycle only access/egress point only.

The revised access and movement strategy is shown on drawing WC/OPA/PAR/03/REV02.

2.5 Building Heights

The building heights strategy remains as per the Outline Planning Application and 2017 Supplementary Planning Submission as it is considered that the strategy provides a scale and mass which is not unacceptably overbearing, with rooflines and rooftop plant controlled sensitively through the implementation of the Design Guidelines. This is set out in the Revised Parameter Plans and Parameter Statements and Revised Design Guidelines.

An additional plan (WC/OPA/APP/03/REV01) accompanies this Supplementary Planning Submission which shows the maximum building heights above the existing ground level. This plan is submitted for information only.

2.6 Design Guidelines

The Design Guidelines submitted with the application which will inform the detailed design of development coming forward at the site has been revised as set out below:

- Section 1 has been amended to reflect the reduced scale of the multi-storey car park in the north eastern corner of the site, adjacent to Clerk Maxwell Road, to keep the proposed number of car parking spaces consistent with the existing number of car parking spaces;
- Section 1 has been amended to reflect revisions to the access and servicing proposals, specifically to the east of the site between JJ Thomson Avenue and Clerk Maxwell Road;
- Sections 1 and 2 have been revised to reflect refinements to landscape guidelines to promote ecological value and diversity; and
- Section 3 has been amended to reflect amendments to interventions to existing streets to promote cycling within the site.

2.7 Demolition Works

The proposed demolition works remain as per the Original Planning Application and are illustrated on drawing WC/OPA/APP/02.

2.8 Earthworks and Remediation

The earthworks and remediation strategy remains as per the Original Planning Application.

2.9 Utilities Infrastructure

The proposed utilities infrastructure remains as per the Original Planning Application and 2017 Supplementary Planning Submission. However, the Energy Strategy now proposes a hierarchy of technologies if it is deemed that the proposed strategy (i.e. site-wide Combine Heat and Power (CHP) and rooftop photovoltaic panels) is no longer possible. The proposed hierarchy is as follows:

1. site wide; or
2. clusters or precincts linking several buildings; or
3. building by building.

If a site wide strategy is not possible it is considered that ground source heat pumps or air source heat pumps could be used as alternative energy sources or in combination with a CHP system. Further details of the strategy are set out within the Energy Strategy Addendum.

Further information regarding utilities can be found in the Utilities Statement (June 2016).

2.10 Surface Water Drainage

The surface water drainage strategy remains as per the Original Planning Application and 2017 Supplementary Planning Submission.

2.11 Foul Water Drainage

The proposed foul water drainage strategy remains as per the Original Planning Application.

Further information can be found in the Utilities Statement (June 2016).

3. Compliance with the Development Plan

The Town and Country Planning Act 1990 (referred to as ‘the Act’), the Planning and Compulsory Purchase Act 2004 and the Localism Act 2011 are the principal statutory considerations for town planning in England.

Collectively the three acts create a plan-led system which requires LPAs to determine planning applications in accordance with an adopted statutory development plan unless there are material considerations which indicate otherwise (section 38(6) of the 2004 Act as amended by the Localism Act).

In this instance, the statutory development plan comprises the Cambridge Local Plan adopted October 2018, which replaced the Cambridge Local Plan 2006.

This Section identifies the key planning considerations and assesses the Amended Proposed Development against the development plan policy and other material considerations. Given the large number of development plan policies which are relevant to the Amended Proposed Development, the following policy appraisal does not repeat the wording of all relevant development plan policies. Instead, the requirements of the relevant policies are summarised in Appendix A of this Planning Statement Addendum. This Section should therefore be read together with the planning policy table set out in Appendix A of this Addendum. However, each section of the policy appraisal below does identify those development plan policies which are considered to be relevant, along with an assessment of how the Amended Proposed Development responds to policy and a summary of compliance with the development plan.

This policy appraisal should also be read alongside the Revised Design and Access Statement, Revised Design Guidelines, Revised Parameter Plans and Parameter Statements, ES Addendum and other supporting technical documents accompanying this Supplementary Planning Submission. These documents provide further detail on how the Amended Proposed Development is being delivered and the principles that have influenced the design.

Where the Amended Proposed Development has not altered the policy appraisal reference is made to the appropriate section of the Planning Statement submitted with the Original Planning Application and Planning Statement Addendum submitted with the 2017 Supplementary Planning Submission to avoid repetition.

3.1 Principle of Development

3.1.1 Relevant Development Plan Policies

The following development plan policies are considered relevant to the principle of development:

- Policy 1 ‘The Presumption in Favour of Sustainable Development’
- Policy 14 ‘Areas of major change and opportunity areas – general principles’
- Policy 19 ‘West Cambridge Area of Major Change’
- Policy 40 ‘Development and expansion of business space’
- Policy 43 ‘University development’

3.1.2 Assessment of Amended Proposed Development

The policy appraisal of the principle of development remains as per Section 6.2 of the Planning Statement submitted with the Original Planning Application. It is therefore considered that the Amended Proposed Development complies with the policies listed in 3.1.1.

3.2 Employment and Socio-Economic Impacts

3.2.1 Relevant Development Plan Policies

The following development plan policies are considered relevant to employment and socio-economic impacts:

- Policy 2 ‘Spatial strategy for the locations of employment development’

- Policy 40 'Development and expansion of business space'
- Policy 41 'Protection of business space'

3.2.2 Assessment of Amended Proposed Development

The policy appraisal of employment and socio-economic impacts remains as per Section 6.3 of the Planning Statement submitted with the Original Planning Application. It is therefore considered that the Amended Proposed Development complies with the policies listed in 3.2.1.

3.3 Design and Place Making

3.3.1 Relevant Development Plan Policies

The following development plan policies are considered relevant to design and place making:

- Policy 55 'Responding to context'
- Policy 56 'Creating successful places'
- Policy 57 'Designing new buildings'

3.3.2 Assessment of Amended Proposed Development

The following design and place making amendments have been made as part of the Amended Proposed Development:

- Removal of secondary pedestrian and cycle access/egress point O-P;
- Removal of secondary vehicular access/egress points K-L and M-N;
- Identification of access point I-J as a secondary vehicular and pedestrian and cycle access/egress point;
- Identification of access point K-L as a secondary pedestrian and cycle only access/egress point;
- Reduced scale of the multi-storey car park in the north-east corner of the site adjacent to Clerk Maxwell Road to 450 car parking spaces;
- Refinements to landscape guidelines to promote ecological value and diversity;
- Revised guidelines relating to interventions to existing streets to promote cycling within the site; and
- Revised Illustrative Masterplan to reflect the changes above and the recent planning permissions granted on the West Cambridge site.

These amendments have been discussed with CCC officers and local stakeholders and residents to address comments raised following the 2017 Supplementary Planning Submission. The amendments have been incorporated into the revised Design and Access Statement, revised Design Guidelines and revised Parameter Plans and Parameter Statements supporting this Supplementary Planning Submission.

Considering the amendments listed above, the policy appraisal of Design and Place making remains as per section 6.4 of the Original Planning Statement and section 3.3 of the 2017 Supplementary Planning Submission. It is therefore considered that the Amended Proposed Development complies with the policies listed in 3.3.1

3.4 Provision of Amenities

3.4.1 Relevant Development Plan Policies

The following development plan policies are considered relevant to the provision of amenities:

- Policy 6 'Hierarchy of Centres and Retail Capacity'
- Policy 19 'West Cambridge Area of Major Change'

- Policy 73 'Community, sports and leisure facilities'

3.4.2 Assessment of Amended Proposed Development

The policy appraisal of amenities remains as per section 3.4 of the 2017 Planning Statement Addendum. It is therefore considered that the Amended Proposed Development complies with the policies listed in 3.4.1

3.5 Open Space

3.5.1 Relevant Development Plan Policies

The following development plan policies are considered relevant to open space:

- Policy 4 'The Cambridge Green Belt'
- Policy 14 'Areas of major change and opportunity areas – general principles'
- Policy 67 'Protection of Open Space'

3.5.2 Assessment of Amended Proposed Development

The policy appraisal of open space remains as per paragraphs 6.6.1-6.6.4 of the Original Planning Statement and section 3.5 of the 2017 Planning Statement Addendum. It is therefore considered that the Amended Proposed Development complies with the policies listed in 3.5.1.

3.6 Transport, Access and Parking

3.6.1 Relevant Development Plan Policies

The following development plan policies are considered relevant to transport, access and parking:

- Policy 5 'Strategic transport infrastructure'
- Policy 80 'Supporting sustainable access to development'
- Policy 81 'Mitigating the transport impact of development'
- Policy 82 'Parking management'

3.6.2 Assessment of Amended Proposed Development

3.6.2.1 Transport Impacts and Improvements

A Revised Transport Assessment (TA) has been submitted as part of this Supplementary Planning Submission which considers the Amended Proposed Development's impact on the public highway network in 2021 and 2031. Overall, following the implementation of the measures set out in the Revised Framework Travel Plan (FTP) and other mitigation measures set out in the Revised TA, the assessment concludes that the initial phase of development (Phase 1 – up to 2021) will reduce car trip generation when compared to the 1999 consented masterplan. Consequently, the percentage increase in link flows in relation to Phase 1 of the Amended Proposed Development would be less than the 2021 future baseline if the consented 1999 masterplan was built out.

The junction capacity assessment identifies that in 2021 with the Amended Proposed Development and the implementation of the mitigation measures set out within the Revised TA, the local junctions would operate within capacity (with the exception of the M11/M13 on slip signalised junction in the PM peak which would operate over capacity but better than under the 'Do Minimum' scenario).

When comparing the 2031 future baseline (2031 Do Minimum) with the Amended Proposed Development (2031 Do Something Mitigated) the impact of the Amended Proposed Development with mitigation would see junctions perform better, either within capacity or still over capacity but better than under the Do Minimum/Do something scenarios.

The mitigation included within the 2031 Do Something Mitigated will be included within a Transport Cap set out in the S106 agreement to finance the future mitigation measures.

The impact of the Amended Proposed Development will be monitored through the Monitor and Manage Approach where the mitigation for each phase after Phase 1 will be reviewed taking into account the amount of development proposed, construction programme, changes to future travel behaviours and emerging transport policy. This will ensure that the necessary mitigation is secured and implemented as part of each phase after Phase 1. This will be set out in the Transport Assessments supporting the future reserved matters applications beyond Phase 1.

The Revised TA demonstrates that the transport and highway impacts associated with the initial phase (Phase 1) are acceptable and the Monitor and Manage Approach will ensure that the full build out of the Amended Proposed Development can be mitigated to a satisfactory level.

It is therefore considered that the Amended Proposed Development complies with Local Plan Policy 5 and 81.

Consideration has also been given to whether the last bullet point of paragraph 109 of the National Planning Policy Framework applies to the Amended Proposed Development. As no significant adverse cumulative traffic or transport impacts are recorded within the Original ES or ES Addendums, it is considered that the Amended Proposed Development will not result in any 'severe' residual cumulative traffic and transport impacts. Therefore, the Amended Proposed Development is considered acceptable in relation to cumulative transport impacts.

It is noted that in June 2020 the Greater Cambridge Partnership (GCP) paused work on the Cambourne to Cambridge scheme. There is now uncertainty as to when, or indeed whether, the scheme will be delivered. We do not consider that this lack of certainty should delay or prevent approval of this outline planning application as set out below:

- The planning strategy for Cambridge and South Cambridge remains valid as it was established by the Local Plans adoption in 2018 and includes strategic proposals for employment development at West Cambridge and housing development at Cambourne West and at Bourne Airfield. These are all key elements of the balanced spatial development strategy for the area. All are required to provide a supply of land for housing and employment development, to deliver growth, and to drive the economy forward in the local and national interest.
- The transport strategy for the Cambridge area remains valid. The preparation of both Local Plans was informed by an Infrastructure Delivery Plan (2013, with amendments in 2015) that included strategic sustainable transport infrastructure on the A428/A1303 corridor between Cambourne and Cambridge, identified as critical infrastructure for housing development at Cambourne, Cambourne West and Bourne Airfield. Since then, the Interim Local Transport Plan for Cambridgeshire and Peterborough (June 2017) has been published, which includes an objective to manage and deliver the growth and development of sustainable communities, by reducing the need to travel by private car, making sustainable modes of transport a viable and attractive alternative to car use, and improving the reliability of journey times.

The Interim Local Transport Plan has been supplemented by Cambridgeshire and Peterborough Combined Authority (CPCA) and GCP shared Vision for Cambridge's Future Network 2030-50. The network vision connects existing rail and 'mass transit' with a proposed new Cambridge Autonomous Metro (CAM) into an integrated network for the sub-region. The provision of a strategic radial route between Cambourne and Cambridge is a critical component of CAM. There is consensus between the CPCA as the Local Transport Authority, the GCP as delivery body, and the local planning authorities, over the need for a strategic sustainable transport connection between Cambourne and Cambridge. The pause to the GCP's Cambourne to Cambridge project arises from CPCA desire to explore an alternative route proposal. As stated on the GCP's website, *"The GCP has undertaken to pause work on this scheme to allow officers and members from both bodies to collaborate on a review of the developing proposals. This will ensure both close compliance with the CPCA Local Transport Plan and any relevant sub-strategies, and provide an ongoing mechanism for collaborative input"*².

The pause relates to details on route alignment, not to different views on the need for a strategic solution. There should be confidence that consensus over route alignment and other project design elements will emerge in the foreseeable future.

² GCP Cambourne to Cambridge Update June 2020, retrieved on 20th July 2020 from: <https://www.greatercambridge.org.uk/transport/transport-projects/cambourne-to-cambridge>

- As set out in the TA and agreed with County Council TA officers and CCC planning officers, a strategic solution is not required until Key Phase 2 of the Amended Proposed Development on the basis that:
 - Key Phase 1 will deliver an equivalent amount of development to the residual planning capacity from the 1999 outline planning permission; and
 - A package of local transport measures is included in the Amended Proposed Development to mitigate the transport impact of the Key Phase 1 proposals.

Key phase 1 will have planning capacity for 143,000 m² academic and commercial research space, some which has been developed for the Civil Engineering Building (4,376m², 16/1811/FUL) and some of which is under construction for the Shared Facilities Hub (4,907m², 17/1896/FUL) and Ray Dolby Centre (37,160m², 17/1799/FUL). In addition, full planning permission has recently been approved for the refurbishment and extension of the Whittle Laboratory (3,102m², 19/1763/FUL). This leaves a residual planning capacity in Key Phase 1 of 93,455m², which may take 7-10 years to build out.

Certainty over the route alignment of the strategic transport scheme is not therefore critical at this time for the development of Phase 1 at West Cambridge.

- Certainty of the strategic transport project is required for delivery of development, not for the grant of outline planning permission on a monitor and manage basis. It is reasonable for CCC to grant outline planning permission before the strategic solution route alignment and detailed design is resolved. Safeguards can be applied through planning condition or S106 to ensure that Key Phase 2 proceeds only when transport capacity exists in the local network, including delivery of the strategic solution. The critical issue is the timing of development, not the grant of outline permission.

The monitor and manage approach set out in the TA provides sufficient safeguards for the planning and highway authorities to control development for West Cambridge Key Phase 2 onwards relative to prevailing transport conditions. The approach has the considerable advantage that the transport effects of the Amended Proposed Development are assessed at the appropriate time against the transport conditions prevailing at that time.

- Grant of outline planning permission would secure certainty on project funding through a S106 contribution. The funding contribution from the Applicant towards the strategic solution would be paid in Key Phase 2, nevertheless the transport and highway authorities and the delivery body would have certainty over that part of the funding package.
- Construction on West Cambridge will not prejudice the ability of the Cambourne to Cambridge scheme to be delivered through West Cambridge. The Applicant is able to accommodate a route option for the Cambourne to Cambridge scheme to pass along Charles Babbage Road and then through to the south. No future development at West Cambridge will prejudice the ability for this scheme to be delivered.
- Should the lack of certainty over the strategic solution and therefore the delivery of Key Phases 2 and 3 at West Cambridge lead to outline planning permission being refused, alternative planning options would comprise the University seeking permission for Key Phase 1 only, or to seek full planning permission for individual building projects on an ad hoc basis. Neither of these options is preferred for the following reasons:
 - The integrated and comprehensive approach to the provision and distribution of uses and supporting facilities and amenities would not be achieved;
 - Planning control over site-wide strategies (including energy, natural resources, sustainable drainage) would not be achieved; and
 - There would be no certainty over future S106 contributions towards strategic infrastructure.
 - Full compliance with Local Plan Policy 19 would not be possible as a development would not be coming forward under an approved site-wide masterplan.

In conclusion, we consider that the local authorities should proceed with confidence towards the grant of approval of outline planning permission for West Cambridge, in expectation that the strategic transport solution will be delivered in advance of the development of Key Phase 2, with safeguards in place to control development to ensure there are no unacceptable transport impacts.

3.6.2.2 Sustainable Transport

Sustainable modes of travel and reduced private car use will be encouraged throughout the Application Site. Specific measures that will be implemented to encourage sustainable travel are outlined in the Revised FTP which has been submitted as part of this Supplementary Planning Submission.

The FTP sets out how the proposed transport infrastructure within the Application Site will benefit users of the Application Site and the local community by encouraging the use of public transport and pedestrian and cycle routes and facilities. The objectives of the Revised FTP are fivefold:

- Reduce the overall reliance on the private car for all trip purposes with a long-term strategy of mode shift away from car use, especially single-occupancy car use;
- Build upon good urban design principles that increase permeability of the Amended Proposed Development for promoting walking, cycling and public transport use;
- Promote the use of car sharing where appropriate;
- Reduce costly road traffic congestion and further damage to the environment in the context of sustainable development which is consistent with Government policy; and
- Encourage a high level of community involvement in travel behaviour change initiatives.

The Amended Proposed Development will allow for servicing by public transport in line with the requirements of Local Plan Policy 80, including providing a high-quality transport service within a 400m walk of each building. This will be achieved through the delivery of the masterplan proposals, including delivery of a public transport strategy across the Application Site. This includes improvements to bus service frequency and the introduction of new bus routes. Existing bus stops will be retained, currently located on Madingley Road, JJ Thompson Avenue and Charles Babbage Road, with additional bus stops provided to ensure that all development within the Application Site is within reasonable walking distance of a bus stop (i.e. 400m).

The Amended Proposed Development also takes account of the forthcoming Greater Cambridgeshire Partnership proposals for Madingley Road and Cambourne to Cambridge and the Applicant is fully committed to working with the Greater Cambridgeshire Partnership to accommodate the proposals within the Application Site where necessary.

3.6.2.3 Car and Cycle Parking

The existing West Cambridge site provides a total of 1,519 car parking spaces. A total of 3,150 spaces were consented under the 1999 planning consent. In line with the sustainable transport strategy for the Application Site, the Amended Proposed Development will supplement the existing provision and provide a sustainable amount of parking for new research and commercial uses on the Application Site. As set out in the Revised TA, future car parking standards for the Application Site have been derived for Phase 1 and the full development. Phase 1 will deliver 2,565 car parking spaces which will increase to a maximum of 4,420 car parking spaces for the full development. These figures are respectively 41.9% and 47.3% below the maximum provision that could be provided in accordance with the car parking standards set out in the adopted Local Plan (4,420 spaces could be provided in Phase 1 and 8,397 spaces could be provided for the full development). The amount of car parking will be carefully managed and reviewed over time as public transport services improve, with a view to decreasing car parking provision as appropriate towards the later phases of the Amended Proposed Development. Monitoring reviews will be carried out as part of each reserved matters application to ensure car parking is reduced as the Application Site is developed.

The Amended Proposed Development will provide a sufficient level of cycle parking to encourage cycling to, from and within the Application Site, which will amount to approximately 7,000 cycle parking spaces to accommodate the estimated 3,600 students and 7,200 staff within Phase 1. Cycle parking will be provided to serve each development within the Application Site, in accordance with the principles set out in the Design Guidelines. Each reserved matters application will demonstrate compliance Local Plan Policy 82 and the minimum cycle standards set out within the policy.

The proposed car and cycle parking strategies are therefore in accordance with Local Plan Policy 82.

3.7 Environmental Impacts and Considerations

3.7.1 Landscape and Visual Impact

3.7.1.1 Relevant Development Plan Policies

The following development plan policies are considered relevant to landscape and visual impact:

- Policy 59 'Designing landscape and the public realm'
- Policy 8 'Setting of the City'

3.7.1.2 Assessment of Amended Proposed Development

The policy appraisal of landscape and visual impact remains as per section 3.7.1 of the 2017 Planning Statement Addendum. It is therefore considered that the Amended Proposed Development complies with the policies listed in 3.7.1.1.

3.7.2 Ecology and Nature Conservation

3.7.2.1 Relevant Development Plan Policies

The following development plan policies are considered relevant to ecology and nature conservation:

- Policy 69 'Protection of sites of biodiversity and geodiversity importance'
- Policy 70 'Protection of priority species and habitats'
- Policy 71 'Trees'

3.7.2.2 Assessment of Amended Proposed Development

The ecology surveys that were conducted for the Original ES and 2017 ES Addendum are now out of date and new surveys have been undertaken to confirm that the baseline in the Original ES remains valid.

The surveys undertaken to inform this updated baseline cover a wider survey area than the previous surveys as they also inform the Cambourne to Cambridge Better Public Transport Scheme and as a result new sites have been included that were not previously included. There have been a number of changes to habitat value as a result of the updated surveys, including:

- Waterbodies/watercourse – changed from site to local value.
- Species rich grassland – none recorded in 2016 ES, now onsite and considered to be of site value.
- Hedgerows – changes from local to county value for the Coton Path Hedgerow, and negligible for species-poor hedgerow within developed part of the site.
- Ephemeral/short perennial – non recorded in 2016 ES, now onsite and considered to be of site value.

With regard to species, the following changes have been made to their value:

- Reptiles – no suitable habitat was recorded in previous ES and 2017 ES Addendum, now the site is considered to have habitat of site value.
- Otter – no suitable habitat was recorded in previous ES and 2017 ES Addendum, now the site is considered to have habitat of negligible to site value.
- Invertebrate – no suitable habitat was recorded in previous ES and 2017 ES Addendum, now the site is considered to have habitat of local value.

There are three new impacts resulting from the updated baseline surveys that were not assessed in the original ES. These relate to ephemeral/short perennial habitat and species-rich grassland which were not present onsite at the time of the Original ES, and an invertebrate assemblage of site value has been identified, which was not identified in the original baseline surveys. However, the impact of the Amended Proposed Development on ephemeral/short perennial habitat, species-rich grassland and invertebrates is not considered to be significant.

No new mitigation is required to mitigate impacts on these newly identified receptors.

New records of great crested newt in close proximity of the Site in 2017 increases the chances of this species colonising the suitable habitat on Site. Whilst recent surveys (2019) have confirmed the likely absence of this species given the long construction phase covered by this masterplan an additional mitigation measure of update surveys has been added.

Waterbodies/watercourses have also been revalued and are now valued at local value compared with the site value of the Original ES. However, the change in value does not result in a change to the significance of effect for this habitat

With regard to reptiles, the effect is also considered to be not significant following site clearance works be carried out under a Precautionary Method of Working (PMW).

The Ecology chapter in the Original ES and 2017 ES Addendum were based on local policies that have since been superseded and updated. One of the new policy changes in the adopted Cambridge Local Plan (Policy 70) is the need for developers to demonstrate no net loss or a net gain for priority habitats and species as a result of development. An assessment of this is provided in Appendix 6.10 of the 2020 ES Addendum and demonstrates that there will be no net loss as a result of the Proposed Development and in some instances, there will be a net gain. Read alongside the policy appraisal included within paragraph 6.8.8-6.8.13 in the Original Planning Statement the Amended Proposed Development is considered to comply with the policies listed in 3.7.2.1.

3.7.3 Land Contamination and Air Quality

3.7.3.1 Relevant Development Plan Policies

The following development plan policies are considered relevant to land contamination and air quality:

- Policy 33 'Contaminated land'
- Policy 36 'Air quality, odour and dust'

3.7.3.2 Assessment of Amended Proposed Development

The policy appraisal of land contamination remains as per section 3.7.3 of the 2017 Planning Statement Addendum. It is therefore considered that the Amended Proposed Development complies with the policies listed in 3.7.3.1.

With regard to air quality, the effects recorded in the 2020 ES Addendum remain as set out in the Original ES. Whilst impacts are classified as not significant, a wide range of mitigation measures will be implemented as set out in the Air Quality Mitigation Statement included as Appendix 11.10 of the 2020 ES Addendum.

It is therefore considered that the Amended Proposed Development complies with the policies listed in 3.7.3.1.

3.7.4 Noise, Vibration and Light Pollution

3.7.4.1 Relevant Development Plan Policies

The following development plan policies are considered relevant to noise and vibration:

- Policy 34 'Light pollution control'
- Policy 35 'Protection of human health from noise and vibration'

3.7.4.2 Assessment of Amended Proposed Development

The policy appraisal of landscape and visual impact remains as per section 3.7.4 of the 2017 Planning Statement Addendum. It is therefore considered that the Amended Proposed Development complies with the policies listed in 3.7.4.1.

3.7.5 Water Environment

3.7.5.1 Relevant Development Plan Policies

The following development plan policies are considered relevant to the water environment:

- Policy 31 'Integrated water management and the water cycle'
- Policy 32 'Flood risk'

3.7.5.2 Assessment of Amended Proposed Development

The policy appraisal of the water environment remains as per section 3.7.5 of the 2017 Planning Statement Addendum. It is therefore considered that the Amended Proposed Development complies with the policies listed in 3.7.5.1.

3.7.6 Historic Environment

3.7.6.1 Relevant Development Plan Policies

The following development plan policies are considered relevant to the historic environment:

- Policy 8 'Setting of the City'
- Policy 61 'Conservation and enhancement of Cambridge's historic environment'
- Policy 62 'Local heritage assets'

3.7.6.2 Assessment of Amended Proposed Development

The policy appraisal of the historic environment remains as per section 3.7.6 of the 2017 Planning Statement Addendum. It is therefore considered that the Amended Proposed Development complies with the policies listed in 3.7.6.1.

3.7.7 Sustainability and Energy

3.7.7.1 Relevant Development Plan Policies

The following development plan policies are considered relevant to sustainability and energy:

- Policy 28 'Carbon reduction, community energy networks, sustainable design and construction and water use'
- Policy 42 'Connecting new development to digital infrastructure'

3.7.7.2 Assessment of Amended Proposed Development

The policy appraisal of sustainability and energy remains as per section 3.7.7 of the 2017 Planning Statement Addendum. It is therefore considered that the Amended Proposed Development complies with the policies listed in 3.7.7.1.

3.7.8 Cumulative Effects

The policy appraisal of cumulative effects remains as per Section 6.10 of the Planning Statement submitted with the Original Planning Application. It is therefore considered that the Amended Proposed Development is in

accordance with Local Plan Policies 14 and 19 regarding the delivery of strategic development sites and Local Plan Policies 2 and 40 with regard to providing suitable employment opportunities to meet identified needs.

4. The Planning Balance

This Planning Statement Addendum has been prepared in support of the outline planning application submitted to CCC for the Amended Proposed Development at West Cambridge.

The Amended Proposed Development seeks approval for up to 383,300m² of new development at West Cambridge (unchanged from the Original Planning Application). Within this total permission is sought for up to 370,000m² of academic floorspace (D1) and up to 170,000m² of commercial research floorspace (B1b), capable of supporting new jobs and economic growth, in accordance with Local Plan Policy 19, which promotes the development and academic and commercial research provision at West Cambridge.

The site is promoted through the Cambridge Local Plan as an Area of Major Change, with further guidance on the land use principles for the site outlined as part of Policy 19. Policy 19 supports a new masterplan for the site to promote greater intensity of development and an improved environment and facilities for existing and future occupiers.

The Amended Proposed Development is in accordance with national and local planning policy objectives and would meet the requirements set out in the Cambridge Local Plan of creating an area of major change that responds to the challenges of the University of Cambridge, the need for commercial expansion and being an exemplar modern sustainable development.

The Amended Proposed Development will play an essential role in bringing forward development that is in accordance with the requirements of Policy 19, while satisfying the need for future development and growth.

The Amended Proposed Development promotes a sustainable development through the provision of major academic and commercial development, including sports facilities, amenity and ancillary infrastructure, allowing for a balanced development. In addition, the Amended Proposed Development has been developed to provide an integrated mix of uses meeting the needs of residents, workers, students and other visitors to the site, reducing the potential for carbon emissions and promoting the use of sustainable construction methods.

The Amended Proposed Development will be well-integrated and connected to neighbouring developments, including the North West Cambridge Development to the north and the wider Cambridge region, through good public transport linkages and pedestrian and cycle routes. The design and layout of the development will provide a high quality, attractive residential and working environment, including green open spaces, other amenities and facilities which will be accessible to all site users, as well as the general public.

The Amended Proposed Development will inevitably have some significant environmental effects, notably in relation to landscape. However, a comprehensive package of mitigation is proposed to minimise adverse effects.

It is also noted that there will be some significant environmental effects with regard to transport. It has been agreed with County Council TA officers and CCC planning officers that a strategic solution is not required until Key Phase 2 of the Amended Proposed Development on the basis that:

- Key Phase 1 will deliver an equivalent amount of development to the residual planning capacity from the 1999 outline planning permission; and
- A package of local transport measures is included in the Amended Proposed Development to mitigate the transport impact of the Key Phase 1 proposals.

Certainty of the strategic transport solution is required for the implementation of the whole Amended Proposed Development, not for the grant of outline planning permission on a monitor and manage basis. It is reasonable for CCC to grant outline planning permission before the strategic solution route alignment and detailed design is resolved. Safeguards can be applied through planning condition or S106 to ensure that Key Phase 2 proceeds only when transport capacity exists in the local network, including the delivery of the strategic solution. The critical issue is the timing of development, not the grant of outline permission.

The monitor and manage approach set out in the TA provides sufficient safeguards for the planning and highway authorities to control development for West Cambridge Key Phase 2 onwards relative to prevailing transport conditions.

The principle of significant development on the site has been accepted through the planning permission granted in 1999 and policy 19 of the adopted Local Plan.

As identified in the Original Planning Statement, the Amended Proposed Development does not comply fully with each and every development plan policy. However, the principle of significant development on the site has been accepted through the planning permission granted in 1999 and policy 19 of the adopted Local Plan and the Amended Proposed Development does accord with the development plan when read as a whole. Furthermore, the overwhelming significant social and economic benefits of the Amended Proposed Development, to the local, regional and national economy outweigh the limited adverse environmental effects and minor non-policy compliances. It is therefore considered that the development plan as a whole and other material considerations point strongly in favour of the granting of planning permission.

Appendix A Cambridge City Council Development Plan Policies

Planning Policy

Principle of Development

Cambridge Local Plan 2018

Policy 1 'The Presumption in Favour of Sustainable Development', in line with the Local Plan's Spatial Strategy, is the presumption in favour of sustainable development, to secure development that improves the economic success and quality of life and place in Cambridge.

Policy 14 'Areas of major change and opportunity areas – general principles' states that development within the AOMC and opportunity areas should be of the highest quality design and incorporate the principles of sustainable design and construction. With the exception of very minor development, the development of each site within the AOMC and the opportunity areas shall only be permitted in the following circumstances:

- a. when the necessary infrastructure and associated arrangements to support that development have been secured; or
- b. where acceptable alternative infrastructure provision, including temporary provision where appropriate, has been secured;
- c. where an assessment shows that a particular development can take place in advance of such provision without causing unacceptable impacts;
- d. where the development is in accordance with a comprehensive implementation plan;
- e. where the development is based on clear objectives secured through the provision of a site-wide masterplan; and
- f. in instances where infrastructure is to be phased, an appropriate phasing strategy is in place.

Policy 19 'West Cambridge Area of Major Change' recognises the West Cambridge site as an AOMC. The principal land uses will be:

- a) D1 educational uses, associated with sui generis research establishments and academic research institutes; and
- b) a mix of commercial research uses within use class B1(b) that will support knowledge transfer and/ or open innovation in respect of D1 higher educational uses, associated research establishments, academic research institutes, and/ or other class B1(b) uses already authorised or granted permission.

Any densification of development on the site that results in a significant increase in floorspace, over that already approved, will be supported provided that:

- c) a revised masterplan has been proposed that takes an integrated and comprehensive approach to the provision and distribution of the uses, and supporting facilities and amenities;
- d) phasing of the development will be determined through the masterplan and as the need is proven;
- e) the approach to appropriate development heights will be determined through the outline planning permission giving consideration to the sensitivity of the landscape within the Green Belt to the south and west;
- f) proposals respect the important adjacent Green Belt setting to the south and west, and other neighbouring residential uses and views of the city from the west;
- g) it includes a comprehensive transport strategy for the site, incorporating a sustainable transport plan to minimise reliance on private cars. This should include assessing the level, form and type of car parking on the site;
- h) that walking, cycling and public transport links (including access for all) to the city centre, railway station(s), other principal educational and employment sites, and other key locations within the city are enhanced to support sustainable development; and

i) that proposals provide appropriate green infrastructure which is well integrated with the existing and new development and with the surrounding area.

The development will also include further phases of the existing sports centre.

Small-scale community facilities, amenities, and A1 (local shop), A3 (café), A4 (public house), D1 (crèche) type uses and student accommodation will be acceptable, if they support existing occupants on the site and add to the social spaces and vibrancy of the area, essential to its continued success.

The council will be supportive of a site-wide approach to renewable or low carbon energy generation or the future proofing of buildings to allow for connections to energy networks.

The precise quantum of new floorspace will be subject to testing and demonstration through the development of a revised outline planning application for the site.

Policy 40 'Development and expansion of business space' states new offices, research and development and research facilities will be encouraged to come forward at West Cambridge, provided they satisfy relevant policies in Section Three of the Plan. Table 5.2 identifies West Cambridge for research and development with a net floorspace of 19,896m² and net land of 3.03 hectares. The Table notes that increased land and floorspace is to be determined through development management.

Policy 43 'University development' seeks to ensure University development outside the City Centre will provide opportunities for enhanced faculty and research facilities. The policy supports development at the West Cambridge site in line with Policy 19.

Employment and Socio-Economic Impacts

Cambridge Local Plan 2018

Policy 2 'Spatial strategy for the location of employment development' seeks to ensure that sufficient land is available to allow the forecast of 22,100 new jobs in Cambridge by 2031 (including approximately 8,800 in B use class – office and industry), and to support development that supports Cambridge's economy. Development that offers a wide range of employment opportunities, with particular emphasis on growth of the Cambridge Cluster of knowledge-based industries and institutions and other existing clusters in the city, building on existing strengths in 'knowledge based' activities will be supported.

A schedule of the sites allocated for development to meet the headline employment targets is set out in Appendix B of the Local Plan. West Cambridge (site M13) is listed within Appendix B.

Policy 40 'Development and expansion of business space' states that research and development facilities are encouraged to come forward at the West Cambridge site and will be supported provided they satisfy relevant policies.

Policy 41 'Protection of business space' states that development that would result in the loss of floorspace or land within Use Class B or sui generis research institutes will not be permitted unless:

- a. the loss of floorspace would facilitate the redevelopment and continuation of employment uses (within B1(c), B2 or B8 use class) on the site and the proposed redevelopment will modernise buildings that are out of date and do not meet business needs; or
- b. the site has been realistically marketed for a period of 12 months for employment uses (within B1(c), B2 or B8 use class), including the option for potential modernisation for employment uses (in use class B1(c), B2 or B8) and no future occupiers have been found.

Open Space

Cambridge Local Plan 2018

Policy 4 'The Cambridge Green Belt' sets out the extent of the Cambridge Green Belt and explains that new development in the Green Belt will only be approved in line with Green Belt policy in the National Planning Policy Framework.

Policy 14 ‘Areas of major change and opportunity areas – general principles’ states that, in protecting existing assets, including landscape and water management, development in AOMC should:

- a. seek to protect existing public assets, including open space and leisure facilities. Where the loss of such assets is unavoidable, appropriate mitigation should be provided, including where applicable the replacement of assets in an alternative location, in addition to infrastructure generated by the needs of the development;
- b. ensure public rights of way are protected, and enhanced where possible;
- c. develop a new, strong landscape framework that is guided by and incorporates existing positive landscape and townscape features and heritage assets; and
- d. where practicable, undertake on-site strategic landscaping to the agreed framework early in the development of the site so that this will become established as development proceeds.

Policy 67 ‘Protection of open space’ states that development proposals will not be permitted which would harm the character of, or lead to the loss of, open space of environmental and/or recreational importance unless:

- a. the open space uses can be satisfactorily replaced in terms of quality, quantity and access with an equal or better standard than that which is proposed to be lost; and
- b. the re-provision is located within a short walk (400m) of the original site.

In the case of university grounds, development may be permitted where it meets a demonstrable educational need and does not adversely affect playing fields or other formal sports provision on the site.

Transport, Access and Parking

Transport Impacts and Improvements

Cambridge Local Plan 2018

Policy 5 ‘Strategic transport infrastructure’ states that the City Council will support the implementation of transport schemes that will improve linkages across the region and by doing so increase the use of sustainable transport modes to get to and from Cambridge. More specifically, the following will be supported, in principle:

- a. delivery of local and strategic transport schemes, subject to the outcome of up-to-date, detailed assessments and consultation, where appropriate;
- b. promoting greater pedestrian and cycle priority through and to the city centre, district centres and potentially incorporating public realm and cycle parking improvements;
- c. promoting sustainable transport and access for all to and from major employers, education and research clusters, hospitals, schools and colleges;
- d. working with partners in supporting the Transport Strategy for Cambridge and South Cambridgeshire’s aim for a joined-up, citywide cycle and pedestrian network by addressing ‘pinch-points’, barriers and missing links;
- e. linking growth to the proposed city-wide 20mph zone; and
- f. easing pressure on the air quality management area (AQMA) in the city centre.

Policy 81 ‘Mitigating the transport impact of development’ sets out that developments will only be permitted where they do not have an unacceptable transport impact and that new development will require:

- a. sufficient information to be supplied with all development proposals that the transport impact can be suitably assessed. This should take the form of transport assessments for schemes above the thresholds set in the latest Cambridgeshire County Council guidance;
- b. a travel plan to accompany all major development proposals; and

c. reasonable and proportionate financial contributions/mitigation measures where necessary to make the transport impact of the development acceptable. This could include investment in infrastructure, services or behavioural change measures to encourage the use of sustainable modes of transport. Such measures should be provided to meet the first or early occupation of a site in order to influence travel behaviour from the outset.

Sustainable Transport

Cambridge Local Plan 2018

Policy 80 'Supporting sustainable access to development' states that development will be supported where it demonstrates that prioritisation of access is by walking, cycling and public transport, and is accessible to all. This will be achieved by:

- a. ensuring major developments on the edge of the city and in the urban extensions are supported by high quality public transport linking them to Cambridge's city centre and major centres of employment. The public transport links should be within walking and cycling distance of the development.
- b. supporting public transport, walking and cycle to, from and within a development by:
 1. giving priority to these modes where there is conflict with cars;
 2. conveniently linking the development with the surrounding walking, cycling and public transport networks;
 3. prioritising networks of public transport, pedestrian and cycle movements so these are the best and safest means of moving around Cambridge. Areas where public transport, pedestrian and cycle movement is difficult or dangerous will be improved and, where possible, have further capacity for these sustainable modes provided;
 4. ensuring accessibility for those with impaired mobility; and
 5. safeguarding existing and proposed routes for walking, cycling, and public transport from development that would prejudice their continued use and/or development.
- c. ensuring that any development requiring a new road or road access accords with the following:
 6. it is designed to give high priority to the needs of pedestrians and cyclists, including their safety;
 7. it restricts through access for general motor traffic where appropriate;
 8. it discourages speeding;
 9. it discourages inappropriate car-based links within the network, but encourages non-car based links;
 10. it minimises additional car traffic in the surrounding area; and
 11. there is safe and appropriate access to the adjoining road, pedestrian and cycle networks.

Car Parking

Cambridge Local Plan 2018

Policy 82 'Parking management' states that planning permission will not be granted for developments that would be contrary to parking standards. This includes:

- a. providing no more than the car parking standards for new residential and non-residential development, taking into account the accessibility of the site to public transport and the nature of the use;
- b. providing minimum cycle parking levels; and
- c. providing the minimum disabled and inclusive parking requirements:

Car-free and car-capped development is acceptable in the following circumstances:

- a. where there is good, easily walkable and cyclable access to a district centre or the city centre;
- b. where there is high public transport accessibility; and
- c. where the car-free status of the development can realistically be enforced by planning obligations and/or on-street parking controls.

The Council strongly supports contributions to and provision for car clubs at new developments to help reduce the need for private car parking. Electric vehicle charging points or the infrastructure to ensure their future provision should be provided within a development where reasonable and proportionate.

Environmental Impacts and Considerations

Landscape and Visual

Cambridge Local Plan 2018

Policy 8 ‘Setting of the City’ states development on the urban edge, including sites within and abutting green corridors, the Cambridge Green Belt, open spaces and the River Cam corridor will only be supported where it;

- a. responds to, conserves and enhances the setting, and special character of the city, in accordance with the Cambridge Landscape Character Assessment 2003, Green Belt assessments, Cambridgeshire Green Infrastructure Strategy and their successor documents;
- b. promotes access to the surrounding countryside/ open space, where appropriate; and
- c. safeguards the best and most versatile agricultural land unless sustainable development considerations and the need for development are sufficient to override the need to protect the agricultural value of land: and
- d. includes landscape improvement proposals that strengthen or re-create the well-defined and vegetated urban edge, improve visual amenity and enhance biodiversity.

Policy 59 ‘Designing landscape and the public realm’ states that external spaces, landscape, public realm, and boundary treatments must be designed as an integral part of new development proposals and coordinated with adjacent sites and phases. High quality development will be supported where it is demonstrated that:

- a. the design relates to the character and intended function of the spaces and surrounding buildings;
- b. existing features including trees, natural habitats, boundary treatments and historic street furniture and/ or surfaces that positively contribute to the quality and character of an area are retained and protected;
- c. microclimate is factored into design proposals and that public spaces receive adequate sunlight;
- d. materials are of a high quality and respond to the context to help create local distinctiveness;
- e. an integrated approach is taken to surface water management as part of the overall design;
- f. a coordinated approach is taken to the design and siting of street furniture, boundary treatments, lighting, signage and public art;
- g. trees and other planting is incorporated, appropriate to both the scale of buildings and the space available;
- h. species are selected to enhance biodiversity through the use of native planting and/or species capable of adapting to our changing climate; and
- i. the design considers the needs of all users and adopts the principles of inclusive design.

Ecology and Nature Conservation

Cambridge Local Plan 2018

Policy 69 ‘Protection of sites of biodiversity and geodiversity importance states that development will be permitted if it will not have an adverse impact on, or lead to the loss of, part or all of a site identified on the Policies Map. Regard must be had

to international, national or local status and designation of the site and the nature and quality of the site's intrinsic features, including its rarity.

Policy 70 'Protection of priority species and habitats' states that development will be permitted which:

- a. protects priority species and habitats; and
- b. enhances habitats and populations of priority species.

Proposals that harm or disturb populations and habitats should:

- c. minimise any ecological harm; and
- d. secure achievable mitigation and/ or compensatory measures, resulting in either no net loss or a net gain of priority habitat and local populations of priority species.

Policy 71 'Trees' states that development will be permitted which avoids felling, significant surgery (either now or in the foreseeable future) and potential root damage to trees of amenity or other value, unless there are demonstrable public benefits accruing from the proposal which outweigh the current and future amenity value of the trees.

Land Contamination, Lighting, Air Quality and Noise

Cambridge Local Plan 2018

Policy 33 'Contaminated land' states that development will be permitted where the applicant can demonstrate that:

- a. there will be no adverse health impacts to future occupiers from ground contamination resulting from existing/previous uses of the area;
- b. there will be no adverse impacts to the surrounding occupiers, controlled waters and the environment from suspected/ identified ground contamination from existing/ previous uses, caused by the development; and
- c. there will be no impact to future and surrounding occupiers from on-site and off-site gas migration.

Where contamination is suspected or known to exist, an assessment should be undertaken to identify existing/former uses in the area that could have resulted in ground contamination.

Policy 34 'Light pollution control' states that development proposals that include new external lighting or changes to existing external lighting will be permitted where it can be demonstrated that:

- a. it is the minimum required to undertake the task, taking into account public safety and crime prevention;
- b. upwards or intrusive light spillage is minimised;
- c. it minimises impact to local residential amenity; and
- d. it minimises impact to wildlife and landscape character, particularly at sites on the edge of Cambridge.

Developers of major sites will be required to submit an assessment of the impact on any sensitive residential premises both on- and off-site.

Policy 35 'Protection of human health from noise and vibration' states that development will be permitted where it is demonstrated that it will not lead to significant adverse effects and impacts, including cumulative effects and construction phase impacts wherever applicable, on health and quality of life/ amenity from noise and vibration; and that significant adverse effects/ impacts can be minimised through appropriate reduction and/or mitigation measures secured through the use of conditions or planning obligations, as appropriate (prevention through high quality acoustic design is preferable to mitigation).

Policy 36 'Air quality, odour and dust' states that development will be permitted where it can be demonstrated:

- a. that it does not lead to significant adverse effects on health, the environment or amenity from polluting or malodorous emissions, or dust or smoke emissions to air; or
- b. where a development is a sensitive end-use, that there will not be any significant adverse effects on health, the environment or amenity arising from existing poor air quality, sources of odour or other emissions to air.

Water Environment (Ground/Surface Water and Flood Risk) and Waste

Cambridge Local Plan 2018

Policy 31 'Integrated water management and the water cycle' states that development will be permitted provided that:

- a. surface water is managed close to its source and on the surface where reasonably practicable to do so;
- b. priority is given to the use of nature services³;
- c. water is seen as a resource and is re-used where practicable, offsetting potable water demand, and that a water sensitive approach is taken to the design of the development;
- d. the features that manage surface water are commensurate with the design of the development in terms of size, form and materials and make an active contribution to making places for people;
- e. surface water management features are multi-functional wherever possible in their land use;
- f. any flat roof is a green or brown roof, providing that it is acceptable in terms of its context in the historic environment of Cambridge.
- g. there is no discharge from the developed site for rainfall depths up to 5mm of any rainfall event;
- h. the run-off from all hard surfaces shall receive an appropriate level of treatment in accordance with Sustainable Drainage Systems guidelines, SUDS Manual (CIRIA C753), to minimise the risk of pollution;
- i. development adjacent to a water body actively seeks to enhance the water body in terms of its hydromorphology, biodiversity potential and setting;
- j. watercourses are not culverted and any opportunity to remove culverts is taken; and
- k. all hard surfaces are permeable surfaces where reasonably practicable, and having regard to groundwater protection.

Policy 32 'Flood risk' states that development will be permitted provided it is demonstrated that:

- a. the peak rate of run-off over the lifetime of the development, allowing for climate change, is no greater for the developed site than it was for the undeveloped site;
- b. the post-development volume of run-off, allowing for climate change over the development lifetime, is no greater than it would have been for the undeveloped site. If this cannot be achieved then the limiting discharge is 2 litre/s/ha for all events up to the 100-year return period event;
- c. the development is designed so that flooding of property in and adjacent to the development would not occur for a 1 in 100 year event, plus an allowance for climate change and in the event of local drainage system failure;
- d. the discharge locations have the capacity to receive all foul and surface water flows from the development, including discharge by infiltration, into water bodies and into sewers;
- e. there is a management and maintenance plan for the lifetime of the development, which shall include arrangements to secure the operation of the scheme throughout its lifetime; and
- f. the destination of the discharge obeys the following priority order: firstly to ground via infiltration; then, to a water body; then to a surface water sewer.

³ Nature services are defined by the NPPF as "The benefits people obtain from ecosystems such as food, water, flood and disease control and recreation". These are also known as ecosystem services.

Discharge to a foul water or combined sewer is unacceptable.

Design and Construction

Design

Cambridge Local Plan 2018

Policy 55 'Responding to context' states that development will be supported where it is demonstrated that it responds positively to its context and has drawn inspiration from the key characteristics of its surroundings to help create distinctive and high quality places.

Development will identify and respond positively to existing features of natural, historic or local importance on and close to the proposed development site; be well connected to, and integrated with, the immediate locality and wider city; and use appropriate local characteristics to help inform the use, siting, massing, scale, form, materials and landscape design of new development.

Policy 56 'Creating Successful Places' states development should: provide a comprehensive design approach that achieves the successful integration of buildings, the routes and spaces between buildings landscape. It should create streets that do not allow vehicular traffic to dominate and create attractive and appropriately-scaled built frontages to positively enhance the townscape.

Public realm, open space and landscaped areas should be designed as an integral part of the scheme.

Policy 57 'Designing new buildings' states that high quality new buildings will be supported where it can be demonstrated that they:

- a. have a positive impact on their setting in terms of location on the site, height, scale and form, materials and detailing, ground floor activity, wider townscape and landscape impacts and available views;
- b. are convenient, safe and accessible for all users;
- c. are constructed in a sustainable manner and are easily adaptable;
- d. successfully integrate functional needs such as refuse and recycling, bicycles and car parking;
- e. design measures to reduce the environmental impact of the buildings, such as renewable energy systems and other rooftop plant and services, in an architecturally integrated way;
- h. include an appropriate scale of features and facilities to maintain and increase levels of biodiversity in the built environment.

Heritage

Cambridge Local Plan 2018

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- b. promotes access to the surrounding countryside/open space, where appropriate; and
- c. safeguards the best and most versatile agricultural land unless sustainable development considerations and the need for development are sufficient to override the need to protect the agricultural value of land; and
- d. includes landscape improvement proposals that strengthen or re-create the well-defined and vegetated urban edge, improve visual amenity and enhance biodiversity.

Policy 61 'Conservation and enhancement of Cambridge's historic environment' ensures that proposals consider the conservation and enhancement of Cambridge's historic environment and should:

- a. preserve or enhance the significance of the heritage assets of the city, their setting and the wider townscape;
- b. retain buildings and spaces, loss of which would cause harm to the character of the conservation area;
- c. be of an appropriate scale, form, height, massing, alignment and detailed design which will contribute to local distinctiveness, complement the built form and scale of heritage assets and respect the character, appearance and setting of the locality;
- d. demonstrate a clear understanding of the significance of the asset and of the wider context in which the heritage asset sits alongside assessment of the potential impact of the development on the heritage asset and its context; and
- e. provide clear justification for any works that would lead to harm or substantial harm to a heritage asset yet be of substantial public benefit, through detailed analysis of the asset and the proposal.

Policy 62 'Local heritage assets' states that the Council will actively seek the retention of local heritage assets, including building structures, features and gardens of local interest as detailed in the Council's local list. Proposals will be permitted where they retain the significance, appearance, character or setting of a local heritage asset.

Amenity

Cambridge Local Plan 2018

Policy 6 'Hierarchy of Centres and Retail Capacity' states that retail and other town centre uses will be directed to the hierarchy of centres in line with the sequential approach set out in the National Planning Policy Framework.

Any retail development proposed outside of these centres must be subject to a retail impact assessment where the proposed floorspace is greater than 2,500m².

Policy 73 'Community, sports and leisure facilities' states that new or enhanced community, sports or leisure facilities will be permitted if:

- a. the range, quality and accessibility of facilities are improved;
- b. there is a local need for the facilities; and
- c. the facility is in close proximity to the people it serves.

Sustainability

Cambridge Local Plan 2018

Policy 28 'Carbon reduction, community energy networks, sustainable design and construction, and water use' states that all development should take the available opportunities to integrate the principles of sustainable design and construction into the design of proposals.

Promoters of major development, including redevelopment of existing floor space, should prepare a Sustainability Statement as part of the Design and Access Statement submitted with their planning application, outlining their approach to the following issues:

- a. adaptation to climate change;
- b. carbon reduction;
- c. water management;
- d. site waste management; and
- e. use of materials.

All new development will be required to meet the minimum standards of sustainable construction, carbon reduction and water efficiency set out in the policy, unless it can be demonstrated that such provision is not technically or economically viable. New non-residential development will be expected, as a minimum, to meet Excellent BREEAM Level and the on-site carbon

reduction levels associated with that BREEAM Level and, for water efficiency, full credits to be achieved for category Wa 01 of BREEAM.

Policy 42 'Connecting new development to digital infrastructure' states that provision for high capacity broadband (such as ducting for cables) should be designed and installed as an integral part of development, to minimise visual impact and future disturbance during maintenance. All telecommunications infrastructure should be capable of responding to changes in technology requirements over the period of the development.

