

Date: 19 September 2025

Transport and Works Act 1992

Transport and Works (Inquiries Procedure) Rules 2004

The Proposed Cambridge South East Transport Order

Statement of Case

on behalf of Cambridge Medipark Limited, and CBC Estate Management Company Limited, Prologis 120 Limited and Prologis CCCIX S.A.R.L

Contents

No	Heading	Pages
1.	Introduction	1
2.	Cambridge Biomedical Campus	2
3.	The principle of the Scheme and its implementation	3
4.	Compulsory Acquisition of Land and Rights	3
5.	Lack of Engagement and Failure to Take Reasonable Steps to Acquire the Land by Agreement	4
6.	Funding	5
7.	Removal of Ability to Access the Public Highway	5
8.	Impacts During Construction	6
9.	Removal of Street Works Powers	7
10.	Highways Safety	8
11.	Draft Order Plans	8
12.	Multi Storey Car Park	8
13.	Impact on Drainage Systems	8
14.	Impact on Other Infrastructure at the Biomedical Campus	10
15.	Impact on the Ability to Bring Forward the Remainder of Phase 2 of the Development	10
16.	Additional Infrastructure Costs	11
17.	Francis Crick Early Works	11
18.	Conclusion	11
	Annex A List of Documents	12
	Annex B The Ownership Plan	14
	Annex C Highways Search	15
	Annex D 2000 Discovery Drive Plot Lease Plan	16
	Annex E Local Plan Policies	17
	Annex F Phase 1 Permission and Plans	18
	Annex G Dame Mary Archer Way Permissions and Plan	19

Annex H 2000 DD Permissions and Plan	20
Annex I ABCAM Permission and Plan	21
Annex J 1000 DD Permission and Plan	22
Annex K 1000 DD Tank Permission and Plan	23
Annex L MSCP Permission and Plan	24
Annex M ABCAM S106	25
Annex N Phase 2 S106	26
Annex O Drainage Assessment	27
Annex P FCA Early Works Plan	28
Annex Q S38 Plan	29

1. Introduction

- 1.1 This is the Statement of Case of Cambridge Medipark Limited ("**CML**"), and CBC Estate Management Limited ("**CBCManCo**"), Prologis 120 Limited ("**Prologis 120**") and Prologis CCCLX S.a.r.l ("**Prologis S.a.r.l**") each a subsidiary company of Prologis Inc (and together referred to as "**Prologis**" in this Statement of Case) in response to the requirement of the Secretary of State for Transport pursuant to Rule 7(3) of the Transport and Works (Inquiries Procedure) Rules 2004 contained in his letter dated 6 June 2025, following the letters of objection by CML and CBCManCo Prologis 120 and Prologis S.a.r.l dated 7 March 2025 to the proposed Cambridge South East Transport Order (the "**Draft Order**"). The Draft Order, if made, would authorise a proposed new guided busway with associated works in the vicinity of Cambridge Biomedical Campus (the "**Scheme**").
- 1.2 CML is the master developer for the two phases (Phase 1 and Phase 2) to the modern day expansion of the Cambridge Biomedical Campus ("Campus" or "CBC") and retains long leasehold ownership of the Phase 1 and Phase 2 Campus infrastructure land, including the private estate roads, public realm and surface water drainage systems. CML are the long leasehold owners of land affected by the Draft Order which includes the interests summarised below and cross-referenced on the ownership plan annexed at Annex B ("the Ownership Plan").
- (a) Francis Crick Avenue, the centre of Addenbrooke's Road Roundabout (at its junction with Francis Crick Avenue and Dame Mary Archer Way) and land including the pumping station pursuant to a 170 year lease from 1 January 2008 granted by Antony Francis Pemberton and others and registered at the Land Registry under title number CB353750 shown coloured red on the Ownership Plan;
 - (b) Dame Mary Archer Way pursuant to a 170 year lease from 1 January 2008 granted by Antony Francis Pemberton and others and registered at the Land Registry under title number CB387420 shown coloured dark green on the Ownership Plan;
 - (c) Land to the south side of Dame Mary Archer Way (including the proposed multi-story car park) pursuant to a 170 year lease from 1 January 2008 granted by Antony Francis Pemberton and others and registered at the Land Registry under title number CB422664 shown coloured purple on the Ownership Plan;
 - (d) Land adjoining 1 Discovery Drive pursuant to a 170 year lease from 1 January 2008 granted by Antony Francis Pemberton and others and at the Land Registry under title number CB470255 shown coloured yellow on the Ownership Plan;
 - (e) Land known as Abcam Building Phase 2, Dame Mary Archer Way pursuant to a lease dated 27 February 2017 granted by Antony Francis Pemberton and others and registered at the Land Registry under title number CB422665 shown coloured grey on the Ownership Plan ; and
 - (f) Land known as MRC LMB on the south west side of Robinson Way pursuant to a lease dated 29 July 2008 granted by Antony Francis Pemberton and others and registered at the Land Registry under title number CB338762 shown coloured black on the Ownership Plan.
 - (g) Land known as the green and gardens pursuant to a lease dated 30 March 2015 granted by Antony Francis Pemberton and others and registered at the Land Registry under title number CB401245 shown coloured blue on the Ownership Plan .

- 1.3 CBCManCo is the estate manager responsible for maintaining the Phase 1 and Phase 2 campus-expansion infrastructure land, including the private estate roads; Francis Crick Avenue and Dame Mary Archer Way. CBCManCo also manages other Campus infrastructure, including substantial surface water drainage systems. CML's long leasehold interests include, Francis Crick Avenue and Dame Mary Archer Way, which are private roads. They connect directly onto the existing public highway to the south at Addenbrooke's roundabout and to the north via Robinson Way (a private road owned by the Cambridge University NHS Foundation Trust (the "Trust")) onto Long Road. A highway search is appended at Annex C showing the extent of the public highway in the vicinity of Addenbrooke's roundabout coloured green. CBC Estate Management Limited is the street manager for Francis Crick Avenue and Dame Mary Archer Way.
- 1.4 Prologis S.a.r.l has a long leasehold interest in land know as 1 Discovery Drive, Dame Mary Archer Way for a term of 170 years from and including 1 January 2008 granted by Antony Francis Pemberton and others and registered at the Land Registry under title number CB470252 shown coloured light green on the Ownership Plan.
- 1.5 Prologis 120 has a long leasehold interest in land know as 2000 Discovery Drive, Dame Mary Archer Way for a term of 170 years from and including 1 January 2008 granted by Antony Francis Pemberton and others which is pending registration at the Land Registry shown on the plan at Annex D ("2000 Discovery Drive Plot Lease Plan 1").
- 1.6 Prologis Sa.r.l and Prologis 120 have the benefit of the following rights over the land the subject of the Draft Order:
- (a) free and uninterrupted right to pass and repass at all times and for all purposes with and without vehicles over Francis Crick Avenue and Dame Mary Archer Way;
 - (b) the free and uninterrupted right to the flow and passage of appropriate services to and from their respective premises through designated service channels (together with certain rights of entry to connect into, maintain and repair the same); and
 - (c) The right to enter upon Francis Crick Avenue and Dame Mary Archer Way with workmen and materials to construct, maintain, and repair their respect premises.

2. Cambridge Biomedical Campus

- 2.1 Cambridge Biomedical Campus is recognised in the Cambridge Local Plan 2018 as "an international centre of excellence for patient care, biomedical research and healthcare education. It plays a local, regional and national role in providing medical facilities and medical research. The local plan will continue to support its continuing development as such, and as a high quality, legible and sustainable campus. The Campus also plays a significant role in reinforcing the existing biomedical and biotechnology cluster in the Cambridge area" (paragraph 3.42). Policy 40 of the Local Plan encourages and supports research and development and research facilities to come forward at the Biomedical Campus. The Promoter's Planning Statement acknowledges the Campus as "the largest centre of medical research and health science in Europe and...expected to grow" (paragraph 2.2). (see Annex E)
- 2.2 The Campus benefits from two outline planning consents which have been granted for 215,000m² (Phase 1) and 75,000m² of expansion (Phase 2) and full permission for the building known as the Abcam Building. Following the approval of reserved matters, the Phase 1 development is well progressed with all floorspace either developed out or allocated for development for occupiers including the Medical Research Council, AstraZeneca, Royal Papworth Hospital and the University of Cambridge. On the Phase 2 expansion land, the Abcam Building has been constructed and 1000 Discovery Drive has been completed and works to 2000 Discovery Drive have commenced.

As part of the reserved matters consent for 2000 Discovery Drive consent for a multistorey carpark to serve the whole of the Phase 2 commercial was included. That carpark is under construction.

3. The principle of the Scheme and its implementation

- 3.1 Whilst Prologis is supportive of the objectives of the Scheme in principle, they object to the Scheme as contained in the Draft Order on the grounds that the Promoter has not established a compelling case in the public interest for depriving them of their interests in land. Indeed, the Scheme as contained in the Draft Order would give rise to adverse effects upon the existing Campus and its planned and permitted expansion which are not outweighed by its benefits. These effects include materially adverse interference to the Campus access. Prologis recognises the substantial sustainability benefits of a guided busway in this location, but it is critical that neither the operation of the existing development (and the infrastructure which serves it) nor the ability to implement the remaining development in a timely manner are impeded or otherwise prejudiced by the construction or operation of the Scheme. The Draft Order and the powers contained within are an inappropriate way of achieving the underlying objectives of the Scheme.

4. Compulsory Acquisition of Land and Rights

- 4.1.1 There is no compelling case in the public interest for the acquisition of land and rights in respect of CML's interests in order to implement the Scheme in the manner proposed;
- 4.1.2 The Draft Order fundamentally undermines the considerable existing and future investment into the Campus and would impede the proper functioning of the Campus as an international centre of excellence for patient care, biomedical research and healthcare education.
- 4.2 The guidance on the procedures for obtaining orders under the Transport and Works Act 1992, relating to transport systems, inland waterways and works interfering with rights of navigation is published by the Department for Transport in June 2006 (the "**TWA Guidance**"). Paragraph 1.40 of the TWA Guidance requires that "the applicant [for an Order under the Act] must be prepared, and able, to justify all compulsory land acquisition".
- 4.3 As matters stand, Prologis does not consider that it has been demonstrated that acquisition of their land and rights in land, as well as the taking of powers to use land in so far as it affects them, is necessary to implement and maintain the Scheme. The Promoter identifies an objective of the Scheme to be to 'support the continued growth of Cambridge and South Cambridge's economy' however Prologis has serious concerns regarding the impact on the Campus and continued investment in it which would be materially prejudiced by the proposed acquisition of Prologis' land and the propose interference with its rights and powers to use its land.
- 4.4 The Order seeks unrestricted powers to acquire permanently land which Prologis has an interest in. These plots are summarised below and shown coloured pink on Sheet 1 of the Works and Land Plan. It is not necessary to acquire this land permanently since Prologis and the freeholder can grant the Promoter together with any necessary third parties all necessary rights to carry out and maintain the Scheme over and under its land.

Table 1

Prologis Entity	Plots (pink land)
CML	009, 010, 012, 013, 015, 016, 017, 019, 021, 024, 028, 029, 031, 032, 033, 039, 065, 070, 094, 101, 123, 124B, 130
CBCManCo	009, 010, 011A, 011, 012, 013, 014C, 014A, 014B, 014D, 014, 015, 020
Prologis 120 Limited	009, 010, 012, 013, 015, 016, 017, 019, 021, 024, 028, 029, 031, 032, 033, 039, 065, 070, 094, 101, 123, 124B, 130
Prologis S.a.r.l	009, 010, 012, 013, 015, 016, 017, 019, 021, 024, 028, 029, 031, 032, 033, 039, 065, 070, 094, 101, 123, 124B, 130

- 4.5 The Order seeks powers to temporarily use land and acquire permanent rights over which Prologis have an interest in. These plots are summarised below and shown coloured blue on Sheet 1 of the Works and Land Plan including Longitudinal Sections.

Table 2

Prologis Entity	Plots (blue land)
CML	001, 002, 003, 004, 005, 006, 007, 008
CBCManCo	001, 002, 003, 004, 005, 006, 007, 008
Prologis 120 Limited	001, 002, 003, 004, 005, 006, 007, 008
Prologis S.a.r.l	001, 002, 003, 004, 005, 006, 007, 008

5. Lack of Engagement and Failure to Take Reasonable Steps to Acquire the Land by Agreement

- 5.1 The Promoter has failed to consult properly with CML or CBCManCo in relation to its Scheme, despite the serious effects upon CML and the operation of the Campus and despite the need to ensure that there is no unacceptable conflict between the continuing use (and further development) by CML and other occupiers of the Campus and the provision of a guided busway. The interests of Prologis have not been considered properly. Moreover, the Promoter has not made reasonable efforts to obtain the ability to build and maintain the scheme through voluntary negotiation in advance of making its application.
- 5.2 The Guidance on compulsory purchase process published by the Ministry of Housing, Communities and Local Government in October 2024 (the "**CPO Guidance**"), states at paragraph 12.2 that "A compulsory purchase order should only be made where there is a compelling case in the public interest and reasonable efforts have been made by the acquiring authority to negotiate the purchase of land by agreement."

- 5.3 While Prologis acknowledges that the Promoter has engaged in some discussion with it, since the submission of its objection there has been no attempt by the Promoter to acquire the land or rights sought by agreement in advance of the Promoter submitting the application. All discussions since the submission of Prologis' objection have been on a without prejudice basis. Prologis' Solicitors have sent the Promoter's Solicitors a draft set of heads of terms and agreement. No meeting to discuss these heads of terms has been held. CML is disappointed by the Promoter's stance, but remains hopeful that an agreement can be reached should the Promoter wish to engage with it appropriately and in a timely manner.

6. Funding

- 6.1 The Promoter's Funding Statement at paragraph 1 identifies the total anticipated costs of the new guided busway route as being over one hundred and sixty million pounds (£160,989,017). The Promoter's Outline Business Case at paragraph 11.3 notes that in its own assessment of costs it has excluded operational and maintenance costs on 'the assumption that the revenue will offset the ongoing operating and maintenance costs of the service and infrastructure'.
- 6.2 As noted at paragraph 5 of the Funding Statement, in March 2024 the then Secretary of State for Levelling Up, Housing and Communities for the Applicant granted seven million two hundred thousand pounds (£7.2m) in funds to unlock improvements to local transport connections for the Cambridge Biomedical Campus through progressing the CSET2 Order application and other improvements. These funds, in due course, will be applied by the Promoter to carry out enabling works, for the wider Scheme, to Francis Crick Avenue, Dame Mary Archer Way and Addenbrooke's Road roundabout described at section 17 below. In order to carry out these works CML is negotiating a licence with the Promoter so that the Promoter may carry out works under the licence and an agreement pursuant to section 38 of the Highways Act 1980 to dedicate the new layout of the roundabout as public highway. This is likely to be a more affordable way forward than permanent acquisition.

7. Removal of Ability to Access the Public Highway

- 7.1 The proposed land acquisition and the associated extinguishment of private rights over the land acquired results in the severance of the land held by CML (and other occupiers and landowners including major NHS hospitals of regional and national significance) from the public highway and the creation of a gap between the two. The specific plots so affected are numbered 009, 010, 011A, 013, 014A. Consequently, there will be:
- (a) no access from Francis Crick Avenue to the public highway to the south;
 - (b) no access from Dame Mary Archer Way to the public highway to the north or south;
 - (c) no access from the pumping station, 1000 Discovery Drive, 2000 Discovery Drive and the proposed multi storey car park to the public highway.
- 7.2 This results in the termination of all lawful public access to the NHS hospitals including the termination of lawful "Blue light" access to them. That is wholly unacceptable and unjustified. The fact that the Draft Order has this consequence demonstrates the lack of care and consideration that has been given to its drafting. The Draft Order has been produced with a sole focus on scheme delivery and without any thought given to the consequences of it. This is a wholly unacceptable way to promote an infrastructure scheme.
- 7.3 Full, unfettered and continuous rights of access are required from the public highway (Long Road, Hills Road and Addenbrooke's Road) to the private roads (Francis Crick Avenue, Dame Mary Archer Way and Robinson Way) and to site access points, for all landowners, occupiers and visitors by all modes of travel. If not, the Campus cannot continue to operate.

8. Impacts During Construction

- 8.1 The works proposed by the Draft Order would directly affect CML's operational assets, including their physical integrity. In Q1/2026, CML will be mid-way through the construction programme for 2000 Discovery Drive, the Multi Storey Car Park, carrying out substantial tenant fit out works to 1000 Discovery Drive and are likely to have started construction of 3000 Discovery Drive in Q1/2026,. Further, during the same time Astra Zeneca will be part way through the development of their South Plot and Cambridge University Hospital Foundation Trust ("CUHFT") will be constructing both the new Cancer hospital and the Children's Hospital. The new Cambridge South Station is also expected to be opened in February 2026.
- 8.2 Given the volume of construction traffic associated with the above programmed works and the works contained in the Draft Order, careful coordination of the works associated with the Scheme is essential. However, at present, Prologis is not confident that the Promoter's traffic management proposals have taken any existing construction into account. They do not appears to have been formulated on the basis if any consideration of cumulative impacts. The Draft Order contains wholly inadequate protections in relation to the timing and manner in which the works are to be carried out in combination with other construction activity in the locality. The standard of the works to be carried out by the Promoter is also unclear. The Campus is a world leading medical campus and the standard of associated infrastructure is integral to maintaining the quality of the Campus environment. It is unclear whether the funds will be available to provide the works to the necessary standard.
- 8.3 The Draft Order contains no provisions or protections relating to the duration of works, including the removal of any temporary works and the impact on the Helipad. The Helipad is used by air ambulance. Construction activity (including materials storage which could lead to loose debris) may impact the integrity of the use of the Helipad by the air ambulance. Given the importance of the Campus and the hospitals, it is necessary to ensure that the works are conducted expeditiously and to a clear timetable designed to minimise the impacts. A procedure needs to be in place to incentivise adherence to the programme of works and removal of any temporary works. In the absence of such controls, Prologis has serious concerns that the disruption to the existing roads and disruption to users of and visitors to the Campus may occur for longer than necessary and give rise to unacceptable impacts against the public interest and against its interests.
- 8.4 The proposals contain a lack of information and a lack of protection regarding traffic management during the carrying out of the authorised works or their maintenance, or in relation to the extensive general powers sought by the Draft Order. It is essential that any disruption to the use of Francis Crick Avenue and Dame Mary Archer Way is kept to a minimum and that appropriate mitigation is in place at all times. There are no detailed traffic management plans that take into account the impact during construction and set out how the works associated with the delivery of the Scheme will be delivered in accordance with the use of the Campus, CML's existing construction programme or the existing construction programme of other tenants such as Astra Zeneca and CUHFT. As a result, it is impossible to assess the likely impact of the construction of the scheme upon the local highway networks or access to the Campus.
- 8.5 The proposals contain inadequate detail on the phasing of the proposed works to Francis Crick Avenue and Addenbrooke's roundabout including any interim arrangements for the layout of Addenbrooke's Road. This is important because of CML's existing construction programme and the interface with it. The proposals also contain inadequate detail on construction sequencing to ensure reasonable access for staff and visitors by all modes of travel to and from the Campus and Phase 2 during the proposed works, including construction traffic associated with any concurrent build phase associated with Phase 2. The campus is a 24 hour, seven day a week, hospital based research campus. All of its buildings are designed to be operated 24 hours a day, seven days a week. There are no planning restrictions to the hours of operation of any of the units within the

Campus. The key planning permissions, plans and s106 agreements are shown at Annexures F – N (inclusive).

- 8.6 The Promoter seeks compulsory powers to use Plot 30 (as shown on Works and Land Plan Sheet 2) as a temporary compound and for materials storage, a haul road and for temporary structures. Whilst this plot is owned by the Pembertons, its proximity to Addenbrookes Road gives rise to concerns as to how the Promoter has considered the impact of the use of Plot 30 and including the delivery and storage of materials, access, contractor parking, mud on roads etc on the Campus. The Promoter has not provided a construction management plan or outlined any measures designed to reduce construction impacts on the Campus. Again, like the proposal to removal lawful access to the campus, this appears to demonstrate that this is a project which has been designed without any inherent consideration of its impacts upon third parties or the need to promote mitigation to limits such impacts to the minimum necessary.

9. Removal of Street Works Powers

- 9.1 The way in which the private roads within the Campus are maintained and managed is of critical importance to its investment value and successful functioning. The proposals undermine both. The roads are purposefully kept private to ensure that the necessary parking enforcement can be carried out without relying upon public authorities in order to keep the roads clear, gritted and snow free. This is a key part of the attractiveness of this type of development to potential occupiers. The proposals affect the ability to market and lease the buildings and would adversely affect existing tenants. It is standard practice for sophisticated business campus environments (for either office or high tech or research) to have managed street environments to enable a premium estate management service to be provided in a uniform manner. Removing this, would adversely affect the ability of the Campus to compete in the worldwide market for such environments, significantly diminishing its ability to attract the high calibre of occupiers that is its *raison d'être*.
- 9.2 The Draft Order contains inappropriately wide-ranging street works powers over Francis Crick Avenue which enable impacts to be imposed upon CML and the occupiers of the Campus without the involvement of CML, or the involvement of CBC Estate Management Limited as street manager. Not only are the powers expressed too widely and go beyond what could be reasonably required, but the disapplication of the protections usually afforded to street managers who are not also public authorities is wholly unjustified (see Article 7 and in particular Article 7(3)). This approach has no regard to the importance of the private roads as key infrastructure serving the Campus, Addenbrooke's Hospital and Papworth Hospital and effectively removes the key role of the street manager altogether. This is disproportionate, unnecessary and wholly unacceptable.
- 9.3 The Draft Order contains a lack of clarity regarding responsibility for the ongoing maintenance of Francis Crick Avenue and Dame Mary Archer Way and the different elements within it (for example the carriageway and the lay-bys). It does not deal with potential contributions to future maintenance costs by the Promoter on a proportionate basis nor one which would reflect the wear and tear that's its operations would give rise which would not occur if the Scheme did not come forward.
- 9.4 The Draft Order does not recognise the need for cooperation between the street manager and the Promoter in relation to the maintenance of the private roads. The Draft Order does not provide for any consideration of the needs of the Campus and other third parties that have rights over those roads when street works powers associated with guided bus system are exercised. Again, the sole focus in the powers is upon the Scheme without any consideration of the needs of third parties.
- 9.5 The Draft Order seeks the power to enter into later agreements with street managers. However, the Promoter has taken no account of the impact of such an approach on the need for continuous use of the roads and the ongoing development of the Campus. The Promoter has made no material effort to address any of the issues raised relating to Street Works powers in objections prior to applying for the Draft Order.

- 9.6 The Draft Order contains a lack of appropriate notice provisions for the carrying out of the works, for ongoing maintenance and or for the exercise of powers in relation to streets. No obligation to ensure the continuous ability to access all parts of the campus is provided. Prologis would expect to receive suitable notice from the Promoter including a detailed explanation of how access to all parts of the campus will be maintained, so that it and occupiers are able to verify that access to the Campus can remain fully functional. The Promoter has not provided any information to address how it proposes to maintain the works once built including whether there may be potential road closures or other disruptions. No assessment appears to have been carried out in that regard.

10. Highways Safety

- 10.1 There are safety concerns related to the design and layout of the proposed cycle route crossing at the base of the busway ramp south of Addenbrooke's Road roundabout. These concerns relate to the potential conflict between the buses approaching at speed down the curved ramp against slow moving cyclists using the crossing at the base of the ramp. The design and location of the cycle route crossing should be reviewed with ideally a location on a straight flat section of busway selected for the crossing.
- 10.2 It is essential that suitable temporary facilities are designed and installed as part of the construction phase. The Promoter has not provided details for the temporary diversion of any footpaths and cycleways.

11. Draft Order Plans

Outdated and incorrect layout plans in relation to Phase 2 of the Campus, have been used. The use of existing base plans gives a mis-leading picture with respect to the permitted use of the land associated with Phase 2 and therefore how the proposed design interfaces with the proposed use. The layout plans do not show the MSCP which has been permitted (see Annex L) and is under construction. It appears that the Promoter has not considered the impact of the Scheme upon the MSCP in formulating its design. The design of the busway south of the Addenbrooke's Road roundabout should be reviewed and the proposed layout plans should be updated.

12. Multi Storey Car Park

- 12.1 There is insufficient information in relation to the proximity to the current Campus surface car park (which is in the process of being replaced with a new multi storey car park ("MSCP")). As noted above, works to the MSCP have commenced. It is not possible to determine what impact the proposed works will have on the surface car park or the MSCP and their footing and foundations. There is no indication of the method by which the Scheme works are to be carried out or the timing of their construction. The proposals may therefore have a significant adverse effect upon the Campus surface car park and/or the MSCP. Again, this reflects the approach adopted of formulating the Scheme without regard to its impacts upon third parties.

13. Impact on Drainage Systems

- 13.1 CML and CBC remain to be satisfied as to whether the Promoter has demonstrated an appropriate drainage solution for the Scheme. The existing drainage system has been designed to have the capacity to accommodate the existing development and drainage from the plots and infrastructure that will come forward in the later phases of the Campus development. It has not been designed to accommodate flows from development additional to this. The addition of flows from the Scheme into the drainage system without the provision of additional capacity could thus inhibit the development of later phases of the Campus development. There is as yet no evidence to demonstrate that the Scheme will result in the provision of a drainage system to accommodate the any additional demands arising from the addition of the Scheme without inhibiting later phases of growth at the Campus.

- 13.2 Prologis has appointed AECOM to review the available drainage documents that form part of the application for the Draft Order being:
- (a) Environmental Statement – Volume 2: Appendix 2.1 – Drainage Strategy (Doc Number CSET-10-04, Atkins Jan 2025) ("Drainage Strategy")
 - (b) Environmental Statement – Volume 2: Appendix 8.1 – Flood Risk Assessment (Doc Number CSET-10-23, Atkins Jan 2025) ("FRA")
- 13.3 AECOM's written review can be found at Annex O. In its review AECOM highlights that the Promoter has carried out insufficient assessment. It identifies the further drainage information needed for an appropriate evaluation of the Scheme's impact.
- 13.4 The FRA identifies that parts of the Scheme are in high-risk flood zones and will require further testing to ensure safety and sustainability. The flood maps used by the Promoter are outdated and therefore the assumptions adopted in its FRA are unreliable. This renders the conclusions of the FRA unreliable also. The Promoter should use the latest flood maps to carry out its assessment. Further, more detailed investigation is needed, especially regarding Hobson's Brook, to confirm there will be no negative impact on the Campus. There is also no evidence that discussions with the Environment Agency regarding fluvial flood risk have taken place.
- 13.5 Prologis consider that detailed analysis must be undertaken and mitigation strategies identified to ensure the Scheme does not negatively affect the Campus, or its future development, by way of flooding. There is also currently no evidence of consultation with the Lead Local Flood Authority regarding pluvial flood risk.
- 13.6 There is insufficient evidence demonstrating engagement with stakeholders and statutory bodies, as well as the absence of formal agreements regarding the proposed drainage strategy. The Scheme may result in an increased impermeable area, which in turn could elevate the volume of water discharged to the Campus and consequently heighten the risk of flooding.
- 13.7 The discharge rates for individual outfall points have not been clearly specified, and no modelling has been submitted to confirm that appropriate discharge rates will be achieved or that flood risk will not be increased on site.
- 13.8 The Promoter has not identified any agreement with the Lead Local Flood Authority (LLFA) regarding the surface water drainage strategy, including discharge rates.
- 13.9 Additional clarification is required concerning the process for the adoption of drainage assets by the Promoter, particularly in relation to existing assets that are privately owned by CML.
- 13.10 A comprehensive water quality assessment for the drainage elements within the Campus remains outstanding.
- 13.11 Several inconsistencies and gaps have been identified in the drainage proposals for Francis Crick Avenue. The Drainage Strategy contains conflicting descriptions of ponds and incorrect assumptions about their discharge points. Planned updates, such as replacing Pond 1 with an attenuation tank, are not reflected in the current strategy. Details about attenuation crates and filter drains are either missing or unclear, and the alignment of new drainage infrastructure may conflict with existing utilities, potentially affecting current services. More detailed and accurate information is required from the Promoter to resolve these issues and avoid disruption.
- 13.12 There are conflicting descriptions of ponds, unclear discharge points, and missing details about drainage features like attenuation crates and filter drains. The proposed busway may impact the existing ditch south of Addenbrookes Road, possibly leading to flooding if flows are not maintained,

and the adequacy of a proposed culvert under Hobsons Brook has not been demonstrated. Additionally, utility conflicts and the need to protect the outfall from Pond 2 during construction require clarification. More detailed and accurate information is needed from the Promoter to ensure the proposals do not disrupt existing drainage or infrastructure.

- 13.13 The proposed drainage strategy drawings (appended to the Environmental Statement) do not match the drainage identified in the deemed planning drawing (deemed planning drawings proposed plans sheet 1 of 16) in this area. Given the inconsistency, confirmation of the design is required along with drainage locations in relation to the retaining wall and site boundary to properly assess and address their impact.
- 13.14 A manhole is shown very close to the boundary of the MSCP which may not be practical to construct without access to the car park site. Access to the car park has the potential to disrupt its use. Further, if construction of the MSCP is still on-going at the time the Promotor's works are being carried out access may not be possible to it at all. Again, this is reflective of a Scheme which has been drawn up without regard to its impacts on third parties.
- 13.15 There are existing surface water balancing ponds near the new infrastructure that are designed for specific catchment areas and to accommodate specific development within the Campus. The proposed filter drains should not cause water to migrate to these surface water features and cause additional water to discharge into them, since this would remove capacity for drainage from both existing and future development within the Campus. That could adversely affect the Campus and/or inhibit its future development. Accordingly, the Scheme's drainage flows must be designed so that they do not drain in any way whatsoever to the existing balancing ponds which have a finite capacity and flow rate into the south ditch. The scheme must be designed so that it is self sufficient and not reliant upon existing drainage systems that are not designed to meet the additional demands that the Scheme would make..
- 13.16 In short, at present the Promoter has not demonstrated that an acceptable and policy compliant drainage solution for the Scheme exists or is likely to be identified or delivered within the powers of the Draft Order.

14. Impact on Other Infrastructure at the Biomedical Campus

- 14.1 Temporary road closures and diversions during construction works are likely to have a serious impact upon the Campus. There are particular concerns in regard to the impact on access from the southern end of Francis Crick Avenue and Dame Mary Archer Way via Addenbrooke's Road. Prologis remains to be satisfied as to whether these impacts have been properly considered by the Promoter.

15. Impact on the Ability to Bring Forward the Remainder of Phase 2 of the Development

- 15.1 Given the drainage and highways issues above, there is concern as to how this will affect CML's ability to proceed with the remainder of Phase 2 of the development and marketability of the new buildings. Prologis has already expended £30m plus in infrastructure investment for Phase 2 in the expectation that development returns for as yet unbuilt buildings will return that investment. If our ability to develop and let is threatened by the Scheme then Prologis will demonstrate substantial economic loss.
- 15.2 More widely, there is simply insufficient information provided by the Promoter as to how the construction of the Scheme would be compatible with the construction of the remainder of the Phase 2 development and access to and from the Campus.

16. Additional Infrastructure Costs

Prologis has via its solicitors requested an undertaking for its legal costs in relation to the review of the Draft Order and related works which will be necessary to ensure the operational requirements of the services and infrastructure are protected. This has not yet been provided by the Promoter.

17. Francis Crick Early Works

17.1 The Promoter plans to carry out works at Francis Crick Avenue, Dame Mary Archer Way, and the Addenbrooke's Road roundabout, including some closures, in Q1/2026. The programme of works is 11 months. Most of these works are part of the Scheme outlined in the Draft Order. Prologis has requested clarification on which works fall outside the Scheme, but the Promoter has not yet provided details. The Promoter indicated that the works will proceed regardless of the Draft Order's approval and Prologis is negotiating a licence and a section 38 agreement under the Highways Act 1980 to enable the works.

17.2 The plans associated with these works are appended at Annex P and Q and are subject to discussion with Prologis. These agreements are well advanced and do not require the acquisition of land notwithstanding the powers sought in the Draft Order.

18. Conclusion

18.1 CML, CBCManCo, Prologis 120 Limited and Prologis S.a.r.l are each statutory objectors within the definition in rule 23(5) of the Transport and Works (Applications and Objections Procedure) (England and Wales) Rules 2006 and within section 11(4) of the Transport and Works Act 1992.

18.2 Prologis is concerned that the issues above have not been addressed adequately or at all by the Promoter. Indeed, this is a Scheme which seems to have been developed without any consideration of the impact of the Draft Order upon third parties and without any meaningful attempt to mitigate those impacts. Despite this, CML, CBCManCo, Prologis 120 Limited and Prologis S.a.r.l remain willing to discuss with the Promoter its proposals with a view to finding a mutually agreeable solution to allow the Scheme to proceed in a way which avoids unnecessary harm to their property and which would avoid prejudice to the public interest in the continued operation and planned expansion of the Campus.

18.3 For the reasons above, Prologis continue to object to the Draft Order and intend to appear at the public inquiry that the Secretary of State intends to hold into the application for the Draft Order.

18.4 A list of documents which may be referred to in evidence is shown as Annex A to this Statement of Case.

Fieldfisher LLP

19 September 2025

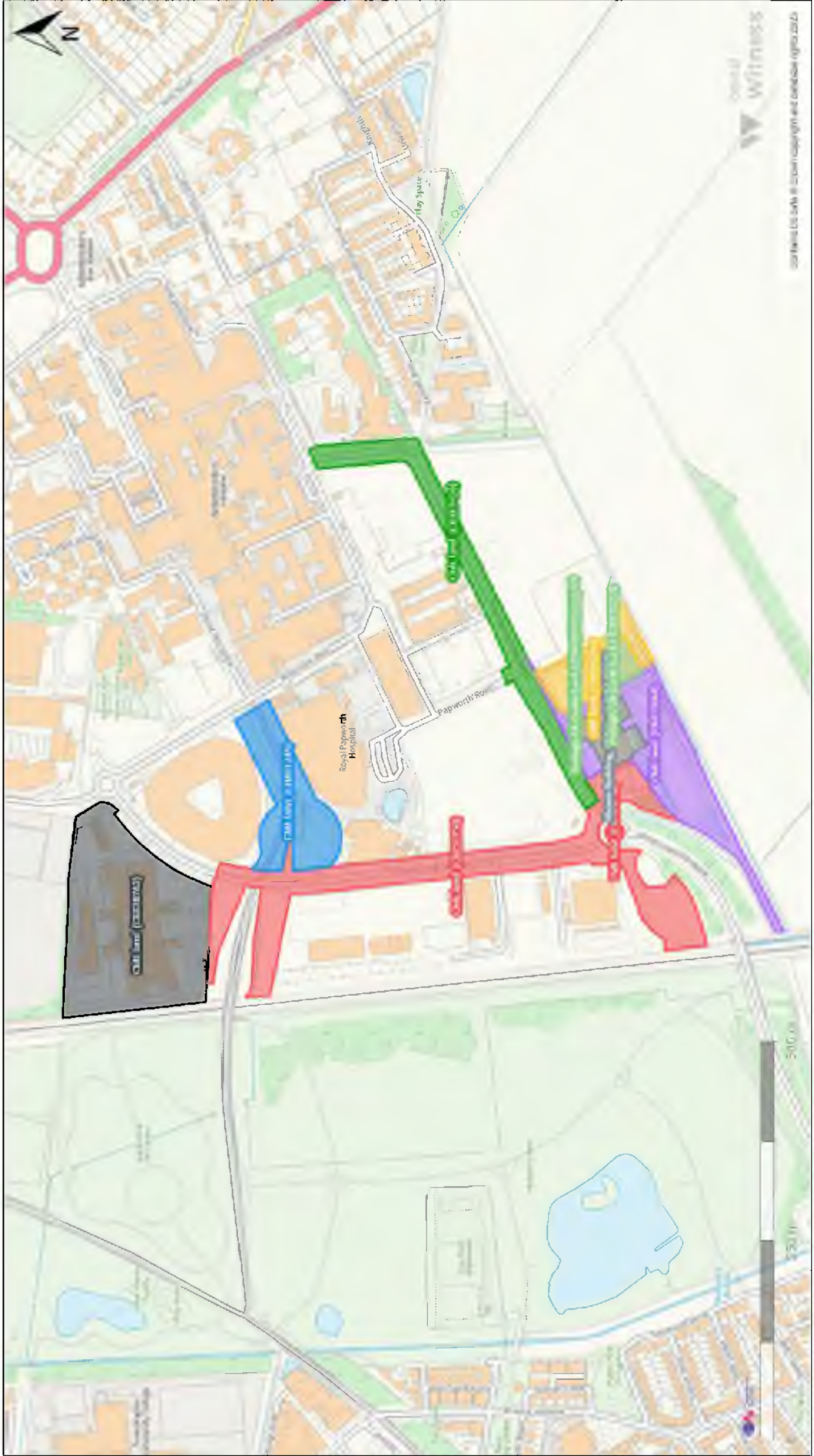
Annex A

List of Documents

The following documents may be referred to in evidence:

Document	Annex
The Ownership Plan	Annex B
Highways Search	Annex C
2000 Discovery Drive Plot Lease Plan	Annex D
Cambridge City Council Local Plan policies	Annex E
Phase 2 Outline Planning Permission (16/0176/OUT, 5 September 2017) and illustrative masterplans	Annex F
Dame Mary Archer Way Reserved Matters Approval (Southern Spine Road) (12/1304/REM pursuant to 06/0796/OUT, 17 January 2013) and approved general arrangement drawing	Annex G
2000 and 3000 Discovery Drive Reserved Matters Planning Permission (24/01529/REM, 10 October 2014) and approval of conditions 8, 10, 14, 31, 33, 36, 37, 39, 41, 43, 48, 49; as amended by Non Material Amendment (dated 7 May 2025 and reference 24/01529/NMA1) and proposed site layout plan	Annex H
Abcam Building Planning Permission (16/0165/FUL, 22 November 2016) and proposed site plan, as amended by Non Material Amendments: (a) dated 13 April 2017 and reference 16/0165/NMA1 (b) dated 10 January 2018 and reference 16/176/OUT (c) 14 May 2018 and reference 16/0165/NMA2	Annex I
1000 Discovery Drive Reserved Matters Planning Permission (20/03950/REM, 27 January 2021) and proposed site plan	Annex J
1000 Discovery Drive Liquid Nitrogen Tank Planning Permission (23/03071/FUL, 4 October 2023) and planning elevations drawing	Annex K
MSCP Reserved Matters Planning Permission (24/01589/REM, 10 October 2024) as amended by non material amendment (24/01589/NMA1, 18 August 2025) and proposed site layout	Annex L
Abcam Building S106 Agreement (21st November 2016)	Annex M
Phase 2 S106 Agreement (25 September 2017)	Annex N
AECOM Drainage Assessment (8 August 2025)	Annex O
Francis Crick Early Works Plan	Annex P

Annex B The Ownership Plan



Annex C Highways Search



Date of Order:

05/03/2025

Case Number:

3031257

Client Reference:

27023394

Client Details:

TM Group Ltd
1200 Delta Business Park WELTON ROAD,
SWINDON, SN5 7XZ

Property Searched:

LAND AT DAME MARY ARCHER WAY
CAMBRIDGE BIOMEDICAL CAMPUS,
CAMBRIDGE, CAMBRIDGESHIRE

Data Provided By:

Cambridge City Council

Search Compiled By:

Conveyancing Data Services



ENQUIRIES RAISED

- Please provide us with details of the roads in and around the property which are maintained at public expense (adopted) and which aren't (private).
- In addition to the status, please provide a plan showing the extent of the highways and maintained roads which abut the property.
- If there is intervening land between the property and the maintained highway, please confirm the status of the land.
- Are there any road improvements, widening schemes or road closure orders affecting roads abutting and near the vicinity of the property? Are there any proposed which will affect the property?
- Are there any Public Rights of Way which abuts on, or crosses the property? If so, please confirm the extent.

Tmgroup, 1200 Delta Business Park, Swindon, Wiltshire, SN5 7XZ
Tel: 01189 690 839
Email: info@conveyancingdata.com Web: www.conveyancingdata.com



Dear Sirs/Madam

28 March 2025

The Premises: Land at Dame Mary Archer Way, Cambridge Biomedical Campus, Cambridge.

Thank you for your enquiry on the property above we have attached the information requested and the Councils' response:

1. Dame Mary Archer Way is not a publicly maintained highway. Addenbrookes Road is a publicly maintained highway.
2. Please see plan which shows the publicly maintainable highways as highlighted.
3. The Council cannot confirm whether there is intervening land between the property and maintained highway.
4. There are proposed traffic schemes within the vicinity your search area.
5. There is a public right of way which abuts the boundary of your search area.

Yours sincerely

A handwritten signature in black ink that reads "Chloe Neal".

Chloe Neal
Highways Agent

Conveyancing Data Services Ltd (Company Number 07159470) is a wholly owned subsidiary of TM Group (UK) Limited (company Number 05278187). TM Group and its subsidiaries are registered in England: 1200 Delta Business Park, Swindon, Wiltshire, SN5 7XZ. TM Group and its subsidiaries are appointed representatives of Conveyancing Liability Solutions Ltd which are authorized and regulated by the Financial Conduct Authority. TM Group and its subsidiaries are appointed representatives of First Title Insurance plc, which is authorised by the Prudential Regulation Authority and regulated by the Financial Conduct Authority and the Prudential Regulation Authority under registration number 202103

part of tmgroup

My Ref: CCC693856541
Your Ref: 3031257



Date: 25 March 2025
Contact: Laura Clarke Jones
Direct dial: 01480 372 797
E Mail: searches@cambridgeshire.gov.uk

Conveyancing Data Services
Unit 1200A, Delta Office Park
Welton Road
Swindon
SN5 7XZ

By email only:
highwaysenquiries@conveyancingdata.com

Frank Jordan
Executive Director
Place & Sustainability
Highway Records Team
Box No. STA2101
Stanton Way Depot
Huntingdon
PE29 6PY

Dear Sirs,

Re: Land at Dame Mary Archer Way, Cambridge Biomedical Campus, Cambridge

Thank you for your recent online highway information request relating to the above property.

Please find attached a plan to show the extent of the highway maintainable at public expense. This result is produced on the basis of the available records, to the best of our knowledge, and is provided without prejudice to the discovery of any new information or to any claim to the existence of additional highway rights that may in the future be made to the County Council.

Please note that your search result is a digital representation of the legal highway records available to the County Council, which has been plotted against current Ordnance Survey (OS) mapping as accurately as possible. Where highway rights extend up to a feature such as (but not limited to) a hedge or fence, the boundary is plotted against that feature as displayed by OS. Users of highway boundary plans should be aware OS mapping is typically captured at a scale of 1:2500, and the features displayed on such maps have a relative positional accuracy of up to 1.8m. Therefore, the location of the features shown on the maps may differ from what actually exists on the site. **Owing to the inherent differences in accuracy between OS data and topographic surveys, users of highway boundary data should exercise caution when overlaying this information with topographic or other site survey data.** Please see below for our data accuracy note in relation to OS mapping*. Highway boundary plans are indicative only and should not be relied on in disputes or for legal purposes.

Con29 Questions Responses

Con29 Q2.1a - Adopted roads – Dame Mary Archer Way is NOT highway maintainable at public expense. Addenbrookes Road is the closest highway maintainable at public expense.

Con29 Q2.1b – Section 38 Agreement – Dame Mary Archer Way is NOT subject to adoption and, supported by a bond or waiver.

Con29 Q2.2 - Public Rights of Way abutting or crossing the property – Yes – Cambridge Footpath Number 47

Con29 Q2.3 - Pending applications to record PROWs – None.

Con29 Q2.4 - Pending legal orders to stop up/divert/alter/create a PROW – There are no pending legal orders to stop up/divert/alter/create a PROW crossing or abutting the property.



Chief Executive Stephen Moir

cambridgeshire.gov.uk

Con29 Q2.5 – See attached Plan.

Con29 Q3.2 - Land required for road works - None

Con29 Q3.4 - Nearby Road Schemes – None

Con29 Q3.5A - Nearby Railway Scheme – The proposed East West Rail connection between Oxford and Cambridge is currently in design stage. In spring 2021 preferred route options were announced, some of which pass through South Cambridgeshire district and are proposed to connect into Cambridge station. For further information please visit <https://eastwestrail.co.uk>

Con29 Q3.5B - Yes - there are a number of proposed railway developments at various stages of design within Cambridgeshire. Please see the County Council's 'Long Term Transport Strategy' for further information. <https://www.cambridgeshire.gov.uk/residents/travel-roads-and-parking/transport-plans-and-policies/long-term-transport-strategy/>. A number of railway level crossings within Cambridgeshire are proposed for closure or modification under Network Rail's 'Anglia level crossings proposals'. Further information is available at: <http://www.networkrail.co.uk/anglialevelcrossings/>

Con29 Q3.6 - Traffic Schemes

- There are proposals for a new cycle track known as the Linton Greenway cycling route. For further information please contact the Cycling Projects Team at Cambridgeshire County Council, 0345 045 5212.
- There are proposals for a new cycle track known as the Sawston Greenway cycling route. For further information please contact the Cycling Projects Team at Cambridgeshire County Council, 0345 045 5212.

CON29 questions 3.6 (B) to (L). All Traffic Regulation Orders currently under consultation can be viewed at the following page on Cambridgeshire County Council's website: [Permanent Traffic Regulation Orders - Cambridgeshire County Council](#)

Con29 Q3.7e - Outstanding Notices – Highways – None

Con29 Q3.7g - Outstanding Notices - flood risk management – None

If you have any further queries regarding the above the please do not hesitate to contact me.

Yours faithfully

Laura Clarke Jones

Laura Clarke Jones
Highway Records Officer

*Highway boundary plans are determined using Ordnance Survey (OS) mapping at a scale of 1:1250 or 1:2500. Please refer to OS's Statement of Accuracy when comparing with a site survey. It is possible that the OS mapping for the area searched does not show features that typically form part of the highway boundary, such as (but not limited to) ditches, hedges, fences or embankments. Therefore, please note that owing to the tolerance of accuracy that must be applied to OS maps, the highway boundary 'on the ground' may not be in exactly the same position as the boundary features displayed by OS. If you require a site visit to determine the physical highway extent, please contact Searches@cambridgeshire.gov.uk. This service is provided on a cost-recoverable basis on accordance with our Schedule of Charge



Chief Executive Stephen Moir

cambridgeshire.gov.uk



Scale: 1:3000

Date: 26/03/2025

Ref: CCC693856541_LCJ

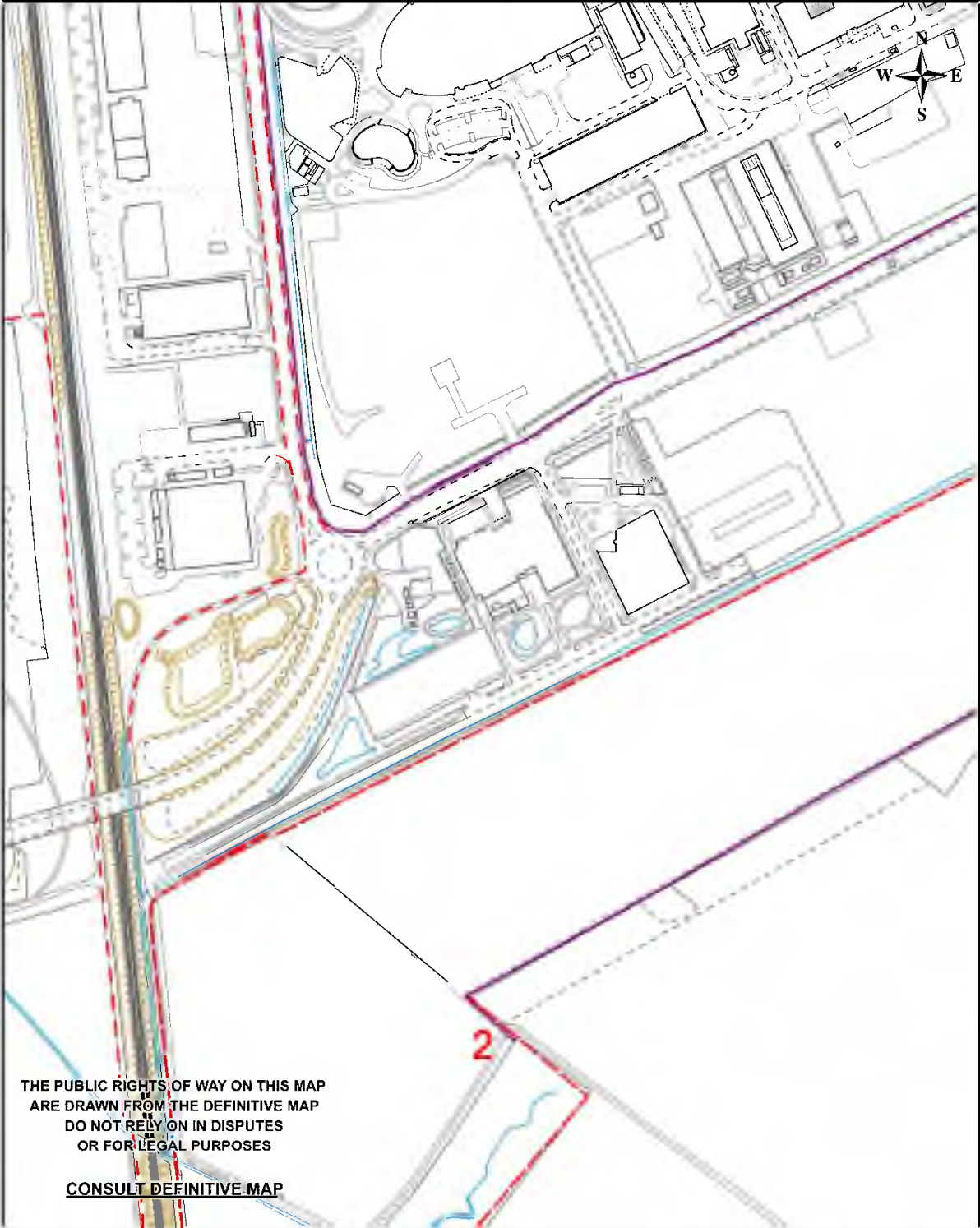
Highway boundary plans are determined using Ordnance Survey (OS) mapping at a scale of 1:1250 or 1:2500. Please refer to OS's Statement of Accuracy when comparing with a site survey

Legend

Public highway (green)



The information shown in this search result is a depiction of the highway extent that has been investigated using the highway records available to the County Council. This research has been interpreted and displayed against current Ordnance Survey (OS) map data as accurately as possible. It is possible that the OS mapping for the area searched does not show features that typically form part of the highway boundary, such as (but not limited to) ditches, hedges, fences or embankments. Therefore, please note that owing to the tolerance of accuracy that must be applied to OS maps, the highway boundary 'on the ground' may not be in exactly the same position as the boundary features displayed by OS. If you require a site visit to determine the physical highway extent please contact searches@cambridgeshire.gov.uk. This service is provided on a cost-recoverable basis in accordance with our Schedule of Charges.



Scale: 1:3500
Date: 26/03/2025
Ref: CCC693856541
By LCJ

Key - Drawn from the Definitive Map			
Public Footpath (purple)		Pending Public Path Order (blue)	
Public Bridleway (green)		Pending Definitive Map	
Byway Open to All Traffic (brown)		Modification Order	
Parish boundary (yellow)			

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Annex D 2000 Discovery Drive Plot Lease Plan



Annex E Local Plan Policies

- 5.5 Cambridge also has a thriving low technology and services economy; this includes offices in the city centre associated with the high technology economy and serving the local population. There is also a legacy of industrial uses alongside the railway and on industrial estates in Cambridge. Over the last ten years, and beyond, Cambridge has seen a loss of land and premises in industrial use as higher value uses, such as residential and retail, have put pressure on sites. The offices and industrial uses make up an important part of the economy; they meet the needs of people and businesses in the local area, in particular the business services that high technology firms rely on, as well as helping to provide a diverse range of jobs. The low technology businesses operate in a more local marketplace and their competitors are more likely to be in other businesses operating in the Cambridge area, and in some cases other businesses around the UK.

Policy 40: Development and expansion of business space

New offices, research and development and research facilities are encouraged to come forward within the following locations:

- a. in the city centre and the Eastern Gateway, providing they are of an appropriate scale and are part of mixed-use schemes with active frontage uses where practicable at ground floor level;
- b. in the areas around the two stations (defined and subject to policies in Section Three); and
- c. research, and research and development facilities will be supported in the Cambridge Biomedical Campus (including Addenbrooke's Hospital), and at the West Cambridge site, provided they satisfy relevant policies in Section Three of the plan.

Proposals for the development of these uses elsewhere in the city will be considered on their merits and alongside the policies in Section Three of the plan.

Development of larger employment sites, with multiple occupiers, should consider whether they want to provide shared social spaces within the site, to enhance the vitality and attractiveness of the site.

Supporting text:

- 5.6 The Council will support the forecast growth of 22,100 net additional jobs in Cambridge by 2031, including a net gain of some 8,800 jobs in the 'B' use classes (offices and industry). Growth of jobs in other use classes (including retail, health and education) is more difficult to quantify. Land requirements for and plans for other employment-generating development are considered elsewhere in the plan. Growth on this scale would generate a net demand for just around 70,200 sq m of additional

floorspace or 7.4 hectares of land, as shown in Table 5.1, below. Planning for this employment space will ensure the local plan will support the continued development of a strong local economy that is able to compete on a global stage and will continue to provide job opportunities to residents of the area. Proposals for the development of employment uses will be considered alongside the policies in Section Three of the plan and the allocations in Appendix B.

Table 5.1: Employment forecasts – jobs growth and land and floorspace requirements 2011-2031

Use	Jobs	Net floorspace (sq m)	Net land (hectares)
B1(a) – offices	7,000	83,000	12.2
B1(b) – research and development	2,700	32,700	4.8
B1(c)/B2 – industrial	-300	-11,800	-2.8
B8 – warehousing	-600	-33,700	-6.7
All B use classes	8,800	70,200	7.4

Source: Employment Land Review Update 2013.

- 5.7 Table 5.1 shows the breakdown of land and floorspace requirements deriving from the forecast 8,800 net additional jobs growth in B use classes between 2011 and 2031. These figures are based on assumptions around the sectors applied to the outputs from the East of England Forecasting Model (EEFM), which itself has a number of assumptions built in to it. The employment land requirements are, therefore, a guide and the figures outputting from it are directions of travel rather than hard targets. The Council also has less influence on the delivery of jobs than of housing. The Council can help ensure that suitable land is available in the right place to be attractive to business, and that conditions in Cambridge are conducive to doing business, but ultimately business growth is dependent on different factors for different businesses and wider economic conditions. The Council understands

the importance that the quality of life and place in Cambridge plays in supporting economic success.

- 5.8 While Table 5.1 indicates an overall net need for 7.4 hectares of employment land, the detail of the numbers tells a more complex story. It shows an anticipated net growth in land needed for office and research and development, particularly offices, set against net losses of industrial and warehousing land. In essence, the forecasts show the replacement of older, more land-hungry industrial uses with new, denser, high technology and professional uses.

Table 5.2: Key employment sites in Cambridge with planning permission at 31 March 2017

Site	Employment use	Net floorspace (sq m)	Net land (hectares)
Station Areas West	Offices	16,942	0.67
West Cambridge *	Research and development	19,896*	3.03
Cambridge Biomedical Campus and Addenbrooke's	Offices and research and development	163,547	16.43
North West Cambridge	Research and development	31,200	7.55
Fulbourn Road (GB3 and GB4)**	Offices and research and development	20,408**	4.41

*For West Cambridge, the figures relate to the outstanding consent on the site as of 31 March 2017. Paragraph 5.11 outlines the long term aspirations for the site.

**Fulbourn Road (GB3 & GB4) has planning permission for all of GB4 and part of GB3. There is the potential for further floorspace to be delivered on site.

Source: Cambridge Business Commitments and Completions 2017, Cambridgeshire County Council.

- 5.9 There are six key employment sites in Cambridge that will deliver new jobs and prosperity to the Cambridge area. These are:
- Station Areas West;
 - West Cambridge;
 - Cambridge Biomedical Campus and Addenbrooke's;
 - North West Cambridge;
 - Fulbourn Road (GB3 & GB4); and
 - Cambridge Northern Fringe East
- 5.10 Developments on these sites will help grow the Cambridge Cluster, by ensuring that there is sufficient employment land available in the right locations. Most of these new allocations are for new office or research and development land, as indicated by the forecasts. Many of these sites are highly specialised and their occupancy is restricted; for example, Addenbrooke's has a strong clinical, health and biomedical focus, while West Cambridge has an academic and physical science focus. The specialised nature of these sites means that their build out may be slow as the site managers have particular objectives when seeking to find occupants.
- 5.11 Table 5.2 sets out the committed level of employment floorspace and the amount of land for the key employment sites that had planning permission at 31 March 2012. The level of employment development at West Cambridge is being reviewed in line with the aspirations in Policy 19 of the Plan. The site could provide approximately 468,300 sq m of academic and commercial space in total, of which around 210,400 sq m would be for B1(b) commercial uses. The precise amount of floorspace to come forward will be agreed as part of the development management process, subject to design, transport and other considerations. In terms of Cambridge Northern Fringe East, the Council has commenced work on an Area Action Plan for the area with South Cambridgeshire District Council. The development potential of this area will be significantly enhanced by the opening of the new Cambridge North Station in May 2017. This will link up with the wider transport network, including the Cambridge to Huntingdon Busway. The precise amount of employment floorspace to be provided in this highly accessible and sustainable urban location at Northern Fringe East will be determined by any planning permissions granted and the comprehensive vision for the area as a whole which will be established through the Area Action Plan.

Table 5.3: Employment land supply at March 2012

Employment land provision 2011 to 2031	Net land (hectares)	Net floorspace (sq m)
Employment land developed between April 2011 and March 2012	-7.31	2,812
Employment land allocated or with planning permission at March 2012	19.32	218,955
Total employment land built, allocated or with planning permission 2011 to 2031	12.01	221,767

Source: Cambridge Business Commitments and Completions 2012, Cambridgeshire County Council.

- 5.12 Table 5.3 shows that the supply of employment land in Cambridge at March 2012 is healthy. One of the rows in the table looks counter-intuitive in that it shows a loss of land with a growth in floorspace. This is due to the fact that the employment land being lost tends to have less floorspace on it than the new employment land being proposed or developed. In essence, these figures show the densification of employment land in Cambridge, as a denser form of development replaces less dense sites. While there is more employment land available than the forecasts indicate is needed, there are a number of benefits to this approach. It allows for flexibility within the supply of employment land. There will always be a certain amount of churn as businesses start and grow and move to new premises to meet their needs; a larger supply of employment land means that there is more likely to be empty land or floorspace to move into, and businesses will not have to wait as long for someone else to move out. This also means that the inherent uncertainties in forecasts will not unnecessarily constrain business growth.
- 5.13 It is also worth noting that Cambridge Biomedical Campus (including Addenbrooke's Hospital) is the largest allocated employment site in Cambridge, both in land and floorspace terms. Addenbrooke's Hospital is a regional hospital that serves a far wider area than just Cambridge. If the floorspace at Addenbrooke's were left out of the net floorspace provision to 2031 then the remaining floorspace would be just over 70,000 sq m, around the level the net forecasts predict.
- 5.14 Employment proposals in B use class that are situated in sustainable locations will be supported. Evidence suggests that over the past few years demand for office space has contracted to the city centre and down

Hills Road to Cambridge Station, and the business parks and Cambridge Science Park on the northern edge of the city. This policy seeks to meet the demand for new office space by supporting the development of business space in areas where there is strong demand. Business growth of appropriate scale in other sustainable locations throughout the city will also be supported.

- 5.15 In the past, employment policies sought to support the high technology economy through selective management of the economy, reserving employment land in Cambridge for high technology uses. There is now a significant supply of land for high technology uses, enough to last beyond the lifetime of the plan, and hence this policy emphasis has changed. Changes in national policy, combined with new local evidence, indicated that this approach was no longer the best for Cambridge. Consequently, the previous policy no longer applies and the new approach supports all types of employment development, subject to a number of criteria.
- 5.16 The Cambridge Cluster Study 2011 identifies the fact that a number of peripheral employment sites are perceived to be isolated, both in relation to each other and in relation to the city centre and the railway station. The lack of a social aspect, especially on the newer peripheral employment sites, is making them less attractive places to locate to. Larger employment sites away from the city centre should consider whether to provide shared social spaces to enhance the vitality and attractiveness of the site from the outset.

Policy 41: Protection of business space

Within protected industrial sites as identified on the Policies Map, development (including change of use) 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, in which case other employment uses will be considered. If other employment uses do not prove possible, then other uses will be considered, subject to their compatibility with surrounding uses.

There will be a presumption against the loss of any employment uses outside protected industrial sites. Development (including change of use) resulting in the loss of employment uses will not be permitted unless:

Supporting text:

- 3.42 The Cambridge Biomedical Campus is an international centre of excellence for patient care, biomedical research and healthcare education. It plays a local, regional and national role in providing medical facilities and medical research. The local plan will support its continuing development as such, and as a high quality, legible and sustainable campus. It also reinforces the existing biomedical and biotechnology cluster in the Cambridge area.
- 3.43 This policy covers the existing campus, and sufficient land to allow its expansion to meet the health needs of the expanding city and for public and private organisations with a biomedical focus to co-locate.
- 3.44 The total area of the site is approximately 68 hectares comprising:
- 3.45 **Existing NHS Trust area:** this is the existing built-up area bounded by Robinson Way to the west. At the north west of the site outline approval has been granted for:
- a learning/seminar/conference centre;
 - a hotel; and
 - ancillary and support activities.
- 3.46 **Area covered by outline approval:** this is the area between the existing buildings and the railway line to the west, and the southern access road (under construction) to the south. The current outline approval allows for:
- the relocation of Papworth Hospital;
 - other NHS and private clinical development;
 - clinical research and biomedical and biotechnology research and development activities within class B1(b);
 - sui generis medical research institutions; and
 - related support activities.
- 3.47 The Medical Research Council Laboratory of Molecular Biology is within the outline permission site.
- 3.48 **Expansion area:** this is the area south of the southern access road. Development here will be similar to that approved for the remainder of the site, with approximately a third of the land to be developed for NHS and private clinical development and two-thirds for biomedical and biotechnology research and development activities.
- 3.49 When approval is granted for this land, or other proposals within the Cambridge Biomedical Campus, conditions or legal agreements will be used to ensure future development and occupation will be in accordance with this mix of uses.

Section Two: The Spatial Strategy

The spatial vision for Cambridge

- 2.1 This plan has a high-level vision developed from a range of existing strategies and through consultations and feedback from stakeholders. It is designed to help clarify the kind of city Cambridge wants to be in 2031. The vision takes account of the aspirations identified in the Cambridge Local Plan 2006 and through an iterative process has reviewed them against the experience of delivering that vision, and the issues relevant to Cambridge today.
- 2.2 Cambridge is a world-class city in terms of its academic reputation and the knowledge-focused economy that has sprung from this. The city has experienced strong economic growth even during most years of an economic downturn. This success, however, generates its own challenges. The key issues in Cambridge are balancing and managing the conflicts between two dynamics. Firstly, how to maintain the advantages of a compact city – in terms of sustainability and quality of life – against demands for knowledge sector led business and housing growth and the spatial implications of this dynamic. The planning challenge is to integrate both. It is recognised that the city must grow to maintain its competitiveness and address housing needs and affordability, but the factors that created and underpin this economic success and growth must also be carefully balanced. Growth must enhance the quality of life and secure sustainable development, supported by the delivery of new and improved infrastructure.
- 2.3 Below this high-level vision are the strategic objectives, which set out what this will mean in spatial planning terms. The local plan is presented in a number of sections that explain the spatial strategy through to its delivery, including cross-cutting issues. The delivery and monitoring strategy explains how the outcomes set out in the strategic objectives will be achieved.

The vision for Cambridge to 2031

The vision for Cambridge is of a compact, dynamic city, located within the high quality landscape setting of the Cambridge Green Belt. The city will draw inspiration from its iconic historic core, heritage assets, river and structural green corridors, achieving a sense of place in all its parts, with generous, accessible and biodiverse open spaces and well-

Annex F Phase 1 Permission and Plans

CAMBRIDGE CITY COUNCIL

TOWN AND COUNTRY PLANNING ACT 1990

OUTLINE PLANNING PERMISSION

SUBJECT TO CONDITIONS

Ref: 16/0176/OUT



Mr Guy Kaddish
Bidwells LLP
Bidwell House
Trumpington Road
Cambridge
Cambridgeshire
CB2 9LD

The Council hereby grant outline planning permission for

Development of up to 75,000 sqm floorspace (excluding plant areas) of Research and Development (B1b) and Clinical (C2 and/or D1), sui generis and higher education uses, including related support activities within use class B1; ancillary uses in addition (A1, A3, A4, A5, D1 and/or D2); up to two multi storey car parks; open space and landscaping and all other associated supporting infrastructure.

at

**Land South Of Dame Mary Archer Way Cambridge Biomedical Campus
Cambridge Cambridgeshire**

in accordance with your application received 2nd February 2016 and the plans, drawings and documents which form part of the application, subject to the conditions set out below:

1. Approved Plans

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

Location Plan MP-A(10)110 P3

Site Plan MP-A(10)111 P1

Parameter Plan 1 - Land Use MP-A(10)101 P11

Parameter Plan 2 - Maximum building heights MP-A(10)102 P9

Parameter Plan 3 - Access MP-A(10)106 P8

Parameter Plan 4 - Open Space and Landscape Framework MP-A(10)103 P8

Parameter Plan 5 - Development Principles MP-A(10)108 P6

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

2. Reserved Matters

No development on any individual phase shall commence until approval of the details of the access, appearance, landscaping, layout and scale (hereinafter called the reserved matters) within that phase has been obtained from the local planning authority in writing. The development shall be carried out as approved.

Reason: To ensure that all necessary details are acceptable (Cambridge Local Plan 2006 policies 3/2, 3/4, 3/7, 3/11, 3/12, 4/2, 4/3, 4/4, 9/3, 9/8).

3. The first application for approval of reserved matters shall be made to the local planning authority no later than five years from the date of this permission.

Reason: In accordance with the requirements of section 51 of the Planning and Compulsory Purchase Act 2004.

4. The development of each phase pursuant to this outline consent shall begin before the expiration of two years from the date of the last reserved matter of that phase to be approved.

Reason: To prevent the accumulation of unimplemented planning permissions and in accordance with the requirements of section 51 of the Planning and Compulsory Purchase Act 2004.

5. Application(s) for approval of all the reserved matters shall be made to the local authority before the expiration of nine years from the date of this permission.

Reason: To prevent the accumulation of unimplemented planning permissions and in accordance with the requirements of section 51 of the Planning and Compulsory Purchase Act 2004.

6. Phasing

Prior to or concurrently with the submission of the first reserved matters application for any development on the site, an Initial Site Wide Phasing Plan which accords with the S106 triggers shall be submitted to the local planning authority for approval. From the date of approval of the Initial Site-Wide Phasing Plan an annual Update Site Wide Phasing Plan shall thereafter be submitted to the local planning authority for information each year of the nine year period hereby approved (condition 5) for submission of reserved matters, unless all reserved matters have already been submitted prior to this date.

The Initial Site Wide Phasing Plan shall include the sequence of the following elements:

- a) provision of the reserved matters parcels
- b) provision of the major distributor roads/routes within the site and the design of possible future transport spurs to the southern edge of the site
- c) strategic foul surface water features and SUDS
- d) car parking
- e) diversion of high pressure gas main
- f) cycle and pedestrian links
- g) strategic electricity and telecommunications networks
- h) environmental mitigation measures and landscaped areas

In addition, an Update Position Statement shall be submitted prior to or concurrently with the first reserved matters including:

- i) estimated timing of outstanding clinical and research and development plots delivery within Phase 1 (that development subject to 06/0796/OUT or as subsequently amended by any S73 application(s)) that have not received planning approval upon the granting of outline permission for Phase 2
- j) energy innovation centre delivery Phase 1
- k) any other developments within Phase 1 that have received planning approval but not yet been constructed upon the granting of outline permission for Phase 2.

No development approved under the first reserved matters application shall commence until such time as the Initial Site-Wide Phasing Plan has been approved. The annual Update Site Wide Phasing Plans, submitted to the LPA for information, shall provide a position statement on progress and delivery of all of the above elements a) - h). The development shall be carried out in accordance with the approved details.

Reason: To clarify how the site is to be phased to assist with the determination of subsequent reserved matters applications and in order to ensure that major infrastructure provision and environmental mitigation is provided in time to cater for the needs and impacts arising out of the development and given that there are a number of unimplemented clinical and research and development plots remaining within Phase 1, to ensure satisfactory coordination of the overall Cambridge Biomedical Campus as a whole.

7 Environmental Information

The development shall be carried out in accordance with the mitigation measures as set out in the CBC Phase 2 Environmental Statement, dated February 2016, and take account of assumptions and information contained within the following Technical Notes:

- a) CBC Phase 2 AECOM Response to EHO Comments Prepared 18th April 2016/ Approved 22 April 2016;

b) CBC Phase 2 AECOM Response to CCC Comments Prepared 22 March 2016 / Approved 13 April 2016;

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

8. Provision of Transport Spurs for Campus Expansion

In the event that land to the south of the site is adopted for the future provision of a Phase 3 of the Cambridge Biomedical Campus as part of proposed allocation E/1B of the proposed South Cambridgeshire Local Plan 2013, then:

a) Notwithstanding the approved plan Parameter Plan Three unless agreed otherwise in writing by the Local Planning Authority any reserved matters for the primary transport route through the site as shown on approved plan Parameter Plan Three, shall include a detailed design of transport spurs to the southern edge of the site for the purposes of access to and from the site for vehicles, pedestrians and cyclists; and

b) The reserved matters for the primary transport route shall include the proposed timing of the provision of the route together with timing for provision of the spurs, whether together as part of the Phase 2 infrastructure provision or separately

c) If the spurs are constructed separately and at a later time to the primary transport route, the reserved matters submitted as part of criterion 8(a) above shall include the details of temporary junctions that are capable of being upgraded to accommodate the transport spurs.

The development of the primary transport route and the transport spurs shall be carried out in accordance with the approved reserved matters.

Reason: To ensure the detailed design of the primary route includes spurs to the southern boundary of the site to safeguard the possible future expansion of the Biomedical Campus as part of a co-ordinated development (Cambridge Local Plan policies 3/6, 3/7, 9/2, 9/3, 10/1).

9. Non-Road Mobile Machinery Plant

All Non-Road Mobile Machinery (NRMM) of net power between 37kW and 560 kW used during demolition or construction works or similar, shall meet the emissions standards in Stage IIIA of EU Directive 97/68/ EC (as amended) for both Nitrogen Oxides (NOx) and Particulate matter (PM). If Stage IIIA equipment is not available the requirement may be met using the following techniques:

- a) Reorganisation of NRMM fleet
- b) Replacing equipment

- c) Retrofit abatement technologies
- d) Re-engining

All eligible NRMM shall meet the requirement above unless it can be demonstrated that the machinery is not available or that a comprehensive retrofit for both PM and NO_x is not feasible. In this situation every effort should be made to use the least polluting equipment available including retrofitting technologies to reduce particulate emissions. Developers will be required to provide a written statement of their commitment and ability to meet the requirement within their Construction and Demolition Management plans. An inventory of all NRMM must be kept on site and all machinery should be regularly serviced and service logs kept on site for inspection. Records should be kept on site which details proof of emission limits for all equipment. This documentation should be made available to local authority officers as required.

Reason: To protect local air quality and human health by ensuring that the production of air pollutants such as nitrogen dioxide and particulate matter are kept to a minimum during the lifetime of the development, to contribute toward National Air quality Objectives in accordance with the National Planning Policy Framework (NPPF) and policy 4/14 of the Cambridge Local Plan (2006).

10. Energy Demand

The total energy demand to be supplied by locally polluting combustion sources (such as but not limited to natural gas, biogas, biodiesel, diesel and biomass) for buildings coming forward under each individual Reserved Matters application as part of the CBC Phase 2 development shall not exceed 350 W/m² (energy demand includes heating, ventilation, air conditioning, process energy requirements, including the normal regular operation of back-up plant).

Reason: To protect local air quality and human health by ensuring that the production of air pollutants such as nitrogen dioxide and particulate matter are kept to a minimum during the lifetime of the development, to contribute toward National Air quality Objectives in accordance with the National Planning Policy Framework (NPPF) and policy 4/14 of the Cambridge Local Plan (2006).

11. Low NOx boilers

The development hereby approved shall utilise low NOx boilers, i.e., boilers that meet a dry NOx emission rating of 40mg/kWh, to minimise emissions from the development that may impact on air quality. Details of the boilers for each building shall be submitted to the local planning authority for approval prior to installation within any building approved under a Reserved Matters Application. All boilers shall be installed in accordance with the approved details prior to first occupation of that building and retained thereafter. A manufacturer's NOx emission test certificate or other evidence to demonstrate that every installed boiler meets the approved emissions standard shall be submitted to and approved by the local planning authority. The details shall demonstrate compliance with the agreed emissions limits. The scheme as approved shall be fully carried out in accordance with the approved details before first occupation and shall be thereafter retained.

Reason: To protect local air quality and human health by ensuring that the production of air pollutants such as nitrogen dioxide and particulate matter are kept to a minimum during the lifetime of the development, to contribute toward National Air quality Objectives and accords with the requirements of the National Planning Policy Framework (NPPF) and policies 4/13 & 4/14 of the Cambridge Local Plan 2006.

12. Combined Heat and Power

Any gas-fired CHP must meet an emissions standard of:

- a) Spark ignition engine: less than 150 mgNOx/Nm³
- b) Compression ignition engine: less than 400 mgNOx/Nm³
- c) Gas turbine: less than 50 mgNOx/Nm³

A manufacturer's NOx emission test certificate or other evidence to demonstrate that every installed boiler meets the approved emissions standard shall be submitted to and approved by the local planning authority. The details shall demonstrate compliance with the agreed emissions limits. The scheme as approved shall be fully carried out in accordance with the approved details before first occupation and shall be thereafter retained.

Reason: To protect local air quality and human health by ensuring that the production of air pollutants such as nitrogen dioxide and particulate matter are kept to a minimum during the lifetime of the development, to contribute toward National Air quality Objectives in accordance with the National Planning Policy Framework (NPPF) and policy 4/14 of the Cambridge Local Plan (2006).

13. Combustion Plant

Details of any combustion appliance / plant shall be submitted to and approved in writing by the local planning authority prior to installation. These details shall include the selected plant (including size / rating, abatement equipment, technologies, location/ height of exhaust stack / flue and discharge velocity, NOx emissions standards, as appropriate), their emissions and maintenance schedule.

Reason: To protect local air quality and human health by ensuring that the production of air pollutants such as nitrogen dioxide and particulate matter are kept to a minimum during the lifetime of the development, to contribute toward National Air quality Objectives in accordance with the National Planning Policy Framework (NPPF) and policy 4/14 of the Cambridge Local Plan (2006).

14. EV Charge Points

A minimum of 3% of car park spaces shall have electric vehicle charge points installed at the point of construction and a minimum of 15% of car parking spaces shall have infrastructure for the future provision of electric vehicle charge points.

Reason: To protect local air quality and human health by ensuring that the production of air pollutants such as nitrogen dioxide and particulate matter are kept to a minimum during the lifetime of the development, to contribute toward National Air quality Objectives in accordance with the National Planning Policy Framework (NPPF) and policy 4/14 of the Cambridge Local Plan (2006).

15. Link to Energy Centre

Within each reserved matters application for a clinical building for Cambridge University Hospitals NHS Foundation Trust a strategy for energy for that building shall be submitted to the local planning authority. The strategy shall set out how the building will connect to, or allow for future connection to, any existing or future hospital energy centre unless otherwise demonstrated that it is technically or viably impractical or does not represent the most sustainable approach. The strategy shall include a plan showing the pipe route and connection point to the wider network, high level technical specification and date of implementation and connection. The development shall be carried out in accordance with the approved strategy.

Reason: To protect local air quality and human health by ensuring that the production of air pollutants such as nitrogen dioxide and particulate matter are kept to a minimum during the lifetime of the development, to contribute toward National Air Quality Objectives in accordance with the National Planning Policy Framework (NPPF) and policy 4/14 of the Cambridge Local Plan (2006).

16. Lighting - Individual Development Plots

Prior to the commencement of use of an individual building plot an artificial lighting scheme shall be submitted to and approved in writing by the local planning authority. The scheme shall include details of any artificial lighting of the site and an artificial lighting impact assessment with what the predicted lighting levels at the nearest light sensitive receptor shall be. Artificial lighting on and off site must meet the Obtrusive Light Limitations for Exterior Lighting Installations contained within the Institute of Lighting Professionals Guidance Notes for the Reduction of Obtrusive Light - GN01:2011 for Environmental Zone E2 (or as superseded). The approved lighting scheme shall be installed, retained and operated in accordance with the approved details and measures.

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)

17. Plant Noise Insulation

Before the development/use hereby permitted is occupied for any approved reserved matters application, a scheme for the insulation of any plant in order to minimise the level of noise emanating from the plant shall be submitted to and approved in writing by the local planning authority and the scheme as approved shall be fully implemented before the use hereby permitted is commenced and shall be retained thereafter.

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

18. Extraction Equipment

Prior to the occupation/use of a building, details of equipment for the purpose of extraction and filtration of fumes, odours and/or hazardous material such as airborne bacterial and viral organisms shall be submitted to and approved in writing by the local planning authority. The approved extraction/filtration scheme shall be installed before the use hereby permitted is commenced and shall thereafter be retained as such.

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

19. Site Wide Demolition and Construction Environmental Management Plan

Prior to the commencement of development, a site wide Demolition and Construction Environmental Management Plan (DCEMP) shall be submitted to and approved in writing by the local planning authority. The DCEMP shall include the consideration of the following aspects of demolition and construction:

a) Demolition, construction and phasing programme.

- b) Contractors' access arrangements for vehicles, plant and personnel including the location of construction traffic routes to, from and within the site, details of their signing, monitoring and enforcement measures.
- c) Construction/Demolition hours which shall be carried out between 0800 hours to 1800 hours Monday to Friday, and 0800 hours to 1300 hours on Saturday and at no time on Sundays, Bank or Public Holidays, unless in accordance with agreed emergency procedures for deviation. Prior notice and agreement procedures for works outside agreed limits and hours.
- d) Delivery times for construction/demolition purposes shall be carried out between 0800 to 1800 hours Monday to Friday, 0800 to 1300 hours on Saturdays and at no time on Sundays, bank or public holidays, unless otherwise agreed in writing by the local planning authority in advance.
- e) Soil Management Strategy.
- f) Noise method, monitoring and recording statements in accordance with the provisions of BS 5228-1: 2009.
- g) Maximum noise mitigation levels for construction equipment, plant and vehicles.
- h) Vibration method, monitoring and recording statements in accordance with the provisions of BS 5228-2: 2009.
- i) Maximum vibration levels.
- j) Dust management and wheel washing measures in accordance with the provisions of Control of dust and emissions during construction and demolition - supplementary planning guidance 2014
- k) Prohibition of the burning of waste on site during demolition/construction.
- l) Site lighting.
- m) Drainage control measures including the use of settling tanks, oil interceptors and bunds.
- n) Screening and hoarding details.
- o) Access and protection arrangements around the site for pedestrians, cyclists and other road users.
- p) Procedures for interference with public highways, including permanent and temporary realignment, diversions and road closures.
- q) External safety and information signing and notices.
- r) Consideration of sensitive receptors.
- s) Prior notice and agreement procedures for works outside agreed limits.
- t) Complaints procedures, including complaints response procedures.
- u) Membership of the Considerate Contractors Scheme.

Reason: To protect the amenity of the adjoining properties (Cambridge Local Plan 2006, policy 4/13).

20. Construction Method Statement

Prior to the commencement of development of any approved reserved matters phase, a Construction Method Statement (CMS) shall be submitted to and approved in writing by the local planning authority for that phase. The CMS shall demonstrate how the construction of the reserved matters approval accords with the construction criteria A-U of the Site Wide Demolition and Construction Environmental Management Plan (DCEMP). In addition to criteria A-U, the CMS shall also provide a specific construction programme and plan identifying: the contractor site storage area/compound; screening and hoarding locations; access arrangements for vehicles, plant and personnel; building material, plant and equipment storage areas; contractor parking arrangements for construction and personnel vehicles; and the location of the contractor offices. Thereafter the development shall be undertaken in accordance with the agreed details.

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).

21. Contaminated Land - Gas Risk

Should the contaminated land assessment and associated remedial strategy identify the presence of material with the potential to generate an identifiable ground gas risk for a building, prior to the commencement of development of that building, 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 the buildings (Cambridge Local Plan 2006, policy 4/13).

22. Submission of Preliminary Contamination Assessment

Prior to the commencement of the development (or phase of) or investigations required to assess the contamination of the site, the following information shall be submitted to and approved in writing by the local planning authority:

(a) Desk study to include:

- Detailed history of the site uses and surrounding area (including any use of radioactive materials)
- General environmental setting
- Site investigation strategy based on the information identified in the desk study.

(b) A report setting set out what works/clearance of the site (if any) is required in order to effectively carry out site investigations.

Reason: To adequately categorise the site prior to the design of an appropriate investigation strategy in the interests of environmental and public safety in accordance with Cambridge Local Plan 2006, policy 4/13.

23. Submission of Site Investigation Report and Remediation Strategy:

Prior to the commencement of the development (or phase of) with the exception of works agreed under condition 22 and in accordance with the approved investigation strategy agreed under clause (b) of condition 22, the following shall be submitted to and approved in writing by the local planning authority:

(a) A site investigation report detailing all works that have been undertaken to determine the nature and extent of any contamination, including the results of the soil, gas and/or water analysis and subsequent risk assessment to any receptors .

(b) A proposed remediation strategy detailing the works required in order to render harmless the identified contamination given the proposed end use of the site and surrounding environment including any controlled waters. The strategy shall include a schedule of the proposed remedial works setting out a timetable for all remedial measures that will be implemented.

Reason: To ensure that any contamination of the site is identified and appropriate remediation measures agreed in the interest of environmental and public safety in accordance with Cambridge Local Plan 2006, policy 4/13.

24. Implementation of Remediation

Prior to the first occupation of the development, or each phase of the development where phased, the remediation strategy approved under clause (b) to condition 23 shall be fully implemented on site following the agreed schedule of works.

Reason: To ensure full mitigation through the agreed remediation measures in the interests of environmental and public safety in accordance with Cambridge Local Plan 2006, policy 4/13.

25. Completion Report

Prior to the first occupation of the development (or phase of) hereby approved the following shall be submitted to, and approved by the local planning authority:

(a) A completion report demonstrating that the approved remediation scheme as required by condition 23(b) and implemented under condition 24 has been undertaken and that the land has been remediated to a standard appropriate for the end use.

(b) Details of any post-remedial sampling and analysis (as defined in the approved Material Management Plan pursuant to condition 26) shall be included in the completion report along with all information concerning materials brought onto, used, and removed from the development. The information provided must demonstrate that the site has met the required clean-up criteria.

Thereafter, no works shall take place within the site such as to prejudice the effectiveness of the approved scheme of remediation.

Reason: To demonstrate that the site is suitable for approved use in the interests of environmental and public safety in accordance with Cambridge Local Plan 2006, policy 4/13.

26. Material Management Plan

Prior to the importation or reuse of material for the development (or phase of) a Materials Management Plan (MMP) shall be submitted to and approved in writing by the Local Planning Authority. The MMP shall include:

- a) Details of the volumes and types of material proposed to be imported or reused on site
- b) Details of the proposed source(s) of the imported or reused material
- c) Details of the chemical testing for ALL material to be undertaken before placement onto the site.
- d) The results of the chemical testing which must show the material is suitable for use on the development
- e) Confirmation of the chain of evidence to be kept during the materials movement, including material importation, reuse placement and removal from and to the development.

All works will be undertaken in accordance with the approved document.

Reason: To ensure that no unsuitable material is brought onto the site in the interests of environmental and public safety in accordance with Cambridge Local Plan 2006, policy 4/13.

27 Unexpected Contamination

If unexpected contamination is encountered whilst undertaking the development which has not previously been identified, works shall immediately cease on site until the Local Planning Authority has been notified and/or the additional contamination has been fully assessed and remediation approved following steps (a) and (b) of condition 23 above. The approved remediation shall then be fully implemented under condition 24.

Reason: To ensure that any unexpected contamination is rendered harmless in the interests of environmental and public safety in accordance with Cambridge Local Plan 2006, policy 4/13.

28. Emergency or Back-Up Generator

Before any approved reserved matters parcel is occupied, if an emergency generator is to be installed, a scheme for its insulation in order to minimise the level of noise emanating from the said generator shall be submitted to and approved in writing by the local planning authority. The scheme as approved shall be fully implemented before the use hereby permitted is commenced and shall thereafter be retained as such. The scheme shall include the following:

(i) Generator - Use

The generator shall only be used in the event of mains power failure or in accordance with (ii) below. It shall not be used as an alternative supply in the event of disconnection from the mains supply following for example non-payment.

(ii) Generator - Hours of Running for Maintenance

Running of the generator as part of routine maintenance and repair shall only take place for the length of time specified by the manufacturer between the hours of 8am - 6pm Monday to Friday, 9am -1pm Saturday and no time Sunday or Public Holidays.

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

29. Construction/Demolition Noise

Prior to the commencement of any approved reserved matters parcel (including any pre-construction, demolition, enabling works or piling), the applicant shall submit a report in writing, regarding the demolition / construction noise and vibration impact associated with the reserved matters parcel, for approval by the local authority. The report shall be in accordance with the provisions of BS 5228:2009 Code of Practice for noise and vibration control on construction and open sites and include full details of any piling and mitigation measures to be taken to protect local residents, employees and patients from noise and/or vibration. Development shall be carried out in accordance with the approved details. Due to the proximity of this site to existing residential/clinical premises and other noise sensitive premises, impact pile driving is not recommended.

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

30. Piling

In the event of the foundations for any approved reserved matters parcel requiring piling, prior to the development of the reserved matters parcel taking place, the applicant shall provide the local planning authority with a report/method statement for approval detailing the type of piling and mitigation measures to be taken to protect local residents, employees and patients from noise and/or vibration. Potential noise and vibration levels at the nearest noise sensitive locations shall be predicted in accordance with the provisions of BS 5228-1&2:2009 Code of Practice for noise and vibration control on construction and open sites. Development shall be carried out in accordance with the approved details. Due to the proximity of this site to existing residential premises and other noise sensitive premises, impact pile driving is not recommended.

Reason: To protect the amenity of the adjoining properties (Cambridge Local Plan 2006, policy 4/13).

31. On-Plot Cycle and Pedestrian Facilities

Within each reserved matters application details of the cycle and pedestrian facilities along the northern site boundary relevant to that phase, to provide necessary pedestrian and cycle connectivity on Dame Archer Way, will be provided. The work/scheme shall be constructed and completed in accordance with the approved plans prior to occupation of each phase of development.

Reason: To ensure appropriate priority to sustainable transport modes (Cambridge Local Plan, policies 8/4 and 8/5).

32. Off-Plot Cycle and Pedestrian Facilities

No occupation of a building shall take place until a programme of works and details (including phasing) for the following cycle and pedestrian connections has been submitted to and approved in writing by the Local Planning Authority and those works have been completed:

a) Crossing facilities at the Dame Mary Archer Way / Addenbrooke's Road / Francis Crick Avenue roundabout outside of adopted public highway as illustrated by drawing 60323976-SKE-C-0008-C and in accordance with any approved works to the adjacent Public Highway;

b) Crossing facilities at the Dame Mary Archer Way / Papworth Access junction as illustrated by drawing 60323976-SKE-C-0001-C, for the provision of signalised facilities;

No occupation of the reserved matters parcel for the closest proposed building to the following links shall take place until the following cycle and pedestrian connections, including a programme of works and details, have been submitted to and approved in writing by the Local Planning Authority and those works have been completed:

c) Cycle link to National Cycle Network route number 11 to the west boundary of the site as illustrated by drawing 60323976-SKE-C-0011-A;

d) Cycle link(s) to National Cycle Network route number 11 to the east boundary of the site as illustrated by drawing 60323976-SKE-C-0011-A.

The pedestrian and cycle connections shall be carried out in accordance with the approved details and phasing.

Reason: To ensure that the transport improvements are delivered (Cambridge Local Plan 2006, policies 8/1, 8/2, 8/3, 8/4 and 8/5).

33. Car Parking: On-Plot Research and Development

On-plot car parking provision for any biotech or biomedical research and development use shall be provided at a ratio of 1 space for every 80 square metres of gross floor area measured externally excluding plant areas or any such ratio agreed in writing with the Local Planning Authority that provides a lesser amount of on-plot car parking provision.

Reason: To ensure that the development takes place in accordance with the principles and parameters contained within the Environmental Statement, to ensure the predicted impacts of vehicular movements are not exceeded and to ensure the proposal encourages sustainable modes of transport to and from the site (Cambridge Local Plan 2006, policies 8/10, 9/3, 9/5 and 10/1).

34. Car Parking: Clinical, Higher Education or Sui Generis (Employee)

Car parking provision for employees of any clinical research and treatment (D1 and/or clinical in-patient treatment) or higher education or sui generis medical research institute uses shall be provided at a ratio of 1 space for every 72 square metres of gross floor area measured externally excluding plant areas or any such ratio agreed in writing with the Local Planning Authority that provides a lesser amount of car parking provision.

Reason: To ensure that the development takes place in accordance with the principles and parameters contained within the Environmental Statement, to ensure the predicted impacts of vehicular movements are not exceeded and to ensure the proposal encourages sustainable modes of transport to and from the site (Cambridge Local Plan 2006, policies 8/10 9/3, 9/5 and 10/1).

35. Car Parking: Clinical, Higher Education or Sui Generis (Patients and Visitors)

Car parking provision for patients and visitors for any clinical research and treatment (D1 and/or clinical in-patient treatment) or higher education or sui generis medical research institute uses shall be provided at a ratio of 1 space for every 773 square metres of gross floor area measured externally excluding plant areas or any such ratio agreed in writing with the Local Planning Authority that provides a lesser amount of car parking provision.

Reason: To ensure that the development takes place in accordance with the principles and parameters contained within the Environmental Statement, to ensure the predicted impacts of vehicular movements are not exceeded and to ensure the proposal encourages sustainable modes of transport to and from the site (Cambridge Local Plan 2006, policies 8/10 9/3, 9/5 and 10/1).

36. Car Parking: Disabled Spaces

Disabled car parking spaces shall constitute at least 5% of the total number of spaces provided.

Reason: To ensure that the development provides sufficient disabled parking (Cambridge Local Plan 2006, policy 8/10).

37. Cycle Parking: Calculation of Spaces Required

Unless otherwise agreed in writing by the Local Planning Authority, the submission of any reserved matters application for approval of any building shall include a quantum of cycle parking provision that is equivalent to:

a) For staff provision, a level which will provide a total number of spaces which cater for at least 10% more than the existing modal share percentage of staff cycling to work as shown by the latest Addenbrooke's Annual Travel Survey. The final level of provision to be calculated shall assume that only 80% of staff will be on-site at any one time.

b) For patients and visitors, a level which will provide a total number of spaces which cater for at least 10% more than the existing modal share percentage of patients and visitors cycling to work as shown by the latest Addenbrooke's Annual Travel Survey. The final level of provision to be calculated shall assume that cycle parking spaces are used 3 times daily.

Reason: To ensure that the proposed level of cycling provision is appropriate to the nature of the proposed building and its use (Cambridge Local Plan 2006, policy 8/6).

38. Site Wide Ecological Conservation Management Plan

Prior to or concurrently with the submission of the first of the reserved matters application for the site, a Site Wide Ecological Conservation Management Plan (SWECMP) shall be submitted to the local planning authority for approval. The plan shall set out how the development will improve the net biodiversity of the site and shall accord with and give effect to the principles for such a Plan proposed in the Environmental Statement submitted with the application and include:

- a) Contractor responsibilities, procedures and requirements.
- b) Full details of appropriate habitat and species surveys (pre and post-construction), and reviews where necessary, to identify areas of importance to biodiversity.
- c) Full details of measures to ensure protection and suitable mitigation to all legally protected species and those habitats and species identified as being of importance to biodiversity both during construction and post-development, including 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.
- d) Identification of habitats and species worthy of management and enhancement together with the setting of appropriate conservation objectives for the site. Prescriptions shall be provided to detail how habitat and species management and enhancement shall be provided alongside measures to provide habitat restoration and creation to deliver targets in the Cambridgeshire and UK Biodiversity Action Plans such as: 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

- e) A summary work schedule table, confirming the relevant dates and/or periods that the prescriptions and protection measures shall be implemented or undertaken within.
- f) Monitoring/Environmental Audits carried out four times annually during the construction phase.
- g) Confirmation of suitably qualified personnel responsible for overseeing implementation of the SWEEMP commitments, such as an Ecological Clerk of Works including a specification of role.
- h) Long-term maintenance, management and monitoring responsibilities for a period of 12 years to ensure an effective implementation of the SWEEMP ensuring periodic review of the objectives and prescriptions.

No development shall commence until such time as the SWEEMP has been approved in writing by the Local Planning Authority. All species and habitat protection, enhancement, restoration and creation measures shall be carried out in accordance with the approved SWEEMP.

Reason: To ensure that the development of the site conserves and enhances ecology (Cambridge Local Plan 2006, policies 4/3, 4/6, and 4/8).

39. ECMP Reserved Matters

Any reserved matters application shall include an ECMP Statement that demonstrates how it accords with the aims and objectives of the approved SWEEMP. It shall detail which specific ecological measures are proposed and the timing for their delivery. No development shall commence within the site for which reserved matters approval is being sought until such time as the ECMP Statement has been approved in writing by the Local Planning Authority. The ecological measures shall be carried out in accordance with the approved details and timing of delivery.

Reason: To ensure that the development of the site conserves and enhances ecology (Cambridge Local Plan 2006, policies 4/3, 4/6, and 4/8).

40. Archaeology

No development of an approved reserved matters parcel shall take place until the applicant, their agent, or successors in title, has secured the implementation of a programme of archaeological works in accordance with a written scheme of investigation which has been submitted by the applicant and approved in writing by the Local Planning Authority in respect of the approved reserved matters parcel. Development within areas identified for archaeological investigation in the approved written scheme shall not commence until the archaeological fieldwork in those areas has been completed in accordance with the approved written scheme of investigation. The written scheme of investigation will include a timetable for recording, publication and archiving and the final report will be submitted to the Local Planning Authority in accordance with these details

Reason: To ensure the implementation of an appropriate archaeological investigation, recording, reporting and publication (Cambridge Local Plan 2006, policy 4/9).

41. Drainage Reserved Matters

Any reserved matters application shall include a detailed surface water drainage strategy, which must be in accordance with the Cambridge Biomedical Campus Phase 2 Flood Risk Assessment, pursuant to the reserved matters site for which approval is sought. The strategy shall include details of the design, location and capacity of such SuDS features and shall include ownership, long-term management/maintenance and monitoring arrangements/responsibilities, including detailed calculations to demonstrate the capacity of surface water management features without the risk of flooding to land or buildings. The strategy should also demonstrate that the exceedance of the designed system has been considered through the provision of overland flow routes. The development shall be carried out in accordance with the approved details and no building pursuant to the particular reserved matters for which approval is being sought shall 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: To ensure a satisfactory method of surface water drainage in accordance with the National Planning Policy Framework (NPPF).

42. Drainage Maintenance

Details for the long term maintenance arrangements for any parts of the surface water drainage system which will not be adopted (including all SuDS features) shall be submitted to and approved in writing by the Local Planning Authority prior to the first occupation of any building that they serve. The submitted details should identify runoff sub-catchments, SuDS components, control structures, flow routes and outfalls. In addition, the plan must clarify the access that is required to each surface water management component for maintenance purposes. The maintenance plan shall be carried out in full thereafter.

Reason: To ensure the satisfactory maintenance of un-adopted drainage systems in accordance with the requirements of paragraphs 103 and 109 of the National Planning Policy Framework.

43. Bespoke Sustainability Strategy

All future reserved matters applications shall be carried out in accordance with the approved Turley Associates Bespoke Sustainability Strategy (January 2016 or any agreed revision thereof subject to condition 44). Each application will be accompanied by a Sustainability Statement demonstrating how the targets set out in the Bespoke Sustainability Strategy have been met, unless otherwise agreed in writing by the local planning authority.

Reason: In the interests of reducing carbon dioxide emissions and promoting principles of sustainable construction and efficient use of buildings (Cambridge Local Plan 2006, policy 8/16 and Supplementary Planning Document 'Sustainable Design & Construction' 2007).

44. Review of the Bespoke Sustainability Strategy

The Bespoke Sustainability Strategy and the targets therein, shall be reviewed every three years, where there have been updates to national policy or building regulations, for a period of nine years from the date of approval of the outline application. The revised strategy, or letter confirming there have been no updates to national policy or building regulations, shall be submitted to and approved in writing by the Local Planning Authority. Any reserved matters application shall be assessed against the approved Bespoke Sustainability Strategy at that time.

Reason: In the interests of reducing carbon dioxide emissions and promoting principles of sustainable construction and efficient use of buildings (Cambridge Local Plan 2006, policy 8/16 and Supplementary Planning Document 'Sustainable Design & Construction' 2007).

45. Fire Hydrants

Development (excluding below ground enabling works) shall not commence on any approved reserved matters parcel until a scheme for the provision and location of fire hydrants to serve that reserved matters parcel has been submitted to and approved in writing by the local planning authority. The provision and location of the fire hydrants shall be provided in accordance with the agreed details prior to the occupation of the approved reserved matters parcel.

Reason: To ensure the provision of adequate water supply infrastructure to protect the safe living and working environment for all users and visitors (Cambridge Local Plan 2006, policies 3/7, 3/12 and 8/18).

46. Foul Water Strategy

No development of an approved reserved matters parcel shall commence until a foul water strategy, which must be in accordance with the Cambridge Biomedical Campus Phase 2 Flood Risk Assessment, for that parcel has been submitted to and approved in writing by the local planning authority. No approved reserved matters building shall be occupied until the works have been carried out for that building in accordance with the approved foul water strategy.

Reason: To prevent environmental and amenity problems arising from flooding in accordance with the requirements of the National Planning Policy Framework and Cambridge Local Plan 2006, policy 8/18.

47. Detailed Waste Management and Minimisation Plan

Prior to the commencement of development of any reserved matters phase a Detailed Waste Management and Minimisation Plan (DWMMP) shall be submitted to and approved in writing by the local planning authority for that phase. The DWMMP shall include details of:

- a) Construction waste infrastructure including a construction material recycling facility to be in place during all phases of construction
- b) anticipated nature and volumes of waste and measures to ensure the maximisation of the reuse of waste.
- c) measures and protocols 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 and timing of provision of facilities pursuant to criteria a/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.

The DWMMP shall be implemented in accordance with the agreed details, unless otherwise agreed in writing by the Local Planning Authority.

Reason: In the interests of maximising waste re-use and recycling opportunities; and to comply with policy CS28 of the Cambridgeshire and Peterborough Minerals and Waste Core Strategy (2011); and to comply with the National Planning Policy for Waste October 2014; and Guidance for Local Planning Authorities on Implementing Planning Requirements of the European Union Waste Framework Directive (2008/98/EC), Department for Communities and Local Government, December 2012.

48. Waste

Within any reserved matters application full details of the on-site storage facilities for trade waste, including waste for recycling and the arrangements for the disposal of waste shall be provided. The approved arrangements shall be retained thereafter unless alternative arrangements are agreed in writing by the local planning authority.

Reason: To protect the amenities of nearby residents/occupiers and in the interests of visual amenity in accordance with policies 4/13 and 6/10 of the Cambridge Local Plan 2006.

49. Landscape

Within any reserved matters application pursuant to this approval, the landscaping details required by condition 2 shall include detailed landscape designs and specifications for the associated reserved matters site. The landscape designs and specifications shall include the following:

Soft Landscaping

- a) 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 planting plan shall use botanic names to avoid misinterpretation. The plans should include a full schedule of plants.
- b) 1:200 plans (or at a scale otherwise agreed) with cross-sections of mounding, ponds, ditches and swales and proposed treatment of the edges and perimeters of the site.
- c) The landscape treatment of roads (primary, secondary, tertiary and green) through the development.
- d) A specification for the establishment of trees within hard landscaped areas including details of space standards (distances from buildings etc.) and tree pit details.
- e) The planting and establishment of structural landscaping to be provided in advance of all or specified parts of the site as appropriate.
- f) Full details of any proposed alterations to existing watercourses/drainage channels.
- g) Details and specification of proposed earth modelling, mounding, re-grading and/or embankment areas or changes of level across the site to be carried out including soil quantities, topsoil storage to BS 3882 : 2007, haul routes, proposed levels and contours to be formed, sections through construction to show make-up, and timing of works.
- h) Ecological mitigation and bio-diversity enhancement proposals.

Hard Landscaping

- i) Full details of all proposed methods of boundary treatment including details of all gates, fences, walls and other means of enclosure both within and around the edge of the site.
- j) Full details, including cross-sections, of all bridges and culverts.
- k) Utility routes, type and specification.
- l) The location and specification of minor artefacts and structures, including furniture, refuse or other storage units, signs and lighting columns/brackets.
- m) 1:200 plans (or at a scale otherwise agreed) including cross sections, of roads, paths and cycleways.
- n) Details of all hard surfacing materials (size, type and colour)

All hard landscaping shall be completed prior to the occupation/use of any part of the building(s) approved through the relevant reserved matters, unless otherwise agreed in writing by the local planning authority. All planting, seeding or turfing comprised in the approved details of soft landscaping, shall be carried out in the first planting and seeding seasons following the occupation of the buildings or completion of the development, whichever is the sooner, unless an alternative landscaping phasing plan is submitted to and approved in writing by the local planning authority.

Reason: In the interests of the amenity of future occupants and to ensure that a detailed approach to the development of the built-up area (or parcels thereof) is agreed to safeguard the setting and special character of Cambridge, the retained Green belt, surrounding open countryside and to ensure a suitable relationship and integration of the built development with its surroundings (Cambridge Local Plan 2006, policies 3/2, 3/4, 3/7, 3/11, 3/12, 4/3, 9/3 and 9/5).

INFORMATIVE: To satisfy the plant sound insulation condition, the rating level (in accordance with BS4142:2014) from all plant, equipment and vents etc (collectively) associated with this application should be less than or equal to the existing background level (L90) at the boundary of the premises subject to this application and having regard to noise sensitive premises.

Tonal/impulsive sound frequencies should be eliminated or at least considered in any assessment and should carry an additional correction in accordance with BS4142:2014. This is to prevent unreasonable disturbance to other premises. This requirement applies both during the day (0700 to 2300 hrs over any one hour period) and night time (2300 to 0700 hrs over any one 15 minute period).

It is recommended that the agent/applicant submits an acoustic prediction survey/report in accordance with the principles of BS4142:2014 "Methods for rating and assessing industrial and commercial sound" or similar, concerning the effects on amenity rather than likelihood for complaints. Noise levels shall be predicted at the boundary having regard to neighbouring premises.

It is important to note that a full BS4142:2014 assessment is not required, only certain aspects to be incorporated into an acoustic assessment as described within this informative.

Such a survey / report should include: a large scale plan of the site in relation to neighbouring premises; sound sources and measurement / prediction points marked on plan; a list of sound sources; details of proposed sound sources / type of plant such as: number, location, sound power levels, sound frequency spectrums, sound directionality of plant, sound levels from duct intake or discharge points; details of sound mitigation measures (attenuation details of any intended enclosures, silencers or barriers); description of full sound calculation procedures; sound 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.

INFORMATIVE: Dust condition informative

To satisfy the condition requiring the submission of a program of measures to control airborne dust above, the applicant should have regard to:

-Council's Supplementary Planning Document - "Sustainable Design and Construction 2007":

<http://www.cambridge.gov.uk/public/docs/sustainable-design-and-construction-spd.pdf>

-Guidance on the assessment of dust from demolition and construction

http://iaqm.co.uk/wp-content/uploads/guidance/iaqm_guidance_report_draft1.4.pdf

- Air Quality Monitoring in the Vicinity of Demolition and Construction Sites 2012

http://www.iaqm.co.uk/wp-content/uploads/guidance/monitoring_construction_sites_2012.pdf

-Control of dust and emissions during construction and demolition - supplementary planning guidance

https://www.london.gov.uk/sites/default/files/Dust%20and%20Emissions%20SPG%208%20July%202014_0.pdf

INFORMATIVE: To satisfy the backup generator condition the noise level from the generator associated with this application should not raise the existing background level (L90) by more than 5 dB(A) at the boundary of the premises subject to this application and having regard to noise sensitive premises.

Note: Only in exceptional circumstances where the applicant has shown that the above cannot be achieved and the need is for real emergencies (e.g. hospital operating theatre or emergency services) the following standard may be used

To satisfy the emergency generator condition the noise level from the emergency generator associated with this application should not raise the existing background level (L90) by more than 10 dB(A) at the boundary of the premises subject to this application and having regard to noise sensitive premises.

INFORMATIVE: 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).

INFORMATIVE: The site investigation, including relevant soil, soil gas, surface and groundwater sampling should be carried out by a suitably qualified and accredited consultant/contractor in accordance with a quality assured sampling, analysis methodology and relevant guidance. The Council has produced a guidance document to provide information to developers on how to deal with contaminated land. The document, 'Contaminated Land in Cambridge-Developers Guide' can be downloaded from the City Council website on <https://www.cambridge.gov.uk/land-pollution>.

Hard copies can also be provided upon request

INFORMATIVE: 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.

INFORMATIVE: Any material imported into the site shall be tested for a full suite of contaminants including metals and petroleum hydrocarbons prior to importation. Material imported for landscaping should be tested at a frequency of 1 sample every 20m³ or one per lorry load, whichever is greater. Material imported for other purposes can be tested at a lower frequency (justification and prior approval for the adopted rate is required by the Local Authority). If the material originates from a clean source the developer should contact the Environmental Quality Growth Team for further advice.

INFORMATIVE: Electricity substations are known to emit electromagnetic fields. The Public Health England (PHE) Radiation Protection Service has set standards for the release of such fields in relation to the nearest premises. The applicant should contact The National Grid EMF unit on 0845 702 3270 for advice regarding the electric/magnetic fields that are associated with electric substations.

INFORMATIVE: A premises licence may be required for this development in addition to any planning permission. A premises licence under the Licensing Act 2003 may be required to authorise:

- The supply of alcohol
- Regulated entertainment e.g.
- Music (Including bands, DJ's and juke boxes)
- Dancing
- The performing of plays
- Boxing or wrestling
- The showing of films
- Late Night Refreshment (The supply of hot food or drink between 23:00-05:00)

A separate licence may be required for activities involving gambling including poker and gaming machines.

The applicant is advised to contact The Licensing Team of Environmental Health at Cambridge City Council on telephone number (01223) 457899 or email Licensing@cambridge.gov.uk for further information.

INFORMATIVE: As the premises is intended to be run as a food business the applicant is reminded that under the Food Safety Act 1990 (as amended) the premises will need to be registered with Cambridge City Council. In order to avoid additional costs it is recommended that the applicant ensure that the kitchen, food preparation and food storage areas comply with food hygiene legislation, before construction starts. Contact the Commercial Team at Cambridge City Council on telephone number (01223) 457890 for further information.

INFORMATIVE: Demolition/Construction noise/vibration report

The noise and vibration report should include:

- a) An assessment of the significance of the noise impact due to the demolition/construction works and suitable methods for this are to be found in BS 5228:2009 Part 1 Annex E - Significance of noise effects. It is recommended that the ABC method detailed in E.3.2 be used unless works are likely to continue longer than a month then the 2-5 dB (A) change method should be used.
- b) An assessment of the significance of the vibration impact due to the demolition/construction works and suitable methods for this are to be found in BS 5228:2009 Part 2 Annex B - Significance of vibration effects.

If piling is to be undertaken then full details of the proposed method to be used is required and this should be included in the noise and vibration reports detailed above.

Following the production of the above reports a monitoring protocol should be proposed for agreement with the Local Planning Authority. It will be expected that as a minimum spot checks to be undertaken on a regular basis at site boundaries nearest noise sensitive premises and longer term monitoring to be undertaken when:-

- Agreed target levels are likely to be exceeded
- Upon the receipt of substantiated complaints
- At the request of the Local Planning Authority / Environmental Health following any justified complaints.

Guidance on noise monitoring is given in BS 5228:2009 Part 1 Section 8.4 - Noise Control Targets and in Annex G - noise monitoring

A procedure for seeking approval from the Local Planning Authority (LPA) in circumstances when demolition/construction works need to be carried out at time outside the permitted hours. This should incorporate a minimum notice period of 10 working days to the Local Planning Authority and 5 working days to neighbours to allow the Local Planning Authority to consider the application as necessary. For emergencies the Local Planning Authority should be notified but where this is not possible the Council's Out of Hours Noise service should be notified on 0300 303 3839.

Contact details for monitoring personnel, site manager including out of hours emergency telephone number should be provided.

INFORMATIVE: It is a requirement of the Clean Air Act 1993 that no relevant furnace shall be installed in a building or in any fixed boiler or industrial plant unless notice of the proposal to install it has been given to the local authority. Details of any furnaces, boilers or plant to be installed should be provided using the Chimney Height Calculation form (available here: <https://www.cambridge.gov.uk/chimney-height-approval>)

INFORMATIVE: Where chimney height calculations are required to be submitted, the relevant form is available on-line at: <https://www.cambridge.gov.uk/chimney-height-approval>.

INFORMATIVE: In drawing up the written scheme of archaeological investigation the timetable for the investigation should be included within the details of the agreed scheme. A brief for the archaeological works can be obtained from the County Archaeology office.

INFORMATIVE: As this is an ordinary watercourse, any proposals to alter the flow regime may require a prior written consent under the Land Drainage Act 1991 and must be discussed with the Flood and Water Team at Cambridgeshire County Council. The County also has a culverting policy and culverting of large sections of watercourse is prohibited. The watercourse must be made a feature of the development. Please contact the team on floodandwater@cambridgeshire.gov.uk or tel: 01223 706140.

INFORMATIVE: An application to discharge trade effluent must be made to Anglian Water and must have been obtained before any discharge of trade effluent can be made to the public sewer. Anglian Water recommends that petrol/oil interceptors be fitted in all car parking/washing/repair facilities. Failure to enforce the effective use of such facilities could result in pollution of the local watercourse and may constitute an offence.

INFORMATIVE: For the purposes of the Planning Conditions set out in this notice the reference to "Gross Floor Area" means the gross external floor space excluding areas for plant, interstitial plant floors, car parking structures and tunnels.

It is important the development is carried out fully in accordance with the approved plans. If you are an agent, please ensure that your client has a copy of them and that they are also passed to the contractor carrying out the development. A copy of the approved plan(s) is/are kept on the planning application file.

It is important that all conditions particularly pre-commencement conditions are fully complied with, and where appropriate, discharged prior to the implementation of the development. Failure to discharge such conditions may invalidate the planning permission granted. The development must be carried out fully in accordance with the requirements of any details approved by condition.

This decision notice does not convey any approval or consent which may be required under any enactment, bye-law, order or regulation other than Section 57 of the Town and Country Planning Act 1990.

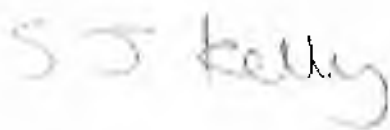
Your attention is specifically drawn to the requirements of the Chronically Sick and Disabled Persons Act 1970, the Disabled Persons Act 1981, to the British Standards Institution Code of Practice for Access for the Disabled to Buildings (BS 5810 1979), to Part M of the Building Regulations 1991, and to BS 5588 Part 8 1988 (Code of Practice for means of escape for disabled persons). The development should comply with these requirements.

INFORMATIVE: Compliance with the Town and Country Planning Development Management Procedure Order 2010 (as amended) Part 4 Paragraph 31

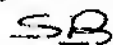
In reaching this decision the City Council has worked in a positive and proactive manner with the applicant and sought to find solutions to problems arising in relation to dealing with the planning application. In general the Council will seek to approve applications for sustainable development and work proactively with applicants that will improve the economic, social and environmental conditions of the area. The Council provides a pre-application advice service, the details of which are set out on our website. When an application is received the Council will add such planning conditions as are necessary to allow the application to be approved or will provide detailed reasons for refusal where planning issues are not capable of resolution.

For further information please go to www.cambridge.gov.uk/planning.

Dated: 5 September 2017



Director of Planning and Economic Development



SEE NOTES ATTACHED

PLANNING PERMISSION

1. Appeals to the Secretary of State

If you are aggrieved by the decision of your local planning authority to refuse permission for the proposed development or to grant permission subject to conditions, then you can appeal to the First Secretary of State under section 78 of the Town & Country Planning Act 1990.

If you want to appeal then you must do so within 6 months of the date of this notice or within 12 weeks of the date of the decision notice against a refusal of any householder or minor commercial planning application, using a form which you can get from the Planning Inspectorate at Temple Quay House, 2 The Square, Temple Quay, Bristol BS1 6PN (Tel: 0303 444 5000) or from <https://acp.planninginspectorate.gov.uk/>. The Secretary of State can allow for a longer period for giving notice of an appeal, but he will not normally be prepared to use this power unless there are special circumstances which excuse the delay in giving notice of appeal.

The Secretary of State need not consider an appeal if it seems to him that the local planning authority could not have granted planning permission for the proposed development or could not have granted it without the conditions they imposed, having regard to the statutory requirements, to the provisions of any development order and to any directions given under a development order.

In practice, he does not refuse to consider appeals solely because the local planning authority based their decision on a direction given by him.

2. Purchase Notices

If either the local planning authority or the Secretary of State for the Environment refuses permission to develop land or grants it subject to conditions, the owner may claim that he can neither put the land to a reasonably beneficial use in its existing state nor render the land capable of a reasonably beneficial use by the carrying out of any development which has been, or would be permitted. In these circumstances, the owner may serve a purchase notice on the council (District Council, London Borough Council or Common Council of the City of London) in whose area the land is situated. This notice will require the Council to purchase his interest in the land in accordance with the provisions of Part VI of the Town & Country Planning Act 1990.

LISTED BUILDING CONSENT, CONSERVATION AREA CONSENT

3. Notification of Demolition

If listed building consent has been granted and any demolition is to take place, you must in accordance with Section 8(2)(b) of the Planning (Listed Building and Conservation Areas) Act 1990 complete a Final Notice of Demolition Form and send it to English Heritage at least one month before demolition occurs.

4. Appeals to the Secretary of State

If you are aggrieved by the decision of your local planning authority to refuse listed building or conservation area consent, or to grant either subject to conditions then you may appeal to the Secretary of State for the Environment in accordance with sections 20 and 21 of the Planning (Listed Building and Conservation Areas) Act 1990. Appeals must be made within 6 months of the date of the decision (see notes under 1 above).

5. Purchase Notice

If listed building or conservation area consent is refused, or if either is granted subject to conditions, and the owner of the land claims that the land has become incapable of reasonably beneficial use in its existing state and cannot be rendered capable of reasonably beneficial use by the carrying out of any development which has been or would be permitted, he may serve on the District Council in which the land is situated a purchase notice requiring the council to purchase his interest in the land in accordance with section 32 of the Planning (Listed Building and Conservation Areas) Act 1990.

6. Compensation

In certain circumstances a claim may be made against the local planning authority for compensation as provided for under Section 27 of the Planning (Listed Building and Conservation Areas) Act 1990.

CONSENT TO DISPLAY AN ADVERTISEMENT

7. Appeals to the Secretary of State

If you are aggrieved by the decision of the local planning authority to refuse consent to display an advertisement, or to grant consent subject to conditions then you may appeal to the Secretary of State for the Environment under Regulation 15 of the Town and Country Planning (Control of Advertisements) Regulations 1992. Appeals must be made within 8 weeks of the date of the decision (see notes under 1 above).





Annex G Dame Mary Archer Way Permissions and Plan

CAMBRIDGE CITY COUNCIL

The Guildhall, Cambridge, CB2 3QJ

TOWN AND COUNTRY PLANNING ACT 1990

APPROVAL OF RESERVED MATTERS

SUBJECT TO CONDITIONS

Ref: 12/1304/REM



Mr Adam Halford
Bidwells
Bidwell House
Trumpington Road
Cambridge
Cambridgeshire
CB2 9LD

The Council hereby grant approval of reserved matters for

Reserved Matters submission for Southern Spine Road pursuant to outline permission 06/0796/OUT.

at

**Land South West Of Addenbrooke's Hospital Between The Addenbrooke's Access Road/Francis Crick Avenue Round-a-bout And Robinson Way
Robinson Way Cambridge Cambridgeshire**

in accordance with your application received 18th October 2012 and the plans, drawings and documents which form part of the application, subject to the conditions set out below:

1. The development shall be carried out in accordance with the approved drawings i.e. 101 C, 600 A, 700, 701, 1100, 1200, 1777/C51 (H)/001F, 1777/C51 (H)/002F, 1777/C51 (H)/003F, 389910-1250, 389910-1251, 389910-100 H, 389910-500 C, 389910-501 B, L27091-C and 11.144.2-MDL-CSD-01 P1.

Reason: For the avoidance of doubt and in the interests of proper planning.

2. The spine road hereby approved shall not be opened to traffic until a link from the south/west bound on carriageway cycle lane has been provided to allow cyclists to join the off carriageway cycle lane on the Addenbrookes Access Road, as shown indicatively, coloured pink on drawing 389910-150.

Reason: In the interests of highway safety.



3. Landscaping: Implementation and Replacement

All planting, seeding or turfing comprised in the approved 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 5 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.

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 (Cambridge Local Plan 2006 policies 3/2, 3/4, 3/6, 3/7, 3/11, 3/12, 4/2, 4/3, 9/3, and 9/5).

4. Prior to commencement of the development detailed plans for inlets to the swale shall be submitted to and approved in writing by the Local Planning Authority. The scheme shall be implemented in accordance with approved details.

Reason: In the interests of visual amenity, to ensure the inlet details are satisfactory.

5. No bus stops or shelters shall be erected along the southern spine road unless details of their design and location have been submitted to and approved in writing by the local planning authority.

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

Reasons for Approval

1. This development has been approved subject to conditions because subject to those requirements it is considered to conform to the Development Plan as a whole, particularly the following policies:

East of England Plan (2008): SS3, T8, T9, WAT 4, WM6, CSR1, CSR2 and CSR4

Cambridge Local Plan (2006): 3/2, 3/4, 3/6, 3/7, 3/11, 4/15, 5/15, 8/2, 8/4, 8/9, 8/11, 8/18, 9/3 and 9/5

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.

3. In reaching this decision the local planning authority has acted on guidance provided by the National Planning Policy Framework, specifically paragraphs 186 and 187. The local planning authority has worked proactively with the applicant to bring forward a high quality development that will improve the economic, social and environmental conditions of the area.

These reasons for approval can be a summary of the reasons for grant of planning permission only. For further details on the decision please see the officer report online at www.cambridge.gov.uk/planningpublicaccess or visit our Customer Service Centre, Mandela House, 4 Regent Street, Cambridge, CB2 1BY between 8am to 6pm Monday to Friday.

~~This decision notice relates to the following drawings: 600-A, 700, 701, 1100, 1200, 101 C, 1777/C51 (H)/001F, 1777/C51 (H)/002F, 1777/C51 (H)/003F, 389910-1250, 389910-1251, 389910-100 H, 389910-500 C, 389910-501 B, L27091-C, 11.144.2-MDL-CSD-01 P1,~~

It is important the development is carried out fully in accordance with these plans. If you are an agent, please ensure that your client has a copy of them and that they are also passed to the contractor carrying out the development. A copy of the approved plan(s) is/are kept on the planning application file.

It is important that all conditions particularly pre-commencement conditions are fully complied with, and where appropriate, discharged prior to the implementation of the development. Failure to discharge such conditions may invalidate the planning permission granted. The development must be carried out fully in accordance with the requirements of any details approved by condition.

This decision notice does not convey any approval or consent which may be required under any enactment, bye-law, order or regulation other than Section 57 of the Town and Country Planning Act 1990.

Your attention is specifically drawn to the requirements of the Chronically Sick and Disabled Persons Act 1970, the Disabled Persons Act 1981, to the British Standards Institution Code of Practice for Access for the Disabled to Buildings (BS 5810 1979), to Part M of the Building Regulations 1991, and to BS 5588 Part 8 1988 (Code of Practice for means of escape for disabled persons). The development should comply with these requirements.

For further information please go to www.cambridge.gov.uk/planning.

Dated: 17 January 2013

Guildhall, Cambridge, CB2 3QJ

P. Deu

Head of Planning Services

SB

SEE NOTES ATTACHED

PLANNING PERMISSION

1. Appeals to the Secretary of State

If you are aggrieved by the decision of your local planning authority to refuse permission for the proposed development' or to grant permission subject to conditions, then you can appeal to the First Secretary of State under section 78 of the Town & Country Planning Act 1990.

If you want to appeal then you must do so within 6 months of the date of this notice or within 12 weeks of the date of the decision notice against a refusal of any householder planning application that was valid on or after 6th April 2009, using a form which you can get from the Planning Inspectorate at Temple Quay House, 2 The Square, Temple Quay, Bristol BS1 6PN or from www.planningportal.gov.uk/pes

The Secretary of State can allow for a longer period for giving notice of an appeal, but he will not normally be prepared to use this power unless there are special circumstances which excuse the delay in giving notice of appeal.

The Secretary of State need not consider an appeal if it seems to him that the local planning authority could not have granted planning permission for the proposed development or could not have granted it without the conditions they imposed, having regard to the statutory requirements, to the provisions of any development order and to any directions given under a development order.

In practice, he does not refuse to consider appeals solely because the local planning authority based their decision on a direction given by him.

2. Purchase Notices

If either the local planning authority or the Secretary of State for the Environment refuses permission to develop land or grants it subject to conditions, the owner may claim that he can neither put the land to a reasonably beneficial use in its existing state nor render the land capable of a reasonably beneficial use by the carrying out of any development which has been, or would be permitted. In these circumstances, the owner may serve a purchase notice on the council (District Council, London Borough Council or Common Council of the City of London) in whose area the land is situated. This notice will require the Council to purchase his interest in the land in accordance with the provisions of Part VI of the Town & Country Planning Act 1990.

LISTED BUILDING CONSENT, CONSERVATION AREA CONSENT

3. Notification of Demolition

If listed building consent has been granted and any demolition is to take place, you must in accordance with Section 8(2)(b) of the Planning (Listed Building and Conservation Areas) Act 1990 complete a Final Notice of Demolition Form and send it to English Heritage at least one month before demolition occurs.

4. Appeals to the Secretary of State

If you are aggrieved by the decision of your local planning authority to refuse listed building or conservation area consent, or to grant either subject to conditions then you may appeal to the Secretary of State for the Environment in accordance with sections 20 and 21 of the Planning (Listed Building and Conservation Areas) Act 1990. Appeals must be made within 6 months of the date of the decision (see notes under 1 above).

5. Purchase Notice

If listed building or conservation area consent is refused, or if either is granted subject to conditions, and the owner of the land claims that the land has become incapable of reasonably beneficial use in its existing state and cannot be rendered capable of reasonably beneficial use by the carrying out of any development which has been or would be permitted, he may serve on the District Council in which the land is situated a purchase notice requiring the council to purchase his interest in the land in accordance with section 32 of the Planning (Listed Building and Conservation Areas) Act 1990.

6. Compensation

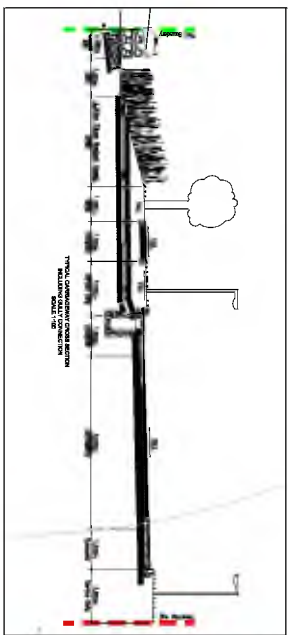
In certain circumstances a claim may be made against the local planning authority for compensation as provided for under Section 27 of the Planning (Listed Building and Conservation Areas) Act 1990.

CONSENT TO DISPLAY AN ADVERTISEMENT

7. Appeals to the Secretary of State

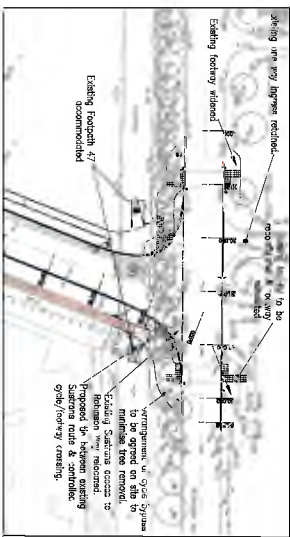
If you are aggrieved by the decision of the local planning authority to refuse consent to display an advertisement, or to grant consent subject to conditions then you may appeal to the Secretary of State for the Environment under Regulation 15 of the Town and Country Planning (Control of Advertisements) Regulations 1992. Appeals must be made within 8 weeks of the date of the decision (see notes under 1 above)





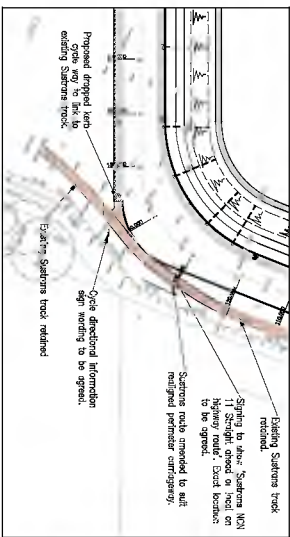
Typical Section

Scale 1:100 @ A1



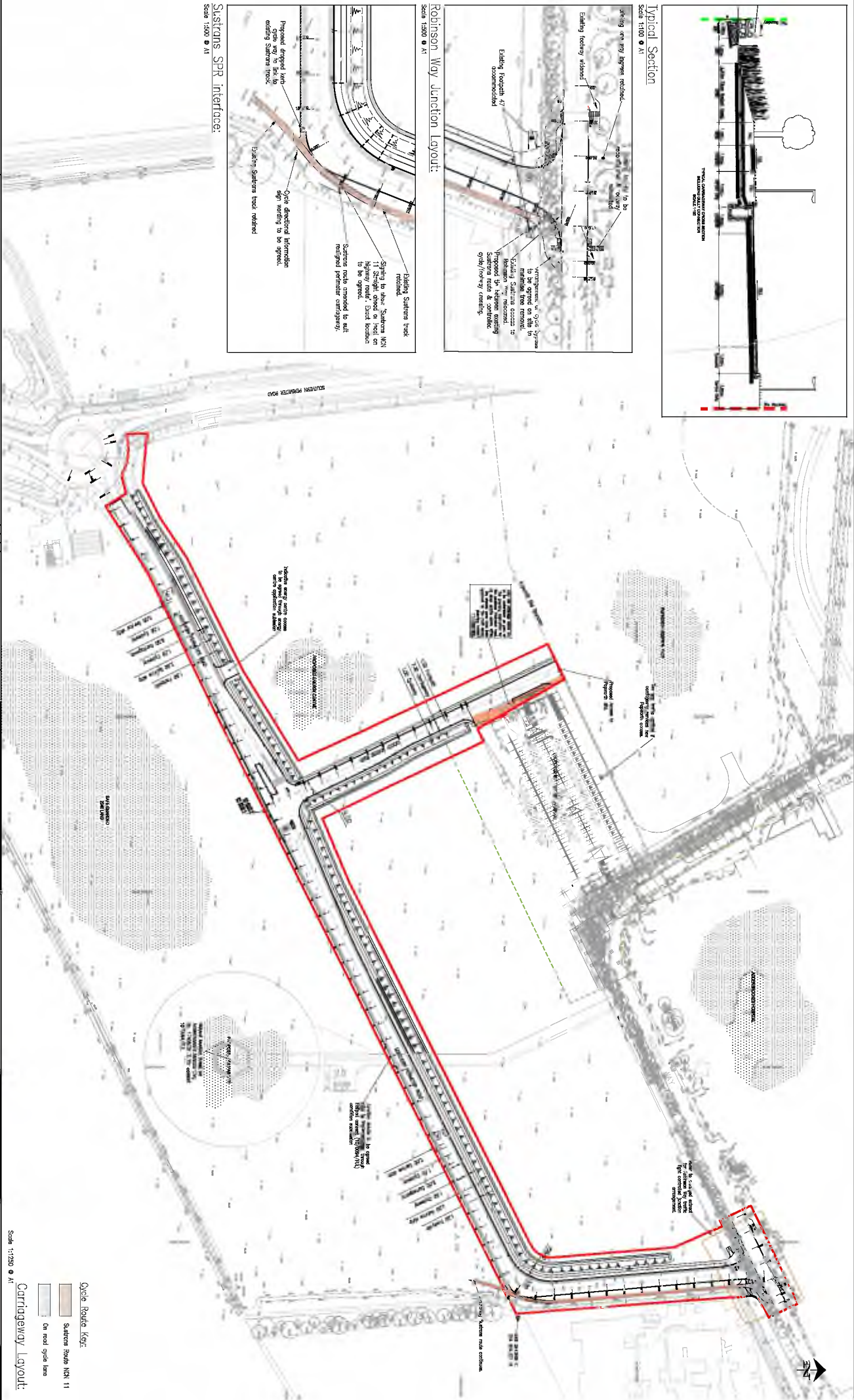
Robinson Way Junction Layout

Scale 1:500 @ A1



Sustrans SPR interface

Scale 1:500 @ A1



Scale 1:1750 @ A1

Carriageway Layout

Cycle Route Key:
Sustrans Route NCA 11
On road cycle lane

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CAMBRIDGE MEDIPARK LTD

Countryside House
The Drive, Great Warley
Brentwood
Essex
CM13 3AT

PLANNING

STATUS	CHRD	APRD
PRELIMINARY		
FOR COMMENT		
FOR APPROVAL		
FOR CONSTRUCTION		
FINAL CONSTRUCTION ISSUE		
DRAWN	CHRD	APRD
QPR	BB	BB
CHKD	BB	BB



PEP
Civil & Structures Ltd
100, High Street, Lymington, Hampshire, SO41 1AA
Tel: 01534 886400
E: sales@pepcivil.co.uk

CONTRACT

CAMBRIDGE BIOMEDICAL CAMPUS

339910

DRG No

100

REV

H

TITLE

GENERAL ARRANGEMENT

LOCATION PLAN

Annex H 2000 DD Permissions and Plan

Our Ref: 24/01529/REM
Your Ref: 2000-4000DD Buildings

10 October 2024



Mrs Jennie Hainsworth
Bidwells LLP
Bidwell House
Trumpington Road
Cambridge
CB2 9LD

South Cambridgeshire Hall
Cambourne Business Park
Cambourne
Cambridge
CB23 6EA

www.scambs.gov.uk | www.cambridge.gov.uk

Dear Mrs Hainsworth

CAMBRIDGE CITY COUNCIL
Application for Approval of Reserved Matters

Proposal: Reserved matters application pursuant to 16/0176/OUT for all matters (access, appearance, landscaping, layout and scale) relating to the development of 2no. mixed-use laboratory and office buildings (2000 Discovery Drive and 3000 Discovery Drive) including associated plant, internal access roads, car parking, cycle parking, landscaping, public open space, and other works and the discharge of conditions 8 (transport spurs), 10 (energy demand), 14 (EV Charging), 31 (on plot cycle and pedestrian facilities), 33 (car parking spaces), 36 (disabled car parking spaces), 37 (cycle parking spaces), 39 (ecological conservation management plan), 41 (drainage), 43 (sustainability), 48 (waste), 49 (landscape) of planning permission 16/0176/OUT.

Site address: Cambridge Biomedical Campus Dame Mary Archer Way Cambridge Cambridgeshire

Your client: c/o Prologis UK

Further in the above matter, please find enclosed our formal decision notice relating to your client's application for approval of reserved matters. Please be sure to remind your client that the scheme should be carried out in line with the approved plans. This will avoid the need for any enforcement action.

Making changes to the approved plans

In the event that you wish to change your proposal, please contact your case officer who will advise you whether it is possible to do so under a section 73 variation of condition application, or whether a new reserved matters submission is required. In either case you will have to complete a form and provide fresh drawings.

Important information regarding conditions

If you have been granted Planning Permission / Listed Building Consent / Advertisement Consent you may wish to get started immediately, however it is always important to carefully read the decision notice in full before any work begins.

The majority of planning decisions have conditions attached. Some conditions request further information that requires approval by the Local Planning Authority before any development takes place ('pre-commencement'). All conditions are set out on the decision notice.

Under Section 7 of the Planning (Listed Buildings and Conservation Areas) Act 1990, it is a criminal offence to carry out unauthorised works to a listed building. Under Section 9 of the Act, a person shall be guilty of an offence should they fail to comply with any condition attached to the consent.

How do I discharge the conditions

Please note that the process takes up to eight weeks from the date the Local Planning Authority receives a valid application. Therefore it is important to plan ahead and allow plenty of time before work is due to commence.

You need to fill in a form to submit your request to discharge conditions, and accompany the relevant details/samples. You can download the necessary form by using the following link: <https://www.greatercambridgeplanning.org>

Alternatively you can submit an application to discharge the conditions through the Government's Planning Portal website: <https://www.planningportal.co.uk/applications>. Please note, The Planning Portal refers to it as 'Approval of details reserved by a condition'.

When the required information has been submitted you will receive a reference and an acknowledgement letter. Once the Local Planning Authority is satisfied that the requirement of the condition have been met you will receive a formal notification that the conditions have been discharged.

Appeals against conditions

You should also be aware that the applicant has the right to appeal against any conditions attached to this Notice, please see <https://www.gov.uk/appeal-planning-decision> for details. If you are concerned about any condition you should contact the case officer in the first instance for advice.

Yours sincerely

A handwritten signature in blue ink that reads "SJ Kelly". The "S" and "J" are stylized and connected, and "Kelly" is written in a cursive script.

SJ Kelly
Joint Director For Planning & Economic Development For
Cambridge & South Cambridgeshire



CAMBRIDGE CITY COUNCIL

Town & Country Planning Act 1990

NOTICE OF APPROVAL OF RESERVED MATTERS SUBJECT TO CONDITIONS

Reference
Date of
Decision

24/01529/REM
10 October 2024

Mrs Jennie Hainsworth
Bidwells LLP
Bidwell House
Trumpington Road
Cambridge
CB2 9LD

The Council hereby APPROVES RESERVED MATTERS for:

Reserved matters application pursuant to 16/0176/OUT for all matters (access, appearance, landscaping, layout and scale) relating to the development of 2no. mixed-use laboratory and office buildings (2000 Discovery Drive and 3000 Discovery Drive) including associated plant, internal access roads, car parking, cycle parking, landscaping, public open space, and other works and the discharge of conditions 8 (transport spurs), 10 (energy demand), 14 (EV Charging), 31 (on plot cycle and pedestrian facilities), 33 (car parking spaces), 36 (disabled car parking spaces), 37 (cycle parking spaces), 39 (ecological conservation management plan), 41 (drainage), 43 (sustainability), 48 (waste), 49 (landscape) of planning permission 16/0176/OUT.

at

Cambridge Biomedical Campus Dame Mary Archer Way Cambridge Cambridgeshire

In accordance with your application received on 22 April 2024 and the plans, drawings and documents which form part of the application.

Conditions

1 Approved Plans

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

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

2 Phasing Plan

Prior to commencement of development, a phasing plan for the development hereby permitted shall be submitted to and approved in writing by the Local Planning Authority. The phasing plan shall define the phases of development and include the sequencing of these phases. The development shall be carried out in accordance with the approved details.

Reason: To clarify how the site is to be phased to assist with the determination of conditions to ensure the scheme will not adversely impact the character of the area in accordance with Cambridge Local Plan (2018), policies 56 and 85).

3 Materials and Design

No development of any individual building shall take place above ground level (except for demolition) until details of all the materials for the external surfaces to be used in the construction of that building have been submitted to and approved in writing by the local planning authority. The details shall include joints and interfaces of all materials; external features such as the glazing, entrance doors, cladding systems, metal work, windows, roof cladding, soffits, external metal work, rainwater goods, and coping details. The details shall consist of a materials schedule and a design details document, including detailed elevations and sections (scaled 1:5, 1:10, 1:20) and/or samples as appropriate to the scale and nature of the development in question and shall demonstrate consistency with the approved elevations. The development shall be carried out in accordance with the approved details.

Reason: To ensure that the external appearance of the development does not detract from the character and appearance of the area (Cambridge Local Plan 2018 policies 55, 56 and 57).

4 Sample Panel

No brickwork of any individual building shall be laid above ground level until a sample panel at least 1.5 metres wide and 1.5 metres high has been constructed on site for that building detailing the choice of cladding, brick, bond, coursing, special brick patterning, mortar mix, design and pointing technique and the details submitted to the local planning authority in an accompanying report, and until the sample panel and report have been approved in writing by the local planning authority. The development shall be carried out in accordance with the approved details. The approved sample panel shall be retained on site for the duration of the works for comparative purposes.

Reason: To ensure that the external appearance of the development does not detract from the character and appearance of the area (Cambridge Local Plan 2018 policies 55, 56 and 57).

5 Shopfront Signage

No signage shall be installed until details at a minimum scale of 1:20, including elevations of shopfront signage for the proposed retail units have been submitted to

and approved in writing by the Local Planning Authority. The development shall thereafter be carried out in accordance with the approved details.

Reason: To ensure that the external appearance of the development does not detract from the character and appearance of the area. (Cambridge Local Plan 2018 policies 55, 57.)

6 Cycle Parc

Prior to installation, full details of the Cycle Parc shall be submitted and approved in writing by the Local Planning Authority. The details shall include:

- a) Means of access, enclosure, materials, and layout;
- b) Details of security measures, lighting and ventilation;
- c) Details of cycle parking layout, spaces and mix of provision;
- d) Details of surface water drainage.

The information submitted shall demonstrate how the scheme has regard for cyclists with disabilities. The Cycle Parc shall be installed in accordance with the approved details and retained as such. The Cycle Parc shall be installed and brought into operation prior to the occupation of the buildings hereby approved and known as 2000 Discovery Drive and 3000 Discovery Drive.

The associated green roof shall be provided and planted in full during the first appropriate growing season after construction in accordance with the approved details and shall be retained as such.

Reason: To ensure appropriate provision for the secure storage of bicycles (Cambridge Local Plan 2018 policy 82).

7 Wayfinding

Prior to installation, full details of all external signage elements such as finger posts, totems and general wayfinding within the landscape shall be submitted and approved in writing by the Local Planning Authority, to include a location plan at 1:200 elevations and signage details at minimum scale of 1:20. The wayfinding signage shall be installed prior to first use in accordance with the approved details and retained as such.

Reason: To support the landscaping strategy and wayfinding across the site (Cambridge Local Plan 2018 policies 55, 56, 57 and 59).

8 Gas Bottle Enclosures

Prior to installation, full details of the external gas bottle stores and liquid nitrogen store enclosures shall be submitted and approved in writing by the Local Planning Authority. The details shall include means of enclosure, materials and layout. The enclosures shall be installed in accordance with the approved details and retained as such.

Reason: To ensure that the gas stores are coordinated in appearance with the materials and landscape details approved across the site and that the external appearance of the development does not detract from the character and appearance of the area (Cambridge Local Plan 2018 policies 55, 57).

9 Tree Pits

Prior to installation of underground services full details of all tree and planting pits, including those in planters, hard paving and soft landscaped areas shall be submitted to and approved in writing by the local planning authority and these works shall be carried out as approved. All proposed underground services will be coordinated with the proposed tree planting and the tree planting shall take location priority.

Reason: In the interests of visual amenity and to ensure that suitable hard and soft landscape is provided as part of the development. (Cambridge Local Plan 2018; Policies 55, 57 and 59).

10 Landscape Management and Maintenance

Prior to the first occupation of any phase of development (as defined by condition 2 of this permission) a landscape maintenance and management plan for that phase, including long term design objectives, management responsibilities and maintenance schedules, 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 that before any development commences an appropriate landscape and ecological management plan has been agreed (Cambridge Local Plan 2018 policies 57, 59 and 70).

11 Hard and Soft Landscaping

Prior to the commencement of development above ground level, details of the hard and soft landscaping for each phase of development (as defined by condition 2 of this permission) shall be submitted to and approved in writing by the Local Planning Authority, including:

- a) Full details of planting plans, schedules and written specifications, including cultivation proposals for maintenance and management associated with plant and grass establishment, details of the mix, size, distribution, density of all trees/hedges/shrubs to be planted.
- b) 1:200 plans (or at a scale otherwise agreed) with cross-sections of mounding, ponds, ditches, swales, access roads and principal pathways and proposed boundary treatment of the edges and perimeters of the site, including details of all gates, fences, walls where appropriate.
- c) Full details of any proposed alterations to existing watercourses/drainage channels.
- d) The location and specification of all street furniture and ancillary structures.
- e) Details of all hard surfacing materials (size, type and colour).
- f) Details and specification of proposed earth modelling, mounding, re-grading and/or embankment areas or changes of level across the site to be carried out including soil quantities, topsoil storage to BS 3882 : 2007, haul routes, proposed levels and contours to be formed, sections through construction to show make-up, and timing of works.

All hard landscaping shall be completed prior to the first use of the phase, unless otherwise agreed in writing by the local planning authority. All planting, seeding or turfing comprised in the approved details of soft landscaping, shall be carried out in the first planting and seeding seasons following the occupation of the buildings or completion of the development, whichever is the sooner, unless an alternative

landscaping phasing plan is submitted to and approved in writing by the Local Planning Authority.

Reason: To ensure the provision, establishment and maintenance of a high standard of landscaping in accordance with the approved design (Cambridge Local Plan 2018; Policies 55, 57 and 59).

12 Landscape Replacement

If within a period of 5 years from the date of planting of any trees or shrubs, or 5 years from the commencement of development in respect of any retained trees and shrubs, they are removed, uprooted, destroyed, die or become seriously damaged or diseased, replacement trees and shrubs of the same size and species as originally planted shall be planted at the same place in the next available planting season, or in accordance with any variation agreed in writing by the Local Planning Authority.

Reason: To require replacement trees to be approved, planted and subsequently protected, to ensure continuity of tree cover in the interests of visual amenity (Cambridge Local Plan 2018 Policy 71 and Section 197 of the Town and Country Planning Act 1990).

13 Green Roof (2000 & 3000)

No development above ground level relating to the buildings known as 2000 Discovery Drive and 3000 Discovery Drive shall commence until details of that building's biodiverse green roof(s) shall be submitted to and approved in writing by the Local Planning Authority to . Details shall include the following:

- a) Confirmation of substrate depth, which shall be between 80-150mm at a minimum;
- b) The proposed plant /seed mix with wildflower planting indigenous to the local area and no more than a maximum of 25% sedum;
- c) A management / maintenance plan including means of access;
- d) Where solar panels are proposed, an array layout will be required incorporating a minimum of 0.75m between rows of panels for access and to ensure establishment of vegetation.

The biodiverse roof(s) shall not be used as an amenity or sitting out space of any kind whatsoever and shall only be used in the case of essential maintenance, repair or escape in case of emergency. All works shall be carried out and maintained thereafter in accordance with the approved details.

Reason: To ensure the development provides the maximum possible provision towards water management and the creation of habitats and valuable areas for biodiversity. (Cambridge Local Plan 2018 policy 31).

14 Green Roof (Cycle Parc)

No development above ground level of the cycle parc shall commence until details of that building's biodiverse green roof(s) shall be submitted to and approved in writing by the Local Planning Authority. Details shall include the following:

- a) Confirmation of substrate depth, which shall be between 80-150mm at a minimum;

- b) The proposed plant /seed mix with wildflower planting indigenous to the local area and no more than a maximum of 25% sedum;
- c) A management / maintenance plan including means of access.

All works shall be carried out and maintained thereafter in accordance with the approved details.

Reason: To ensure the development provides the maximum possible provision towards water management and the creation of habitats and valuable areas for biodiversity. (Cambridge Local Plan 2018 policy 31).

15 BREEAM Design Stage Certification

Within 12 months of commencement of development on the buildings known as 2000 Discovery Drive and 3000 Discovery Drive, hereby approved, a Design Stage BREEAM assessment for that building will be submitted to the BRE. The following BRE issued Design Stage Certificate shall be submitted to, and approved in writing by, the Local Planning Authority within 1 month of issue.

This assessment will demonstrate that BREEAM 'excellent' as a minimum will be met, with 5 credits for Wat 01 (water consumption). Where the Design Stage certificate shows a shortfall in credits for BREEAM 'excellent', a statement shall also be submitted identifying how the shortfall will be addressed. If such a rating is replaced by a comparable national measure of sustainability for building design, the equivalent level of measure shall be applicable to the proposed development.

Reason: In the interests of reducing carbon dioxide emissions and promoting principles of sustainable construction and efficient use of buildings (Cambridge Local Plan 2018 Policy 28 and the Greater Cambridge Sustainable Design and Construction SPD 2020).

16 BREEAM Post Construction Certification

Within 12 months following first occupation of the buildings known as 2000 Discovery Drive and 3000 Discovery Drive, hereby approved, a Construction Stage BREEAM assessment for that building shall be submitted to the BRE. The following BRE issued Construction Certificate shall be submitted to, and approved in writing by, the Local Planning Authority within 1 month of issue.

The certificate shall demonstrate that the approved BREEAM rating has been met. If such a rating is replaced by a comparable national measure of sustainability for building design, the equivalent level of measure shall be applicable to the proposed development.

Reason: In the interests of reducing carbon dioxide emissions and promoting principles of sustainable construction and efficient use of buildings (Cambridge Local Plan 2018 Policy 28 and the Greater Cambridge Sustainable Design and Construction SPD 2020).

17 Greywater Harvesting

No development above ground level, for any individual building and the Cycle Parc (other than demolition and enabling/ utility diversion works) shall take place until a detailed scheme for the approved grey water harvesting and recycling strategy has been submitted to and approved in writing by the Local Planning Authority. The scheme shall include relevant drawings showing the location of the necessary

infrastructure required to facilitate the water reuse. The development shall be carried out and thereafter maintained strictly in accordance with the approved details.

Reason: To respond to the serious water stress facing the area and ensure that development makes efficient use of water and promotes the principles of sustainable construction (Cambridge Local Plan 2018 Policy 28 and the Greater Cambridge Sustainable Design and Construction SPD 2020).

18 Rainwater Harvesting

No development above ground level for any individual building and the Cycle Parc (other than demolition and enabling/ utility diversion works) shall take place until a detailed scheme for the approved rainwater harvesting and recycling strategy has been submitted to and approved in writing by the Local Planning Authority. The scheme shall include relevant drawings showing the location of the necessary infrastructure required to facilitate the water reuse. The development shall be carried out and thereafter maintained strictly in accordance with the approved details.

Reason: To respond to the serious water stress facing the area and ensure that development makes efficient use of water and promotes the principles of sustainable construction (Cambridge Local Plan 2018 Policy 28 and the Greater Cambridge Sustainable Design and Construction SPD 2020).

19 Water Calculator

Prior to the occupation of the any individual building, evidence in the form of the BREEAM Wat01 water efficiency calculator shall be submitted to and approved in writing by the Local Planning Authority. Such evidence shall demonstrate the achievement of no less than 5 Wat01 credits. The development shall be carried out and thereafter maintained strictly in accordance with the agreed details set out within the BREEAM Wat01 water efficiency calculator.

Reason: To respond to the serious water stress facing the area and ensure that development makes efficient use of water and promotes the principles of sustainable construction (Cambridge Local Plan 2018 Policy 28 and the Greater Cambridge Sustainable Design and Construction SPD 2020).

20 Commercial Water Monitoring

Prior to first occupation of any individual building and the Cycle Parc a comprehensive water metering and monitoring system shall be installed and commissioned within the building to quantify at least daily: the total volume of mains water used, the total volume of greywater reclaimed and the total volume of rainwater used. The metering and monitoring system shall be retained in use for the lifetime of the development. Metering and monitoring data shall be provided in accordance with and no later than 21 days of any request from the Local Planning Authority.

Reason: To enable the building user(s) to monitor water usage, in order to better understand the effectiveness of water saving initiatives and water usage arising from development (Cambridge Local Plan 2018 Policy 28 and the Greater Cambridge Sustainable Design and Construction SPD 2020).

21 Operational Noise Mitigation/ Insulation Scheme

The development and operational plant / equipment hereby approved including all mechanical and electrical services and emergency stand-by generators shall be constructed, installed (where appropriate), operated and maintained / retained thereafter in accordance with the building envelope / element sound reduction and insulation performances, operational plant cumulative noise emission limits and sound mitigation / insulation measure principles as detailed in the submitted Hoare Lea report titled '2000 Discovery Drive and 3000 Discovery Drive. Cambridge Biomedical Campus. Prologis. ACOUSTICS: NOISE IMPACT ASSESSMENT, REVISION 00 - 01 MARCH 2024 (Project number: 10/14636 Document reference: 1014636-HLE-RP-AC-Noise Impact Assessment-Rev01).

Reason: To protect the amenity / quality of life of neighbouring properties from noise in accordance with the requirements of the National Planning Policy Framework (NPPF, Dec 2023) paragraphs 135 f), 180 e) and 191 and policy 35 - Protection of human health and quality of life from noise and vibration of the Cambridge Local Plan 2018.

22 Operational Noise Mitigation / Insulation Scheme - Post Construction / Installation Verification and Completion Report

Within six months of first operation of any operational plant/equipment or occupation, an operational noise mitigation / insulation scheme post construction/installation verification and completion report for the development as approved, demonstrating compliance with the building envelope / element sound reduction and insulation performances, operational plant noise emission limits and sound mitigation / insulation measure principles as detailed in the submitted Hoare Lea report titled '2000 Discovery Drive and 3000 Discovery Drive. Cambridge Biomedical Campus. Prologis. ACOUSTICS: NOISE IMPACT ASSESSMENT, REVISION 00 - 01 MARCH 2024 (Project number: 10/14636 Document reference: 1014636-HLE-RP-AC-Noise Impact Assessment-Rev01), shall be submitted to and approved in writing by the Local Planning Authority.

Compliance shall be demonstrated by a combination of noise performance specification and certification, noise monitoring / measurement, cumulative prediction and modelling at all relevant heights around the application site red boundary.

Reason: To protect the amenity / quality of life of neighbouring properties from noise in accordance with the requirements of the National Planning Policy Framework (NPPF, Dec 2023) paragraphs 135 f), 180 e) and 191 and policy 35 - Protection of human health and quality of life from noise and vibration of the Cambridge Local Plan 2018.

23 3000 Discovery Drive Building - Fitness Studio

When the Fitness Studio on the ground floor of the 3000 Discovery Drive Building is in use, all external openings (door and windows) shall be kept closed at all times.

Reason for all of the above: To protect the amenity / quality of life of neighbouring properties from noise in accordance with the requirements of the National Planning Policy Framework (NPPF, Dec 2023) paragraphs 135 f), 180 e) and 191 and policy 35 - Protection of human health and quality of life from noise and vibration of the Cambridge Local Plan 2018.

24 Electric Vehicle Charge Point (EVCP) Scheme

Prior to the installation of any electrical services, an Electric Vehicle Charge Point (EVCP) scheme, demonstrating the provision of allocated car parking spaces with dedicated electric vehicle charging, shall be submitted to, and approved in writing by the Local Planning Authority. The scheme shall include:

1. Six fast (minimum power rating output of 22kW) and/or rapid active electric vehicle charge points
2. The electric vehicle charge points shall be designed and installed in accordance with BS EN 61851 - Electric vehicle conductive charging system or as superseded

The EVCP scheme as approved shall be fully installed prior to the first occupation and maintained and retained thereafter.

Reason: In the interests of encouraging more sustainable modes and forms of transport and to reduce the impact of development on local air quality, in accordance with the National Planning Policy Framework (NPPF, December 2023) paragraphs 109, 110, 114 and 192 and, Policy 36 - Air Quality, Odour and Dust of the Cambridge Local Plan (2018) and Cambridge City Council's adopted Air Quality Action Plan (2018).

25 Standby Emergency / Back-up Generator Operation (Noise & Air Quality Mitigation)

The emergency back-up / standby generator as approved shall only operate as follows:

(i) Emergency Use Only

The emergency backup generator shall only be used in the event of standard mains electricity supply interruption / failure or to supply life safety equipment or in accordance with (ii) below. It shall not be used to supplement general energy demand, to feed electricity into the utility grid or as an alternative supply in the event of disconnection from the mains supply following for example non-payment or similar.

(ii) Hours of Running for Testing, Maintenance & Repair

Running of the backup generator as part of routine periodic testing, maintenance and repair shall only take place for the length of time specified by the manufacturer between the hours of 8am - 6pm Monday to Friday, 9am - 1pm Saturday and at no time on Sundays or Public Holidays. Periodic testing, maintenance and repair shall only occur for a maximum duration of 25 hours in any calendar year. Accurate records of any testing shall be kept on site and shall be available for inspection at the request of the local planning authority.

(iii) In the event that the emergency backup generator is operated for an "unforeseen extended period of time" the local planning authority shall be immediately informed and a review / reassessment of the local air quality impacts of such operation shall be undertaken. The air quality impacts review / reassessment shall be agreed in writing with the local planning authority and if unacceptable adverse air quality impacts / effects are likely to arise an emergency generator air quality mitigation scheme shall be submitted in writing for approval. The approved

scheme shall be implemented within a timescale to be agreed and shall be retained thereafter.

For the avoidance of any doubt an "unforeseen extended period of time" shall be defined as intermittent or continuous operation for a period greater than a week (168 hours) in any calendar month, exclusive of the permitted hours detailed in (ii) above for periodic testing, maintenance, and repair.

Reason: To protect human health and amenity in terms of local air quality impacts in accordance with policy 36: Air quality, odour and dust of the Cambridge Local Plan, 2018.

26 PV Panel Design

Prior to installation, the details of any rooftop photovoltaic (PV) panel array shall be submitted and approved in writing by the Local Planning Authority, and installed in accordance with the approved details. The submitted details shall include the manufacturer's specifications, spacing and layout, and shall be supported by a Glint and Glare Assessment to assess the impact on aircraft operations.

Reason: To ensure an appropriate arrangement for the solar panels and ensure that glint and glare would not adversely impact aircraft operations, in accordance with Policy 37 of the Cambridge Local Plan (2018).

27 Bird and Bat Box

No development above ground level shall take place until details of the bird and bat boxes to be installed have been submitted to and approved in writing by the local planning authority. The scheme shall include details of how the provision would be informed by the Greater Cambridge Biodiversity SPD (2022). The approved scheme shall be fully implemented prior to first occupation or in accordance with a timescale agreed in writing by the local planning authority.

Reason: To conserve and enhance ecological interests in accordance with Cambridge Local Plan policies 57, 59 and 70 and the Greater Cambridge Planning Biodiversity Supplementary Planning Document (2022).

28 Highway Junction Design

Prior to installation, full details (to include layout details and specification drawings) of the junction between Dame Mary Archer Way and Discovery Drive East, shall be submitted to the Local Planning Authority in writing. The junction shall be installed in accordance with the approved details.

Reason: To ensure that the junction would not adversely impact highway safety for all users, in accordance with Cambridge Local Plan (2018) policy 80.

29 Eastern Cycle Link

Prior to occupation of any buildings, hereby approved, full details of the proposed eastern cycle link shown in Proposed Interim Eastern Link Plan, dwg no. CBC02-SBR-SW-XX-DR-A-00228 REV 3, will be submitted and approved in writing with the Local Planning Authority. The eastern link shall be implemented prior to occupation of any buildings in accordance with the approved details.

Reason: To ensure that cycle connectivity is established on the site prior to occupation and to support sustainable transport across the development, in accordance with Cambridge Local Plan (2018) 56 and 80.

Informatives

- 1 Due to the site being within 6km of Cambridge Airport the crane operator is required to submit all crane details such as maximum height, operating radius, name and phone number of site manager along with installation and dismantling dates to the CAA Airspace Coordination and Obstacle Management Service (ACOMS) system.
- 2 Reminder that the following approval ref. 16/0176/OUT outline planning conditions remain relevant and will need to be discharged in due course: 16, 17, 18, 20, 21, 24, 25, 26, 27, 28, 29 and 30.
- 3 With regard to outline planning condition 16. 'Lighting - Individual Development Plots' and specific reference to compliance with the 'Institute of Lighting Professionals (ILP)- Guidance Notes for the Reduction of Obtrusive Light - GN01:2011 for Environmental Zone E2', it should be noted that this guidance note has been superseded by ILP 'Guidance Notes for the Reduction of Obtrusive Light, 2021 - GN01/21.' Any future condition 16 discharge submissions should have regard to this updated guidance note.
- 4 Ventilation / extraction systems associated with any fume and microbiological cupboards / cabinets shall be installed (including consideration of flue / exhaust termination discharge heights that are required for adequate dispersion), operated and maintained thereafter in accordance with relevant national and industry standards, codes of practice and best technical guidance, such as:
 - Building Regulations
 - BS EN 14175: 'Fume Cupboards' - Parts 1 to 7
 - BS 7989:2001: Specification for recirculatory filtration fume cupboards
 - BS 5726 - various: Microbiological safety cabinets.
- 5 Any artificial lighting, contaminated land, noise / sound, air quality and odours / fumes related conditions including the consideration of mitigation / remediation shall have regard to the scope, methodologies, submission requirements and local planning policies of relevant sections of the Greater Cambridge Sustainable Design and Construction SPD, (Adopted January 2020)
<https://www.cambridge.gov.uk/greater-cambridge-sustainable-design-and-construction-spd> and in particular 'section 3.6 - Pollution' and the following associated appendices:
 - 6: Requirements for Specific Lighting Schemes
 - 7: The Development of Potentially Contaminated Sites in Cambridge and South Cambridgeshire: A Developers Guide
 - 8: Further technical guidance related to noise pollution
- 6 Surface water and groundwater bodies are highly vulnerable to pollution and the impact of construction activities. It is essential that the risk of pollution (particularly during the construction phase) is considered and mitigated appropriately. It is important to remember that flow within the watercourse is likely to vary by season and it could be dry at certain times throughout the year. Dry watercourses should

not be overlooked as these watercourses may flow or even flood following heavy rainfall.

- 7 Prior to final handover of the development, the developer must ensure that appropriate remediation of all surface water drainage infrastructure has taken place, particularly where the permanent drainage infrastructure has been installed early in the construction phase. This may include but is not limited to jetting of all pipes, silt removal and reinstating bed levels. Developers should also ensure that watercourses have been appropriately maintained and remediated, with any obstructions to flows (such as debris, litter and fallen trees) removed, ensuring the condition of the watercourse is better than initially found. This is irrespective of the proposed method of surface water disposal, particularly if an ordinary watercourse is riparian owned.
- 8 Anglian Water has assets close to or crossing this site or there are assets subject to an adoption agreement. Therefore the site layout should take this into account and accommodate those assets within either prospectively adoptable highways or public open space. If this is not practicable then the sewers will need to be diverted at the developers cost under Section 185 of the Water Industry Act 1991. or, in the case of apparatus under an adoption agreement, liaise with the owners of the apparatus. It should be noted that the diversion works should normally be completed before development can commence.

Plans and drawings

This decision notice relates to the following drawings:

Reference/Document/Drawing Title	Date Received
Infodrainage Results Design	31.07.2024
Infodrainage Results Half Storage	31.07.2024
Infodrainage Results Pump Failure	31.07.2024
Drainage Strategy Foul Water	22.04.2024
Drainage Strategy Surface Water Page 1-49	22.04.2024
Drainage Strategy Surface Water Page 50-99	22.04.2024
Drainage Strategy Surface Water Page 100-149	22.04.2024
Drainage Strategy Surface Water Page 150-199	22.04.2024
Drainage Strategy Surface Water Page 200-216	22.04.2024
Waste Response	29.08.2024
Landscape Design Report Appendices	22.04.2024
CBC02 SBR ZZ XX DR A 80200 SITE LOCATION AND RMA BOUNDARY (REV 1)	22.04.2024
22 107 102 LANDSCAPE MASTERPLAN LEVELS (REV B)	22.04.2024
22 107 110 TREE STRATEGY (REV C)	22.04.2024
22 107 111 PLANTING STRATEGY (REV C)	22.04.2024
22 107 121 LANDSCAPE BOUNDARY SECTIONS NORTH SOUTH (REV B)	22.04.2024
22 107 122 LANDSCAPE BOUNDARY SECTION WEST EAST (REV A)	22.04.2024
22 107 123 LANDSCAPE SECTION NORTH SOUTH THROUGH SOUTHERN COURT (REV A)	22.04.2024
22 107 126 LANDSCAPE SECTIONS EAST WEST THROUGH CYCLE PARC (REV A)	22.04.2024
22 107 127 LANDSCAPE SECTION CENTRAL RAIN GARDEN (REV A)	22.04.2024

22 107 150 SEMI SUNKEN CYCLE PARC (REV H)	22.04.2024
22 107 601 LANDSCAPE MASTERPLAN (REV G)	22.04.2024
CBC02 SBR B2 00 DR A 83100 GROUND FLOOR PLAN (REV 1)	22.04.2024
CBC02 SBR B2 01 DR A 83101 FIRST FLOOR PLAN (REV 1)	22.04.2024
CBC02 SBR B2 02 DR A 83102 SECOND FLOOR PLAN (REV 1)	22.04.2024
CBC02 SBR B2 03 DR A 83103 THIRD FLOOR PLAN (REV 1)	22.04.2024
CBC02 SBR B2 04 DR A 83104 FOURTH FLOOR PLAN (REV 1)	22.04.2024
CBC02 SBR B2 05 DR A 83105 FIFTH FLOOR PLAN (REV 1)	22.04.2024
CBC02 SBR B2 06 DR A 83106 PLANT LEVEL PLAN (REV 1)	22.04.2024
CBC02 SBR B2 RF DR A 83107 ROOF PLAN (REV 1)	22.04.2024
CBC02 SBR B2 XX DR A 84100 PROPOSED ELEVATIONS (REV 1)	22.04.2024
CBC02 SBR B2 XX DR A 85101 SECTION A (REV 1)	22.04.2024
CBC02 SBR ZZ 00 DR A 76100 TYPICAL EXTERNAL STORAGE (REV 2)	22.04.2024
CBC02 SBR ZZ XX DR A 80104 PROPOSED SITE PLAN (REV 2)	22.04.2024
CBC02 SBR ZZ XX DR A 80201 PROPOSED SITE LAYOUT PLAN (REV 2)	22.04.2024
CBC02-SBR-B3-00-DR-A-83100 3000 DD GROUND FLOOR PLAN (REV 1)	22.05.2024
CBC02-SBR-B3-01-DR-A-83101 3000 DD FIRST FLOOR PLAN (REV 1)	22.05.2024
CBC02-SBR-B3-04-DR-A-83104 3000 DD FOURTH FLOOR PLAN (REV 1)	22.05.2024
CBC02-SBR-B3-05-DR-A-83105 3000 DD FIFTH FLOOR PLAN (REV 1)	22.05.2024
CBC02-SBR-B3-06-DR-A-83106 3000 DD PLANT LEVEL PLAN (REV 1)	22.05.2024
CBC02-SBR-B3-RF-DR-A-83107 3000 DD ROOF PLAN (REV 1)	22.05.2024
CBC02-SBR-B3-XX-DR-A-84100 3000 DD PROPOSED ELEVATIONS (REV 1)	22.05.2024
CBC02-SBR-B3-XX-DR-A-85101 3000 DD PROPOSED SECTION A (REV 1)	22.05.2024
22-107-140 GAS BOTTLE STORE AND TREES	09.07.2024
ECMP STATEMENT	22.04.2024
CONDITION 8 PHASE 3 SPURS	22.04.2024
LANDSCAPE DESIGN REPORT PART 1 OF 2	22.04.2024
LANDSCAPE DESIGN REPORT PART 2 OF 2	22.04.2024
SUSTAINABILITY STRATEGY	22.04.2024
INFODRAINAGE RESULTS DESIGN	31.07.2024
MEP REPORT	29.09.2024
CBC02-SBR-B3-02-DR-A-83102 3000 DD SECOND FLOOR PLAN (REV 1)	22.05.2024
CBC02-SBR-B3-03-DR-A-83103 3000 DD THIRD FLOOR PLAN (REV 1)	22.05.2024

It is important the development is carried out fully in accordance with these plans. If you are an agent, please ensure that your client has a copy of them and that they are also passed to the contractor carrying out the development. A copy of the approved plan(s) is/are kept on the planning application file.

Authorisation

Authorised by:

A handwritten signature in blue ink that reads "SJ Kelly". The letters are cursive and fluid.

SJ Kelly

Joint Director For Planning & Economic Development For
Cambridge & South Cambridgeshire

South Cambridgeshire Hall
Cambourne Business Park
Cambourne
Cambridge
CB23 6EA

Date the decision was made: 10 October 2024

General Notes

This decision notice does not convey any approval or consent which may be required under any enactment, bye-law, order or regulation other than Section 57 of the Town and Country Planning Act 1990.

It is an offence under Section 171 of the Highways Act 1980 to temporarily deposit building materials, rubbish or other things on the public highway or make a temporary excavation on it without the written consent of the Highway Authority. The Highway Authority may give its consent subject to such conditions as it thinks fit.

The applicant is reminded that under the Wildlife and Countryside Act 1981 (Section 1) (as amended) it is an offence to take, damage or destroy the nest of any wild bird while that nest is in use or being built. Trees and scrub are likely to contain nesting birds between 1 March and 31 August. Trees within the application should be assumed to contain nesting birds between the above dates unless a survey has shown it is absolutely certain that nesting birds are not present.

Equality Act 2010

Your attention is specifically drawn to the requirements of the Equality Act 2010 and the Equality Act (Disability) regulations 2010, the British Standards Institution BS8300:2009 "Design of Buildings and their approaches to meet the needs of disabled people – Code of Practice" and to Approved Document 'M' "Access to and use of buildings", volumes 1 and 2 of the Building Regulations 2010 and to Approved Document 'B' "Fire Safety", volumes 1 and 2 of the Building Regulations 2010, in request of guidance on means of escape for disabled people. The development should comply with these requirements as applicable

Building Regulations

Your planning application may also require Building Regulations consent. Please follow the link below for more information and to make your application or call 0300 7729622 to discuss your project.

www.3csharedservices.org/building-control/what-are-building-regulations/

3C Building Control offer a voluntary Considerate Contractor scheme. Please the link below for more information.

www.3csharedservices.org/building-control/considerate-contractor-scheme/

Working with the applicant

The LPA positively encourages pre-application discussions. Details of this advice service can be found at <https://www.greatercambridgeplanning.org>. If a proposed development requires revisions to make it acceptable the LPA will provide an opinion as to how this might be achieved. The LPA will work with the applicant to advise on what information is necessary for the submission of an application and what additional information might help to minimise the need for planning conditions. When an application is acceptable, but requires further details, conditions will be used to make a development acceptable. Joint Listed Building and Planning decisions will be issued together. Where applications are

refused clear reasons for refusal will identify why a development is unacceptable and will help the applicant to determine whether and how the proposal might be revised to make it acceptable.

In relation to this application, it was considered and the process managed in accordance with paragraph 38 of the National Planning Policy Framework.

Parking Controls

Please note: On-street parking controls, including residents' parking schemes, are in operation in several parts of the City of Cambridge. There are restrictions on eligibility for residents' parking permits, even for residents within the areas covered by schemes. Implementing a planning consent can remove eligibility for a permit. The County Council can advise whether or not properties qualify for a Residents' Parking Permit. If in doubt, please contact Cambridgeshire County Council, Cambridgeshire Parking Services by telephoning (01223) 727900 or by e-mailing parkingpermits@cambridgeshire.gov.uk, mentioning this planning consent. Please also be aware that the criteria for granting parking permits may change from time to time.

Appeals to the Secretary of State

- 2.1 The applicant has a right to appeal to the Secretary of State against any conditions of this approval, under Section 78 of the Town & Country Planning Act 1990. The appeal must be made on a form which may be obtained from:

The Planning Inspectorate,
Temple Quay House, 2 The Square, Temple Quay, Bristol. BS1 6PN
Telephone 0303 444 5000 or visit
<https://www.gov.uk/appeal-planning-decision>

- 2.2 If an enforcement notice is or has been served relating to the same or substantially the same land and development as in your application and if you want to appeal against your local planning authority's decision on your application, then you must do so within: **28 days** of the date of service of the enforcement notice, **OR** within **6 months** of the date of this notice, whichever period expires earlier.
- 2.3 The Secretary of State can allow a longer period for giving notice of an appeal, but he will not normally be prepared to use this power unless there are special circumstances which excuse the delay in giving notice of appeal.
- 2.4 The Secretary of State need not consider an appeal if it seems to him that the Local Planning Authority could not have granted planning permission for the proposed development or could not have granted it without the conditions they imposed, having regard to the statutory requirements, to the provisions of any development order and to any directions given under a development order.

In practice, the Secretary of State does not refuse to consider appeals solely because the Local Planning Authority based their decision on a direction given by him.

Purchase Notices

If the Local Planning Authority or the Secretary of State grants permission subject to conditions the owner may claim that he/she can neither put the land to a reasonably beneficial use in its existing state nor render the land capable of a reasonably beneficial use by the carrying out of any development which has been or would be permitted. In these circumstances the owner may serve a purchase notice on the Council to purchase his interest in the land in accordance with the provisions of Part VI of the Town and Country Planning Act 1990.

Before starting work

It is important that all conditions, particularly pre-commencement conditions, are fully complied with, and where appropriate, discharged prior to the implementation of the development. Failure to discharge such conditions may invalidate the planning permission granted. The development must be carried out fully in accordance with the requirements of any details approved by condition.

Street Naming and Numbering

In order to obtain an official postal address, any new buildings should be formally registered with Cambridgeshire City Council. Unregistered addresses cannot be passed to Royal Mail for allocation of postcodes.

Applicants can find additional information, a scale of charges and an application form at <https://www.3csharedservices.org/building-control/street-naming-and-numbering/>. Alternatively, applicants can contact the Street Naming and Numbering Team by emailing: snn@3csharedservices.org.

Please note new addresses cannot be assigned by the Council until planning permission has been received.

Third Party Rights to challenge a planning decision

Currently there are no third party rights of appeal through the planning system against a decision of a Local Planning Authority. Therefore, if you have concerns about a planning application and permission is granted, you cannot appeal that decision.

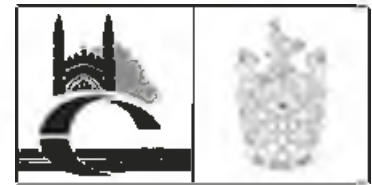
Any challenge under current legislation would have to be made outside the planning system through a process called Judicial Review.

A 'claim for judicial review' includes a claim to review the lawfulness of a decision, action or failure to act in relation to the exercise of a public function, in this case, a planning decision. The court's permission to proceed is required in a claim for Judicial Review. A claim for Judicial Review is dealt with by the Administrative Court and if leave to judicially review a planning decision is granted, the Judicial Review will be decided by a judge at the High Court.

An application to Judicial Review a decision must be made within **6 weeks** of the decision about which you have a grievance being made. For further information on judicial review and the contact details for the Administrative Courts, please go to <http://www.justice.gov.uk/>

Our Ref: 24/01529/NMA1
Your Ref: 2000 DD NMA

7 May 2025



GREATER CAMBRIDGE
SHARED PLANNING

Mrs Jennie Hainsworth
Bidwells LLP
Bidwell House
Trumpington Road
Cambridge
CB2 9LD

South Cambridgeshire Hall
Cambourne Business Park
Cambourne
Cambridge
CB23 6EA

www.scambs.gov.uk | www.cambridge.gov.uk

Dear Mrs Hainsworth

CAMBRIDGE CITY COUNCIL

Application for Non-Material Amendment (Section 96A)

Proposal: Non-material amendment on application 24/01529/REM for minor changes to the internal and external design of 2000 Discovery Drive

Site address: Cambridge Biomedical Campus Dame Mary Archer Way Cambridge
Cambridgeshire

Your client: c/o Prologis UK Limited

Please find enclosed the Local Planning Authority's response to your client's application for a non-material amendment to the above planning permission.

Yours sincerely

SJ Kelly
Joint Director For Planning & Economic Development For
Cambridge & South Cambridgeshire



Non-Material Amendment (Section 96A)

Reference 24/01529/NMA1
Date of Decision 7 May 2025

Mrs Jennie Hainsworth
Bidwells LLP
Bidwell House
Trumpington Road
Cambridge
CB2 9LD

The council hereby APPROVES the following non-material amendment(s) received on 28th March 2025.

Non-material amendment on application 24/01529/REM for minor changes to the internal and external design of 2000 Discovery Drive

at

Cambridge Biomedical Campus Dame Mary Archer Way Cambridge Cambridgeshire

Details

- Amendments:
-Minor changes to the internal and external design of 2000 Discovery Drive

Having compared the revised information with the approved plans, it is concluded that the amendments listed above would not materially impact the development upon its surroundings, upon residential amenity or upon policy objectives and therefore can be accepted as a non-material amendment to the original permission.

Plans and drawings

This decision notice relates to the following drawings:

Reference	Document/Drawing Title	Date Received
CBC02-SBR-B2-00-DR-A-83100	2000 DD GROUND FLOOR PLAN (Revision REV 2)	28.03.2025
CBC02-SBR-B2-01-DR-A-83101	2000 DD FIRST FLOOR PLAN (Revision REV 2)	28.03.2025
CBC02-SBR-B2-02-DR-A-83102	2000 DD SECOND FLOOR PLAN (Revision REV 2)	28.03.2025
CBC02-SBR-B2-03-DR-A-83103	2000 DD THIRD FLOOR PLAN (Revision REV 2)	28.03.2025

CBC02-SBR-B2-04-DR-A-83104	2000 DD FOURTH FLOOR PLAN (Revision REV 2)	28.03.2025
CBC02-SBR-B2-05-DR-A-83105	2000 DD FIFTH FLOOR PLAN (Revision REV 2)	28.03.2025
CBC02-SBR-B2-06-DR-A-83106	2000 DD PLANT LEVEL PLAN (Revision REV 2)	28.03.2025
CBC02-SBR-B2-RF-DR-A-83107	2000 DD ROOF PLAN (Revision REV 2)	28.03.2025
CBC02-SBR-B2-XX-DR-A-84100	2000 DD PROPOSED ELEVATIONS (Revision REV 2)	28.03.2025
CBC02-SBR-B2-XX-DR-A-85101	2000 DD SECTION A (Revision REV 2)	28.03.2025

It is important the development is carried out fully in accordance with these plans. If you are an agent, please ensure that your client has a copy of them and that they are also passed to the contractor carrying out the development. A copy of the approved plan(s) is/are kept on the planning application file.

Authorisation

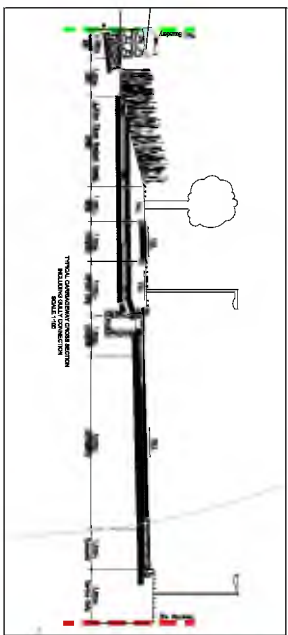
Authorised by:



SJ Kelly
Joint Director For Planning & Economic Development For
Cambridge & South Cambridgeshire

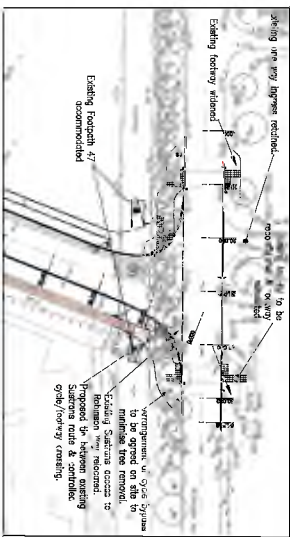
South Cambridgeshire Hall
Cambourne Business Park
Cambourne
Cambridge
CB23 6EA

Date the decision was made: 7 May 2025



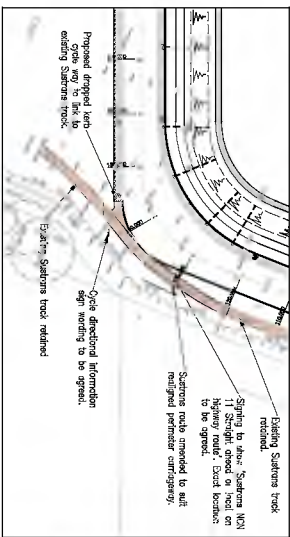
Typical Section

Scale 1:100 @ A1



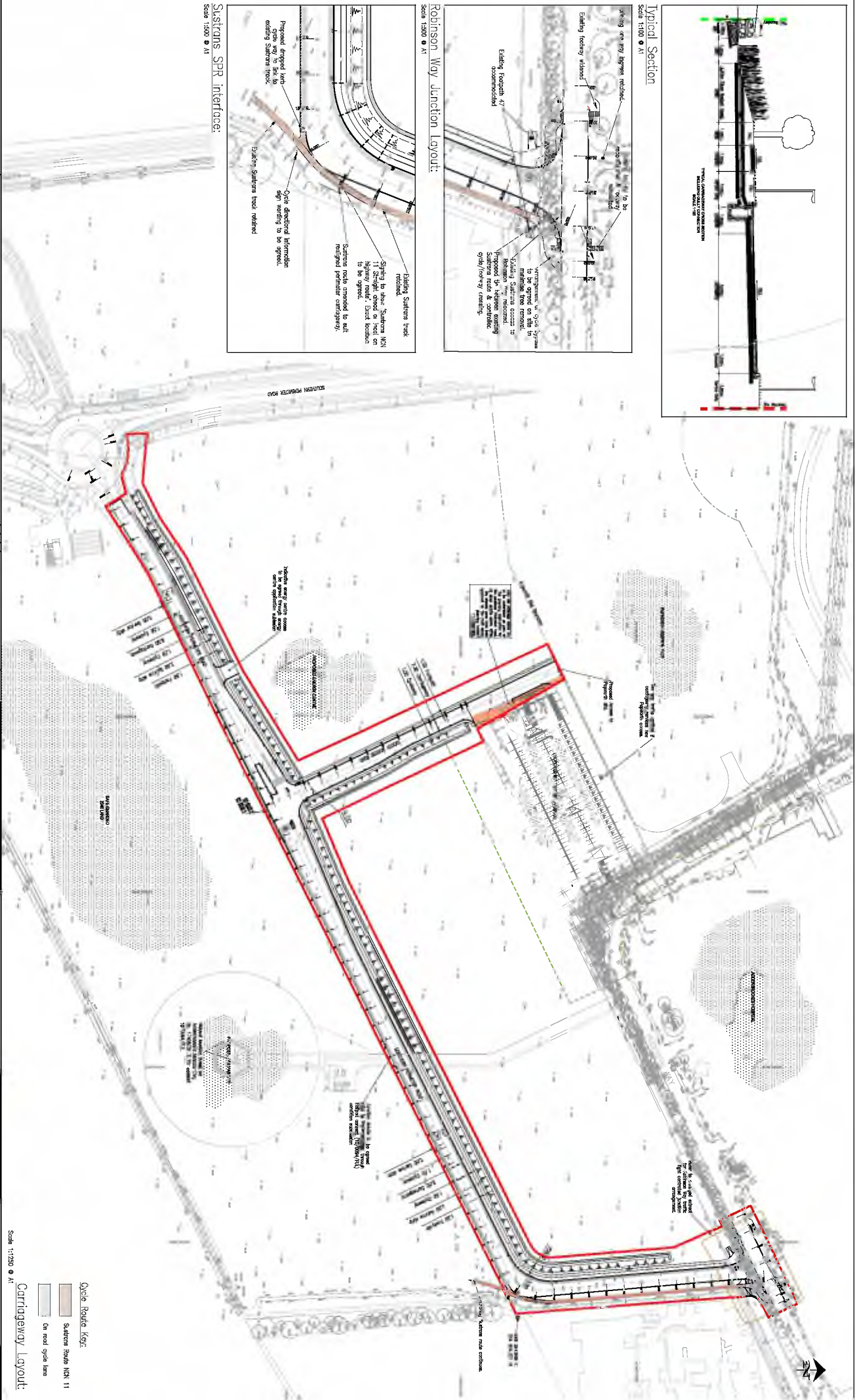
Robinson Way Junction Layout

Scale 1:500 @ A1



Sustrans SPR interface

Scale 1:500 @ A1



Scale 1:1750 @ A1

Carriageway Layout

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1	ISSUED FOR PERMIT	21.08.12	BB	BB	BB
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3	REPRODUCTION OF THIS DRAWING FOR ANY OTHER PROJECT WITHOUT THE WRITTEN PERMISSION OF THE ARCHITECT & CONSULTING ENGINEERS	15.06.12	BB	BB	BB

CAMBRIDGE MEDIPARK LTD
Countryside House
The Drive, Great Warley
Brentwood
Essex
CM13 3AT

STATUS	CHKD	APPD
PRELIMINARY		
FOR COMMENT		
FOR APPROVAL		
FOR CONSTRUCTION		
FINAL CONSTRUCTION ISSUE		

PEP
Civil & Structures Ltd
PEP House, Stoney Lane
Boreham, Essex
S108 0JL
01474 886400
E: sales@pepcivil.co.uk

CONTRACT	389810
TITLE	CAMBRIDGE BIOMEDICAL CAMPUS
GENERAL ARRANGEMENT	
LOCATION PLAN	
REV	H

Annex I ABCAM Permission and Plan

CAMBRIDGE CITY COUNCIL
The Guildhall, Cambridge, CB2 3QJ

TOWN AND COUNTRY PLANNING ACT 1990

FULL PLANNING PERMISSION

SUBJECT TO CONDITIONS

Ref: 16/0165/FUL



Mr Adam Halford
Bidwells LLP
Bidwell House
Trumpington Road
Cambridge
Cambridgeshire
CB2 9LD

The Council hereby grant full planning permission for

Erection of a building for Biotech and Biomedical research and development and production together with associated supporting Headquarters and Logistics function along with associated infrastructure to include; access, services, drainage, electric and gas infrastructure, external ancillary structures, car and cycle parking and hard and soft landscaping.

at

Land South Of Dame Mary Archer Way Cambridge Biomedical Campus Cambridge Cambridgeshire

in accordance with your application received 2nd February 2016 and the plans, drawings and documents which form part of the application, subject to the conditions set out below:

1.Start Date

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.

2.Drawing Numbers and Technical Documents

The development shall be carried out in accordance with the following approved drawings and technical documents.

Site Location Plan, PL-A(1)101, PL 10
Site Location Plan 1:2500, PL-A(1)108, P2
Illustrative Site Plan, PL-A (1)100, PL14
Site Layout Plan, PL-A (1)102, PL10
Site Elevations, PL-A (1)200, PL14
Site Sections, PL-A (1)300, PL10
Floor Plan Level 0, PL-A (2)100, PL10
Floor Plan Level 1, PL-A (2)101, PL7
Floor Plan Level 2, PL-A (2)102, PL7

Floor Plan Level 3, PL-A (2)103, PL8
 Floor Plan Level 4, PL-A (2)104, PL8
 Floor Plan Level 5, PL-A (2)105, PL8
 Elevations North & East, PL-A (2)200, PL9
 Elevations South & West, PL-A (2)201, PL10
 Service Area, PL-A (2)202, PL8
 Sections Atrium/Transversal, PL-A (2)300, PL10
 Sections Lab/Office, PL-A (2)301, PL9
 Typical Bay Building A, PL-A (29)300, PL5
 Typical Bay Building B, PL-A (29)301, PL5
 Concept Surface Water Drainage Strategy, 60323976-SHT-10-CD-002, P02
 Abcam Building and Drainage Layout, PL-D(77)-1-01-001, P06
 Car Park Drainage Layout, PL-D(77)-1-01-002, P03
 Car Park Flood Flow Plan, PL-D(77)-1-01-003, I02
 Abcam Building Flood Flow Plan, PL-D(77)-1-01-004, I02
 Drainage Details Sheet 1, PL-D(77)-1-01-002, P01
 Drainage Details Sheet 2, PL-D(77)-1-01-002, P01
 Drainage Details Sheet 3, PL-D(77)-1-01-002, P01
 Drainage Details Sheet 4, PL-D(77)-1-01-002, P01
 Detail Section - Southern Edge, OX5177-1-201, D00
 Cultural Heritage Assessment, 002
 Site Sections, OX5177-1-200, D02
 Landscape Masterplan, OX5177-100, D01
 Landscape General Arrangement Plan, OX5177-1-101, D03
 Planting Plan, OX5177-102, D03
 Tree Survey, 5063, 27/11/2015
 Tree Survey drawing, 5063-D, A
 Ecology Statement, J005949, 5
 Transport Assessment, 60323976, R1.V1
 Travel Plan, 60323976, 1.V1
 Flood Risk Assessment and Strategic Drainage Strategy, 60323976-FRA, 5
 Building Drainage Strategy, 1620000917-C-R-01, P06
 Highway Lighting Calculation Report, 60323976-DOC-LE-1300, 1
 Building External Lighting Assessment, REP-2601122-08-NW-20151222-EX, P3
 Incoming Utilities Assessment, REP-2601122-08-NW-20151222-UT, P3
 Acoustic, Air Quality, Flues and Ventilation Assessment, REP-2601122-08-EL-20151222-AQ, R5
 Sustainability and Energy Statement, Jan 2016
 Strategy for Parking, 29/01/2015
 Landscape Visual Assessment, OX5171-3 700 P00, 02
 Addendum to FRA submitted to EA

 Site Waste Management Plan, CAMZ3001, 15/04/2016
 Abcam Proposed Pedestrian and Cycle Links, 60323976-SKE-C-0010, A
 Planning Statement, 14/04/2016
 Design & Access Statement, RP-001, P06
 Existing Site Plan, OX5177-1-099, D02

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

3. Archaeology

No development shall take place within the area indicated until the applicant has secured the implementation of a programme of archaeological work in accordance with a written scheme of investigation which has been submitted by the applicant 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 in accordance with policy 4/9 of the Cambridge Local Plan 2006.

4. Demolition and Construction Environmental Management Plan

Prior to the commencement of development, a site wide Demolition and Construction Environmental Management Plan (DCEMP) shall be submitted to and approved in writing by the local planning authority. The DCEMP shall include the consideration of the following aspects of demolition and construction:

- a) Demolition, construction and phasing programme.
- b) Contractors' access and parking arrangements for vehicles, plant and personnel including the location of construction traffic routes to, from and within the site, details of their signing, monitoring and enforcement measures.
- c) Construction/Demolition hours which shall be carried out between 0800 hours to 1800 hours Monday to Friday, and 0800 hours to 1300 hours on Saturday and at no time on Sundays, Bank or Public Holidays, unless in accordance with agreed emergency procedures for deviation. Prior notice and agreement procedures for works outside agreed limits and hours.
- d) Delivery times for construction/demolition purposes shall be carried out between 0800 to 1800 hours Monday to Friday, 0800 to 1300 hours on Saturdays and at no time on Sundays, bank or public holidays, unless otherwise agreed in writing by the local planning authority in advance.
- e) Soil Management Strategy.
- f) Noise method, monitoring and recording statements in accordance with the provisions of BS 5228-1: 2009.
- g) Maximum noise mitigation levels for construction equipment, plant and vehicles.
- h) Vibration method, monitoring and recording statements in accordance with the provisions of BS 5228-2: 2009.
- i) Maximum vibration levels.
- j) Dust management and wheel washing measures in accordance with the provisions of Control of dust and emissions during construction and demolition - supplementary planning guidance 2014
- k) Prohibition of the burning of waste on site during demolition/construction.
- l) Site lighting.
- m) Drainage control measures including the use of settling tanks, oil interceptors and bunds.
- n) Screening and hoarding details.
- o) Access and protection arrangements around the site for pedestrians, cyclists and other road users.
- p) Procedures for interference with public highways, including permanent and temporary realignment, diversions and road closures.
- q) External safety and information signing and notices.
- r) Consideration of sensitive receptors.
- s) Prior notice and agreement procedures for works outside agreed limits.
- t) Complaints procedures, including complaints response procedures.

u) Membership of the Considerate Contractors Scheme.

Reason: To protect the amenity of the adjoining properties and accords with the requirements policy 4/13 & 4/14 of the Cambridge Local Plan 2006.

5.Detailed Waste Management and Minimisation Plan

Prior to the commencement of development an updated Detailed Waste Management and Minimisation Plan (DWMMP) shall be submitted to and approved in writing by the local planning authority. The DWMMP shall include details of:

- a) construction waste infrastructure including a construction material recycling facility to be in place during all phases of construction.
- b) anticipated nature and volumes of waste and measures to ensure the maximisation of the reuse of waste.
- c) measures and protocols 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 and timing of provision of facilities pursuant to criteria a/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.

Prior to the occupation of the development further details shall be submitted to and approved in writing by the local planning authority of:

- h) proposals for the management of municipal waste generated during the occupation phase of the development, to include the design and provision of permanent facilities e.g. internal and external segregation and storage of recyclables, non-recyclables and compostable material; access to storage and collection points by users and waste collection vehicles.

The Detailed Waste Management and Minimisation Plan shall be implemented in accordance with the agreed details, unless otherwise agreed in writing by the Local Planning Authority.

Reason: In the interests of maximising waste re-use and recycling opportunities; and to comply with policy CS28 of the Cambridgeshire and Peterborough Minerals and Waste Core Strategy (2011); and to comply with the National Planning Policy for Waste October 2014; and Guidance for Local Planning Authorities on Implementing Planning Requirements of the European Union Waste Framework Directive (2008/98/EC), Department for Communities and Local Government, December 2012

6.Non-Road Mobile Machinery Plant

All Non-Road Mobile Machinery (NRMM) of net power between 37kW and 560 kW used during demolition or construction works or similar, shall meet the emissions standards in Stage IIIA of EU Directive 97/68/ EC (as amended) for both Nitrogen Oxides (NOx) and Particulate matter (PM). If Stage IIIA equipment is not available the requirement may be met using the following techniques:

- a) Reorganisation of NRMM fleet
- b) Replacing equipment
- c) Retrofit abatement technologies
- d) Re-engining

All eligible NRMM shall meet the requirement above unless it can be demonstrated that the machinery is not available or that a comprehensive retrofit for both PM and NOx is not feasible. In this situation every effort should be made to use the least polluting equipment available including retrofitting technologies to reduce particulate emissions. Developers will be required to provide a written statement of their commitment and ability to meet the requirement within their Construction and Demolition Management plans. An inventory of all NRMM must be kept on site and all machinery should be regularly serviced and service logs kept on site for inspection. Records should be kept on site which details proof of emission limits for all equipment. This documentation should be made available to local authority officers as required.

Reason: To protect local air quality and human health by ensuring that the production of air pollutants such as nitrogen dioxide and particulate matter are kept to a minimum during the lifetime of the development, to contribute toward National Air quality Objectives and accords with the requirements of National Planning Policy Framework (NPPF) and policies 4/13 & 4/14 of the Cambridge Local Plan (2006).

7. Preliminary Contamination Assessment

Prior to the commencement of the development or investigations required to assess the contamination of the site, the following information shall be submitted to and approved in writing by the local planning authority:

(a) Desk study to include:

- Detailed history of the site uses and surrounding area (including any use of radioactive materials)
- General environmental setting.
- Site investigation strategy based on the information identified in the desk study.

(b) A report setting out what works/clearance of the site (if any) is required in order to effectively carry out site investigations.

Reason: To adequately categorise the site prior to the design of an appropriate investigation strategy in the interests of environmental and public safety and accords with the requirements of Policy 4/13 of the Cambridge Local Plan 2006.

8. Remediation Strategy

Prior to the commencement of the development with the exception of works agreed under condition 7 and in accordance with the approved investigation strategy agreed under clause (b) of condition 7, the following shall be submitted to and approved in writing by the local planning authority:

(a) A site investigation report detailing all works that have been undertaken to determine the nature and extent of any contamination, including the results of the soil, gas and/or water analysis and subsequent risk assessment to any receptors

(b) A proposed remediation strategy detailing the works required in order to render harmless the identified contamination given the proposed end use of the site and surrounding environment including any controlled waters. The strategy shall include a schedule of the proposed remedial works setting out a timetable for all remedial measures that will be implemented.

Reason: To ensure that any contamination of the site is identified and appropriate remediation measures agreed in the interest of environmental and public safety and accords with the requirements of Policy 4/13 of the Cambridge Local Plan

9. Contaminated Land Gas

Should the contaminated land assessment and associated remedial strategy identify the presences of material with the potential to generate an identifiable ground gas risk for a building, prior to the commencement of development of that building, 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 the building and accords with the requirements of policy 4/13 of the Cambridge Local Plan 2006.

10. Implementation of Remediation

Prior to the first occupation of the development the remediation strategy approved under clause (b) to condition 8 shall be fully implemented on site following the agreed schedule of works.

Reason: To ensure full mitigation through the agreed remediation measures in the interests of environmental and public safety and accords with the requirements of Policy 4/13 of the Cambridge Local Plan.

11. Completion Report

Prior to the first occupation of the development hereby approved the following shall be submitted to, and approved by the local planning authority:

(a) A completion report demonstrating that the approved remediation scheme as required by condition 8 and implemented under condition 10 has been undertaken and that the land has been remediated to a standard appropriate for the end use.

(b) Details of any post-remedial sampling and analysis (as defined in the approved material management plan) shall be included in the completion report along with all information concerning materials brought onto, used, and removed from the development. The information provided must demonstrate that the site has met the required clean-up criteria. Thereafter, no works shall take place within the site such as to prejudice the effectiveness of the approved scheme of remediation.

Reason: To demonstrate that the site is suitable for approved use in the interests of environmental and public safety and accords with the requirements of Policy 4/13 of the Cambridge Local Plan.

12.Unexpected Contamination

If unexpected contamination is encountered whilst undertaking the development which has not previously been identified, works shall immediately cease on site until the Local Planning Authority has been notified and/or the additional contamination has been fully assessed and remediation approved following steps (a) and (b) of condition 8 above. The approved remediation shall then be fully implemented under condition 10.

Reason: To ensure that any unexpected contamination is rendered harmless in the interests of environmental and public safety and accords with the requirements of Policy 4/13 of the Cambridge Local Plan.

13.Materials Management Plan

Prior to the importation or reuse of material for the development a Materials Management Plan (MMP) shall be submitted to and approved in writing by the Local Planning Authority. The MMP shall include:

- a) details of the volumes and types of material proposed to be imported or reused on site
- b) details of the proposed source(s) of the imported or reused material
- c) details of the chemical testing for ALL material to be undertaken before placement onto the site.
- d) the results of the chemical testing which must show the material is suitable for use on the development
- e) confirmation of the chain of evidence to be kept during the materials movement, including material importation, reuse placement and removal from and to the development.

All works will be undertaken in accordance with the approved document.

Reason: To ensure that no unsuitable material is brought onto the site in the interest of environmental and public safety and accords with the requirements of Policy 4/13 of the Cambridge Local Plan.

14.Foul Sewerage

Prior to commencement of the permanent highway, drainage or landscape works serving the development hereby permitted a foul water strategy shall be submitted to and approved in writing by the Local Planning Authority. The building shall not be occupied until the works have been carried out in accordance with the foul water strategy as approved unless otherwise approved in writing by the Local Planning Authority.

Reason: To protect the amenity of the adjoining properties and accords with the requirements of the National Planning Policy Framework (NPPF) and policy 8/18 of the Cambridge Local Plan 2006.

15.Surface Water Drainage Strategy

Prior to commencement of the permanent highway, drainage or landscape works serving the development hereby permitted, full details of the surface water drainage scheme, including any strategic elements required to serve this development, shall be submitted to and approved in writing by the local planning authority. The details shall include:

- a) Comprehensive levels, including invert and cover levels of all drainage features.

- b) Construction details of the ponds, swales, rain-gardens, permeable surfaces and pump stations.
- c) Full engineering details of the attenuation tank including invert and top of tank level, requirements (depth) for stone fill around the tank, finished ground level, depth of soil(s) above the tank and specification for the soil around the tank.

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

Reason: To prevent environmental and amenity problems arising from flooding, to comply with National Planning Policy Framework (NPPF) and in the interests of visual amenity to ensure that suitable hard and soft landscape is provided as part of the development to accord with the requirements of policies 3/4, 3/11, 3/12 and Policy 8/18 of the Cambridge Local Plan 2006.

16. Pedestrian, Cycle and Vehicle Internal Access Road Design

Notwithstanding the submitted plans 60323976-SHT-10-C-0001(PO2), 0100(PO1), 0510(PO2), 1300(PO2), 4000(PO1), 4001(PO1) and 4002(PO1), prior to the commencement of the permanent pedestrian, cycle or vehicular access works, the detailed design of those works shall be submitted to and approved in writing by the Local Planning Authority. Details shall include the access road into the site and the cycle and pedestrian facilities along the northern site boundary alongside Dame Mary Archer Way within the application boundary and shall indicate a feature at the junction with Dame Mary Archer Way which will allow the linear public realm / park and proposed pedestrian / cycle link to continue at grade. The internal access road shall demonstrate that it does not preclude access to the remainder of the CBC Phase 2 land. Details shall also be submitted for the pedestrian and cyclist crossing facilities at the Dame Mary Archer Way / Papworth Access junction as illustrated by drawing 60323976-SKEC-0001-C and improved crossing facilities at the Dame Mary Archer Way / Addenbrooke's Road / Francis Crick Avenue roundabout outside of adopted public highway as illustrated by drawing 60323976-SKEC-0008-C and in accordance with any approved works to the adjacent Public Highway. The works shall be constructed and completed prior to occupation in accordance with the approved plans.

Reason: To ensure that the development provides an attractive high quality environment coordinated with the wider CBC Phase 2 development and that transport improvements are delivered in accordance with the requirements of Policies 3/6, 3/7, 8/1, 8/4 and 8/5 of the Cambridge Local Plan 2006

17. Pedestrian / Cycle link to NCN Route 11

No occupation of a building shall take place until a programme of works for the land west of the proposed car park shown shaded in blue on plan PL-A(1)110 PL1 has been submitted to and approved in writing by the Local Planning Authority. The programme of works shall include any temporary or permanent provision and phasing of the following:

- a) a cycle connection to the National Cycle Network route number 11 to the west to be implemented prior to occupation of any building;
- b) drainage features in accordance with the approved Surface Water Drainage Strategy;
- c) landscaping works.

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

Reason: To ensure that the transport improvements are delivered to mitigate the impact of development and accords with the requirements of Policies 8/2, 8/3 and 8/4 of the Cambridge Local Plan 2006.

18. Parking

The maximum number of car parking spaces for use by the Abcam development will be 144 spaces of which 9 car parking spaces will be designed for people with disabilities.

Reason: To mitigate the impact of development and accords with the requirements of Policies 8/2 and 8/3 of the Cambridge Local Plan 2006

19. Electric Vehicle Charge Points

A minimum of 3% of car park spaces shall have electric vehicle charge points installed at the point of construction and a minimum of 15% of car parking spaces shall have infrastructure for the future provision of electric vehicle charge points.

Reason: To protect local air quality and human health by ensuring that the production of air pollutants such as nitrogen dioxide and particulate matter are kept to a minimum during the lifetime of the development, to contribute toward National Air quality Objectives and accords with the requirements of the National Planning Policy Framework (NPPF) and policies 4/13 & 4/14 of the Cambridge Local Plan 2006.

20. Lighting

Prior to the installation of any operational artificial lighting an artificial lighting scheme shall be submitted to and approved in writing by the local planning authority. The scheme shall include details of any artificial lighting of the site and an artificial lighting impact assessment with what the predicted lighting levels at the nearest light sensitive receptor shall be. Artificial lighting on and off site must meet the Obtrusive Light Limitations for Exterior Lighting Installations contained within the Institute of Lighting Professionals Guidance Notes for the Reduction of Obtrusive Light - GN01:2011 (or as superseded) for Environmental Zone E2. The approved lighting scheme shall be installed, retained and operated in accordance with the approved details / measures unless the Local Planning Authority gives its written consent to any variation.

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

21. Fire Hydrants

Prior to occupation a scheme for the provision of fire hydrants shall be submitted to and approved in writing by the local planning authority. Development shall be carried out in accordance with the approved details and the approved scheme shall be fully operational prior to the first occupation of that development parcel.

Reason: To ensure the provision of adequate water supply infrastructure to protect the safe living and working environment for all users and visitors and accords with the requirements of policies 3/7, 3/12 and 8/18 of the Cambridge Local Plan 2006.

22.Landscaping

Prior to commencement of the permanent highway, drainage or landscape works serving the development hereby permitted, details shall be submitted to and approved in writing by the Local Planning Authority of associated hard and soft landscape works and these works shall be carried out as approved. All details shall be fully dimensioned and fully coordinated with the Engineer's information. They shall include the proposed grading and mounding of land areas including the levels and contours to be formed, showing the relationship of proposed mounding to existing vegetation and surrounding land form; means of enclosure; car park layouts, other vehicle and pedestrian access and circulation areas; hard surfacing materials; minor artefacts and structures (e.g. furniture, cycle parking, refuse or other storage units, signs, lighting); accurate proposed and existing functional services above and below ground (e.g. drainage including rain gardens and swales, power, communications cables, pipelines indicating lines, manholes, supports. Soft Landscape works shall include planting plans; written specifications (including cultivation and other operations associated with plant and grass establishment); schedules of plants, noting species, plant sizes and proposed numbers/densities and an implementation programme.

Reason: In the interests of visual amenity and to ensure that suitable hard and soft landscape is provided as part of the development and accords with the requirements of policies 3/4, 3/11 and 3/12 of the Cambridge Local Plan 2006

23.Disability Access Statement

Within the submission of hard landscape works for the site a Disability Access Statement indicating the provision to be made for disabled people to gain access to the new building shall be submitted to and be approved in writing by the local planning authority. The agreed scheme shall be implemented before the development hereby permitted is brought into use.

Reason: The Disability Access Statement is required to assist the Local Planning Authority with the assessment of the issues relating to disabled people and to satisfy Policy 3/7 of the Local Plan.

24.Landscaping Implementation

All hard and soft landscape works shall be carried out in accordance with the approved details and to a reasonable standard in accordance with the relevant recommendation of the appropriate British Standard or other recognised code of good practice. The works shall be carried out prior to the occupation of any part of the development or in accordance with the programme agreed by the local planning authority in writing. Any trees or plants that, within a period of five years after planting, are removed, die or become in the opinion of the local planning authority, seriously damaged or defective, shall be replaced as soon as is reasonably practicable with others of species, size and number as originally approved, unless the local planning authority gives its written consent to any variation.

Reason: To ensure provision, establishment and maintenance of a reasonable standard of landscaping in accordance with the approved design and accords with the requirements of policies 3/4, 3/11 and 3/12 of the Cambridge Local Plan 2006

25.Landscaping Maintenance and Management Plan

Prior to the occupation of development a landscape management plan, including long term design objectives, management responsibilities and a schedule of landscape maintenance for a minimum period of five years for all landscape areas shall be submitted to and approved in writing by the local planning authority. The plan shall include details of the arrangements for its implementation and be carried out as approved.

Reason: To ensure that the landscaped areas are maintained in a healthy condition in the interests of visual amenity and accords with the requirements of policies 3/4, 3/11 and 3/12 of the Cambridge Local Plan 2006

26.Nature Conservation Enhancements

Within the submission of soft landscape works full details of the nature conservation enhancements shall be submitted to and approved in writing by the local planning authority. The details should include:

- a) Construction details and planting plans for the ponds, swales, rain-gardens and ground preparation, species and provenance for the wildflower meadows.
- b) A plan showing the number, specification and location of proposed bird boxes within the scheme.

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

Reason: To ensure that the development of the site conserves and enhances ecology and meets the requirements of policies 4/3, 4/6 and 4/8 of the Cambridge Local Plan 2006.

27.Materials

No development of a building/s above slab level shall take place until a sample panel of the materials to be used in the construction of the external surfaces has been prepared on site for inspection and approved in writing by the Local Planning Authority. The sample panel shall be at least 1m x 1m and show the proposed material, bond, pointing technique and palette of materials (including roofing, cladding and render) to be used in the development. The development shall be constructed in accordance with the approved sample, which shall not be removed from site until the completion of the development.

Reason: To ensure that the appearance of the external surfaces on the development is appropriate and accords with the requirements of policies 3/4, 3/7, 3/12 and 3/14 of the Cambridge Local Plan 2006.

28.Building Signage

Prior to erection of any signage on the building exterior hereby approved, details of the signage identifying the proposed location, size, wording, materials and any illumination of the signage shall be submitted to and approved by the local planning authority. The signage shall then be carried out in accordance with the approved details.

Reason: To ensure that the signage complements the design approach to the building and accords with the requirements of policy 3/4 of the Cambridge Local Plan 2006

29.BREEAM Design Stage Certification

The building shall be constructed to meet the approved overall BREEAM 'very good' rating as a minimum, with at least 4 credits for ENE01 (reduction of energy use and carbon emissions) and 2 credits for WAT01 (water consumption). Prior to commencement of a building/s above slab level, a BRE issued Design Stage Certificate demonstrating that the development has achieved a BREEAM rating of 'very good' with a minimum of 4 credits for ENE01 and 2 credits for WAT01 shall be submitted to, and approved in writing by, the Local Planning Authority. Where the interim certificate shows a shortfall in credits for ENE01 and WAT01, a statement shall be submitted identifying how the shortfall will be addressed

Reason: In the interests of reducing carbon dioxide emissions and promoting principles of sustainable construction and efficient use of buildings and accords with the requirements of policy 8/16 of the Cambridge Local Plan 2006 and Supplementary Planning Document 'Sustainable Design & Construction' 2007.

30.BREEAM Post Construction Certification

Within 6 months of occupation, a certificate following a post-construction review shall be issued by an approved BREEAM Assessor to the Local Planning Authority, indicating that the approved BREEAM rating has been met. In the event that such a rating is replaced by a comparable national measure of sustainability for building design, the equivalent level of measure shall be applicable to the proposed development unless otherwise agreed in writing by the Local Planning Authority.

Reason: In the interests of reducing carbon dioxide emissions and promoting principles of sustainable construction and efficient use of buildings and accords with the requirements of policy 8/16 of the Cambridge Local Plan 2006 and Supplementary Planning Document 'Sustainable Design & Construction' 2007.

31.Energy Demand

The total energy demand to be supplied by locally polluting combustion sources (such as but not limited to natural gas, biogas, biodiesel, diesel and biomass) shall not exceed 350 W/m² (energy demand includes heating, ventilation, air conditioning, process energy requirements, including the normal regular operation of back up plant.

Reason: To protect local air quality and human health by ensuring that the production of air pollutants such as nitrogen dioxide and particulate matter are kept to a minimum during the lifetime of the development, to contribute toward National Air quality Objectives and accords with the requirements of the National Planning Policy Framework (NPPF) and policies 4/13 & 4/14 of the Cambridge Local Plan 2006.

32.Low NOx Boilers

The development hereby approved shall utilise low NOx boilers, i.e., appliances that meet a dry NOx emission rating of 40mg/kWh, to minimise emissions from the development that may impact on air quality. Details of these shall be submitted to the City Council prior to commencement of a building/s above slab level and installed in accordance with the details thus approved prior to first occupation of the building and retained thereafter.

Reason: To protect local air quality and human health by ensuring that the production of air pollutants such as nitrogen dioxide and particulate matter are kept to a minimum during the lifetime of the development, to contribute toward National Air quality Objectives and accords with the requirements of the National Planning Policy Framework (NPPF) and policies 4/13 & 4/14 of the Cambridge Local Plan 2006.

33.Furnace/Boiler/Industrial Plant

Prior to the first occupation of the development hereby permitted, details of the furnace/fixed boiler/industrial plant to be installed shall be submitted to and approved in writing by the Local Planning Authority. Any gas-fired CHP must meet an emissions standard of:

- a) Spark ignition engine: less than 150 mgNO_x/Nm³
- b) Compression ignition engine: less than 400 mgNO_x/Nm³
- c) Gas turbine: less than 50 mgNO_x/Nm³

The furnace/fixed boiler/industrial plant shall be installed in accordance with the approved details before the first occupation of the development and shall thereafter be retained as such.

Reason: To protect human health and accords with the requirements of policies 4/13 & 4/14 of the Cambridge Local Plan 2006.

34.Air Quality Compliance Statement

Prior to commencement of any development an operational Air Quality Compliance Statement shall be submitted to and approved in writing by Cambridge City Council as the local planning authority. The statement shall confirm that the impact / effect assessment inputs and assumptions as used in:

(i) CBC Phase 2 Environmental Statement, Volume 1: Main Report (Including, but not limited to Chapters 13, 16 & 17) and Volume 2: Technical Appendices - 13.1; 13.2; 13.3 & 13.4, dated February 2016;

(ii) CBC Phase 2 AECOM Response to EHO Comments Prepared 18th April 2016/ Approved 22 April 2016;

(iii) CBC Phase 2 AECOM Response to CCC Comments Prepared 22 March 2016 / Approved 13 April 2016; and

(iv) Abcam Building, Hoare Lea, Acoustic, Air Quality, Flues and Ventilation Assessment June 2016 (Ref: REP-2601122-08-EL-20151222-AQ Rev. 5) submitted with the CBC 2040 Phase 2 application (reference 16/0176/OUT) shall not exceed the impacts / effects as identified and predicted in the Environmental Statement and documents i to iv referenced above

The Compliance Statement shall include details of the selected combustion plant or similar (including size / rating, emission abatement equipment, technologies, location/ height of exhaust stack / flue, discharge velocity and Nitrogen oxide (NOx) emissions standards, as appropriate) and their emissions and maintenance schedule and transport related emissions shall be included. These should correspond to the assumptions made in the Environmental Statement submitted, which includes the cumulative impact / effects of Abcam and CBC Phase 2. The scheme as approved shall be fully implemented and operated fully in accordance with the approved Compliance Statement and details before first occupation and shall be thereafter retained.

Reason: To protect local air quality and human health by ensuring that the production of air pollutants such as nitrogen dioxide and particulate matter are kept to a minimum during the lifetime of the development, to contribute toward National Air Quality Objectives and accords with the requirements of the National Planning Policy Framework (NPPF) and policies 4/13 & 4/14 of the Cambridge Local Plan 2006.

35. Air Quality Assessment

In the eventuality that the details contained within the Compliance Statement submitted under Condition 34 are not in accordance with the assumptions and conclusions, or exceed the anticipated parameters contained within the Environmental Statement (reference Volume1: Main Report and Appendix 13, dated February 2016 and Other Information Technical Note dated 13 April 2016) then a detailed air quality assessment shall be prepared and submitted to the Local Planning Authority for approval. The air quality assessment will include details of all necessary mitigation to demonstrate compliance with the conclusions of the same Environmental Statement. The scheme as approved shall be fully implemented in accordance with the approved details before first occupation and shall be thereafter retained.

Reason: To protect local air quality and human health by ensuring that the production of air pollutants such as nitrogen dioxide and particulate matter are kept to a minimum during the lifetime of the development, to contribute toward National Air Quality Objectives and accords with the requirements of the National Planning Policy Framework (NPPF) and policies 4/13 & 4/14 of the Cambridge Local Plan 2006.

36. Emergency or Backup Generator

Before the development/use hereby permitted is occupied, if an emergency generator is to be installed, a scheme for the insulation of the emergency generator in order to minimise the level of noise emanating from the said generator shall be submitted to and approved in writing by the local planning authority. The scheme as approved shall be fully implemented before the use hereby permitted is commenced and shall thereafter be retained as such. The scheme shall include the following:

(i) Generator - Use

The generator shall only be used in the event of mains power failure or in accordance with (ii) below. It shall not be used as an alternative supply in the event of disconnection from the mains supply following for example non-payment.

(ii) Generator - Hours of Running for Maintenance

Running of the generator as part of routine maintenance and repair shall only take place for the length of time specified by the manufacturer between the hours of 8am - 6pm Monday to Friday, 9am - 1pm Saturday and no time Sunday or Public Holidays.

Reason: To protect the amenity of nearby properties and accords with the requirements of policies 4/13 & 4/14 of the Cambridge Local Plan 2006.

37.Extraction Equipment Condition

Prior to the occupation/use of a building, details of equipment for the purpose of extraction and filtration of fumes, odours and/or hazardous material such as airborne bacterial and viral organisms shall be submitted to and approved in writing by the local planning authority. The approved extraction/filtration scheme shall be installed before the use hereby permitted is commenced and shall thereafter be retained as such.

Reason: To protect the amenity of nearby properties and accords with the requirements of policy 4/13 of the Cambridge Local Plan 2006.

38.Plant Installation and Verification

Prior to the occupation of the building, the following details shall be submitted to and approved in writing by the local planning authority:

- a) a scheme for the insulation of any plant in order to minimise the level of noise emanating from the plant.
- b) a post construction/installation/verification/completion report for the development, incorporating details of the plant installed and demonstrating compliance with the approved noise insulation scheme.

The insulation/attenuation details shall be carried out in accordance with the approved details and maintained in accordance with the post-construction compliance details and shall not be altered without the prior written approval of the Local Planning Authority.

Reason: To protect the amenity of nearby properties/occupiers and accords with the requirements of policy 4/14 of the Cambridge Local Plan 2006.

INFORMATIVE: 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). The applicant is reminded that under the terms of the s106 Agreement you are required to notify the City Council of the date of commencement of development.

INFORMATIVE: The HSE advises that as the proposed development is within the Consultation Distance of a major hazard pipeline the applicant is advised to contact the pipeline operator for the following reason;

- a) The operator may have a legal interest (easement, wayleave, etc.) in the vicinity of the pipeline. This may restrict certain developments within a certain proximity of the pipeline.

b) The standards to which the pipeline is designed and operated may restrict occupied buildings or major traffic routes within a certain proximity of the pipeline. Consequently there may be a need for the operator to modify the pipeline, or its operation, if the development proceeding

INFORMATIVE: An application to discharge trade effluent must be made to Anglian Water and must have been obtained before any discharge of trade effluent can be made to the public sewer. Anglian Water recommends that petrol / oil interceptors be fitted in all car parking/washing/repair facilities. Failure to enforce the effective use of such facilities could result in pollution of the local watercourse and may constitute an offence. Anglian Water also recommends the installation of a properly maintained fat traps on all catering establishments. Failure to do so may result in this and other properties suffering blocked drains, sewage flooding and consequential environmental and amenity impact and may also constitute an offence under section 111 of the Water Industry Act 1991.

INFORMATIVE: To satisfy the plant noise insulation condition, the rating level (in accordance with BS4142:2014) from all plant, equipment and vents etc (collectively) associated with this application should be less than or equal to the existing background level (L90) 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 correction in accordance with BS4142:2014. This is to prevent unreasonable noise disturbance to other premises. This requirement applies both during the day (0700 to 2300 hrs over any one hour period) and night time (2300 to 0700 hrs over any one 15 minute period).

It is recommended that the agent/applicant submits a noise prediction survey/report in accordance with the principles of BS4142: 2014 "Methods for rating and assessing industrial and commercial sound" or similar, concerning the effects on amenity rather than likelihood for complaints. Noise levels shall be predicted at the boundary having regard to neighbouring premises. It is important to note that a full BS4142:2014 assessment is not required, only certain aspects to be incorporated into a noise assessment as described within this informative.

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.

INFORMATIVE: To satisfy the condition requiring the submission of a program of measures to control airborne dust above, the applicant should have regard to:

-Council's Supplementary Planning Document - "Sustainable Design and Construction 2007": <http://www.cambridge.gov.uk/public/docs/sustainable-design-and-construction-spd.pdf>

-Guidance on the assessment of dust from demolition and construction
http://iaqm.co.uk/wp-content/uploads/guidance/iaqm_guidance_report_draft1.4.pdf

-Control of dust and emissions during construction and demolition - supplementary planning guidance
https://www.london.gov.uk/sites/default/files/Dust%20and%20Emissions%20SPG%208%20July%202014_0.pdf

INFORMATIVE: To satisfy the backup generator condition the noise level from the generator associated with this application should not raise the existing background level (L90) by more than 5 dB(A) at the boundary of the premises subject to this application and having regard to noise sensitive premises.

Note: Only in exceptional circumstances where the applicant has shown that the above cannot be achieved and the need is for real emergencies (e.g. hospital operating theatre or emergency services) the following standard may be used. To satisfy the emergency generator condition the noise level from the emergency generator associated with this application should not raise the existing background level (L90) by more than 10 dB(A) at the boundary of the premises subject to this application and having regard to noise sensitive premises.

INFORMATIVE: 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).

INFORMATIVE: The site investigation, including relevant soil, soil gas, surface and groundwater sampling should be carried out by a suitably qualified and accredited consultant/contractor in accordance with a quality assured sampling, analysis methodology and relevant guidance. The Council has produced a guidance document to provide information to developers on how to deal with contaminated land. The document, 'Contaminated Land in Cambridge- Developers Guide' can be downloaded from the City Council website on <https://www.cambridge.gov.uk/land-pollution>. Hard copies can also be provided upon request.

INFORMATIVE: 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.

INFORMATIVE: Any material imported into the site shall be tested for a full suite of contaminants including metals and petroleum hydrocarbons prior to importation. Material imported for landscaping should be tested at a frequency of 1 sample every 20 m³ or one per lorry load, whichever is greater. Material imported for other purposes can be tested at a lower frequency (justification and prior approval for the adopted rate is required by the Local Authority). If the material originates from a clean source the developer should contact the Environmental Quality Growth Team for further advice.

INFORMATIVE: Electricity substations are known to emit electromagnetic fields. The Radiation Protection Agency has set standards for the release of such fields in relation to the nearest premises. The applicant should contact The National Grid EMF unit on 0845 702 3270 for advice regarding the electric/magnetic fields that are associated with electric substations.

INFORMATIVE: Demolition/Construction noise/vibration report. The noise and vibration report should include:

- a) An assessment of the significance of the noise impact due to the demolition/construction works and suitable methods for this are to be found in BS 5228:2009 Part 1 Annex E - Significance of noise effects. It is recommended that the ABC method detailed in E.3.2 be used unless works are likely to continue longer than a month then the 2-5 dB (A) change method should be used.
- b) An assessment of the significance of the vibration impact due to the demolition/construction works and suitable methods for this are to be found in BS 5228:2009 Part 2 Annex B - Significance of vibration effects. If piling is to be undertaken then full details of the proposed method to be used is required and this should be included in the noise and vibration reports detailed above.

Following the production of the above reports a monitoring protocol should be proposed for agreement with the Local Planning Authority. It will be expected that as a minimum spot checks to be undertaken on a regular basis at site boundaries nearest noise sensitive premises and longer term monitoring to be undertaken when:-

- c) Agreed target levels are likely to exceeded
- d) Upon the receipt of substantiated complaints
- e) At the request of the Local Planning Authority / Environmental Health following any justified complaints. Guidance on noise monitoring is given in BS 5228:2009 Part 1 Section 8.4 - Noise Control Targets and in Annex G - noise monitoring.

A procedure for seeking approval from the Local Planning Authority (LPA) in circumstances when demolition/construction works need to be carried out at time outside the permitted hours. This should incorporate a minimum notice period of 10 working days to the Local Planning Authority and 5 working days to neighbours to allow the Local Planning Authority to consider the application as necessary. For emergencies the Local Planning Authority should be notified but where this is not possible the Council's Out of Hours Noise service should be notified on 0300 303 3839. Contact details for monitoring personnel, site manager including out of hours emergency telephone number should be provided.

INFORMATIVE: It is a requirement of the Clean Air Act 1993 that no furnace shall be installed in a building or in any fixed boiler or industrial plant unless notice of the proposal to install it has been given to the local authority. Details of any plant to be installed should be provided using the Chimney Height Calculation form (available here: <https://www.cambridge.gov.uk/chimney-height-approval>)

INFORMATIVE: The Council's document 'Developers Guide to Contaminated Land in Cambridge' provides further details on the responsibilities of the developers and the information required to assess potentially contaminated sites. It can be found at the City Council's website on <https://www.cambridge.gov.uk/land-pollution>
Hard copies can also be provided upon request.

INFORMATIVE: The applicants are advised that the Environmental Statement for the CBC 2020 site identified that, due to the underlying geology of the site, buildings should be subject to gas protection measures to ensure any risk from the build-up of dangerous gases is adequately mitigated. As similar geology has been identified around the 2040 site this recommendation applies therefore to the CBC 2040 site as well.

INFORMATIVE: Ventilation associated with fume and microbiological cupboards / cabinets shall be installed (including consideration of flue / exhaust termination discharge heights that are required for adequate dispersion) in accordance with national and industry standards, codes of practice and technical guidance, such as:

- a) Building Regulations
- b) BS EN 14175 - Fume Cupboards - Parts 1 to 7
- c) BS 7989:2001 Specification for recirculatory filtration fume cupboards
- d) BS EN 12469:2000- Biotechnology. Performance criteria for microbiological safety cabinets
- e) BS 5726 various - Microbiological safety cabinets.

INFORMATIVE: Where chimney height calculations are required to be submitted, the relevant form is available on-line at: <https://www.cambridge.gov.uk/chimney-height-approval>

INFORMATIVE: The Medium Combustion Plant Directive (MCPD) is part of The EU Clean Air Package published in December 2013. It will introduce a system of registration/permitting for 1-50MW plant, emission limits for nitrogen oxides, sulphur dioxide and particulate matter and monitoring of emissions by operators. Medium combustion plant include boilers, engines, turbines and backup generators and can run on natural gas, solid and liquid fuels, including biomass and biogas. New plant will need to be registered and meet emission limits in late 2018 and existing plants by 2025 and 2030 depending on size. The proposed planning application involves the installation of plant that is likely to require regulation. The applicant is advised to ensure that the design and installation of any relevant plant takes into account the requirements of this Directive. Further advice can be obtained from the Environmental Quality and Growth team.

It is important the development is carried out fully in accordance with these plans. If you are an agent, please ensure that your client has a copy of them and that they are also passed to the contractor carrying out the development. A copy of the approved plan(s) is/are kept on the planning application file.

It is important that all conditions particularly pre-commencement conditions are fully complied with, and where appropriate, discharged prior to the implementation of the development. Failure to discharge such conditions may invalidate the planning permission granted. The development must be carried out fully in accordance with the requirements of any details approved by condition.

This decision notice does not convey any approval or consent which may be required under any enactment, bye-law, order or regulation other than Section 57 of the Town and Country Planning Act 1990.

Your attention is specifically drawn to the requirements of the Chronically Sick and Disabled Persons Act 1970, the Disabled Persons Act 1981, to the British Standards Institution Code of Practice for Access for the Disabled to Buildings (BS 5810 1979), to Part M of the Building Regulations 1991, and to BS 5588 Part 8 1988 (Code of Practice for means of escape for disabled persons). The development should comply with these requirements.

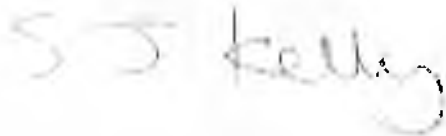
Informative: Compliance with the Town and Country Planning Development Management Procedure Order 2010 (as amended) Part 4 Paragraph 31

In reaching this decision the City Council has worked in a positive and proactive manner with the applicant and sought to find solutions to problems arising in relation to dealing with the planning application. In general the Council will seek to approve applications for sustainable development and work proactively with applicants that will improve the economic, social and environmental conditions of the area. The Council provides a pre-application advice service, the details of which are set out on our website. When an application is received the Council will add such planning conditions as are necessary to allow the application to be approved or will provide detailed reasons for refusal where planning issues are not capable of resolution.

Please note: On-street parking controls, including residents' parking schemes, are in operation in several parts of the City of Cambridge. There are restrictions on eligibility for residents' parking permits, even for residents within the areas covered by schemes. Implementing a planning consent can remove eligibility for a permit. The County Council can advise whether or not properties qualify for a Residents' Parking Permit. If in doubt, please contact Cambridgeshire County Council, Cambridgeshire Parking Services by telephoning (01223) 727920 or by e-mailing parkingpermits@cambridgeshire.gov.uk, mentioning this planning consent. Please also be aware that the criteria for granting parking permits may change from time to time.

For further information please go to www.cambridge.gov.uk/planning.

Dated: 22 November 2016



Director of Planning and Economic Development

SEE NOTES ATTACHED

PLANNING PERMISSION

1. Appeals to the Secretary of State

If you are aggrieved by the decision of your local planning authority to refuse permission for the proposed development or to grant permission subject to conditions, then you can appeal to the Secretary of State under section 78 of the Town & Country Planning Act 1990.

If you want to appeal then you must do so within 6 months of the date of this notice or within 12 weeks of the date of the decision notice against a refusal of any householder or minor commercial planning application, using a form which you can get from the Planning Inspectorate at Temple Quay House, 2 The Square, Temple Quay, Bristol BS1 6PN (Tel: 0303 444 5000) or from <https://www.gov.uk/planning-inspectorate>. The Secretary of State can allow for a longer period for giving notice of an appeal, but he will not normally be prepared to use this power unless there are special circumstances which excuse the delay in giving notice of appeal.

The Secretary of State need not consider an appeal if it seems to him that the local planning authority could not have granted planning permission for the proposed development or could not have granted it without the conditions they imposed, having regard to the statutory requirements, to the provisions of any development order and to any directions given under a development order.

In practice, he does not refuse to consider appeals solely because the local planning authority based their decision on a direction given by him.

2. Purchase Notices

If either the local planning authority or the Secretary of State for the Environment refuses permission to develop land or grants it subject to conditions, the owner may claim that he can neither put the land to a reasonably beneficial use in its existing state nor render the land capable of a reasonably beneficial use by the carrying out of any development which has been, or would be permitted. In these circumstances, the owner may serve a purchase notice on the council (District Council, London Borough Council or Common Council of the City of London) in whose area the land is situated. This notice will require the Council to purchase his interest in the land in accordance with the provisions of Part VI of the Town & Country Planning Act 1990.

LISTED BUILDING CONSENT, CONSERVATION AREA CONSENT

3. Notification of Demolition

If listed building consent has been granted and any demolition is to take place, you must in accordance with Section 8(2)(b) of the Planning (Listed Building and Conservation Areas) Act 1990 complete a Final Notice of Demolition Form and send it to English Heritage at least one month before demolition occurs.

4. Appeals to the Secretary of State

If you are aggrieved by the decision of your local planning authority to refuse listed building or conservation area consent, or to grant either subject to conditions then you may appeal to the Secretary of State for the Environment in accordance with sections 20 and 21 of the Planning (Listed Building and Conservation Areas) Act 1990. Appeals must be made within 6 months of the date of the decision (see notes under 1 above).

5. Purchase Notice

If listed building or conservation area consent is refused, or if either is granted subject to conditions, and the owner of the land claims that the land has become incapable of reasonably beneficial use in its existing state and cannot be rendered capable of reasonably beneficial use by the carrying out of any development which has been or would be permitted, he may serve on the District Council in which the land is situated a purchase notice requiring the council to purchase his interest in the land in accordance with section 32 of the Planning (Listed Building and Conservation Areas) Act 1990.

6. Compensation

In certain circumstances a claim may be made against the local planning authority for compensation as provided for under Section 27 of the Planning (Listed Building and Conservation Areas) Act 1990.

CONSENT TO DISPLAY AN ADVERTISEMENT

7. Appeals to the Secretary of State

If you are aggrieved by the decision of the local planning authority to refuse consent to display an advertisement, or to grant consent subject to conditions then you may appeal to the Secretary of State for the Environment under Regulation 15 of the Town and Country Planning (Control of Advertisements) Regulations 1992. Appeals must be made within 8 weeks of the date of the decision (see notes under 1 above).

Enquiries to:

Mark Wadsworth

Planning Services

T: 01223 457291

E: Mark.Wadsworth@cambridge.gov.uk



Mr Adam Halford
Bidwells LLP
Bidwell House
Trumpington Road
Cambridge
Cambridgeshire
CB2 9LD

Date: 13 April 2017

Reference:	16/0165/NMA1
Application:	<p>Non-material amendment on application 16/0165/FUL for:</p> <p>Glass louvre panels added to the north elevation of Block B;</p> <ul style="list-style-type: none">o Addition of glass louvre panels to the north elevation of Block Bo Addition of black aluminium panel to parapet on the south elevation of Block Bo Omission of glass door on north elevation of Block Ao Replacement of two metal panels with louvre panels on west elevation of Block Ao Replacement of one metal panel changed with a louvre panel on south elevation of Block Ao Door and dry riser arrangement added at ground level on south elevation of Block Ao Rearrangement of façade on south west elevation of Block Co Rearrangement of façade on north west elevation of Block Co Minor alterations to the service yardo Installation of additional roof plant on the north, east and west elevations <p>Land South Of Dame Mary Archer Way Cambridge Biomedical Campus Cambridge Cambridgeshire</p>

Dear Sir/Madam

Section 96A application for non-material changes to planning permission

Thank you for your application for non-material amendments received 20th February 2017. In your application, you seek approval for the following amendments to the planning consent granted:

- o Addition of glass louvre panels to the north elevation of Block B
- o Addition of black aluminium panel to parapet on the south elevation of Block B
- o Omission of glass door on north elevation of Block A
- o Replacement of two metal panels with louvre panels on west elevation of Block A
- o Replacement of one metal panel changed with a louvre panel on south elevation of Block A
- o Door and dry riser arrangement added at ground level on south elevation of Block A
- o Rearrangement of façade on south west elevation of Block C
- o Rearrangement of façade on north west elevation of Block C
- o Minor alterations to the service yard
- o Installation of additional roof plant on the north, east and west elevations

The amendments listed above are not visually significant nor will they have an impact outside the site. Therefore they can be regarded as non material amendments to the original permission and you will not need to submit a fresh planning application in order to proceed with those changes. The changes have been recorded on file and development may be implemented in accordance with the original plans as amended by drawings, as listed below, and subject to any relevant Building Regulations approval being obtained.

This letter relates to the following drawings: **PL-A(2)100 REV PL12 , PL-A(2)101 REV PL9 , PL-A(2)102 REV PL9 , PL-A(2)103 REV PL10 , PL-A(2)104 REV PL10 , PL-A(2)105 REV PL10 , PL-A(2)200 REV PL12 , PL-A(2)201 REV PL13 , PL-A(2)202 REV PL 11 , PL-A(2)300 PL12 , PL-A(2)301 REV PL11 , PL-A(2)300 REV PL6.**

Informative: No approval is hereby given for any amendments other than those specified in writing above, notwithstanding any changes that may be shown on accompanying drawings.

Informative: Compliance with the Town and Country Planning Development Management Procedure Order 2010 (as amended) Part 4 Paragraph 31

Should you need any further help please find my contact details above.

S J Kelly

Director of Planning and Economic Development

Enquiries to:

Mark Wadsworth

Planning Services

T: 01223 457291

E: Mark.Wadsworth@cambridge.gov.uk

**CAMBRIDGE**
CITY COUNCIL

Alison Barnes
Bidwells LLP
Bidwell House
Trumpington Road
Cambridge
Cambridgeshire
CB2 9LD

Date: 10 January 2018

Reference:	16/0165/NMA2
Application:	<p>Non material amendment on application 16/0165/FUL for the change from two storage vessels to a single larger repositioned vessel and addition of additional means of enclosure and protection to the vessel including a solid wall separating the vessel from the adjacent cycle store, internal screening and bollards to protect the vessel.</p> <p>Land South Of Robinson Way West Of The Forvie Site Robinson Way Cambridge Cambridgeshire</p>

Dear Sir/Madam

Section 96A application for non-material changes to planning permission

Thank you for your application for non-material amendments received 31st October 2017. In your application, you seek approval for the following amendments to the planning consent granted:

- Replacement of liquid nitrogen storage vessel
- Erection of enclosure of liquid nitrogen vessel
- Amendment to design of stair core curtain walls

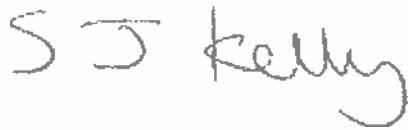
The amendments listed above are not visually significant nor will they have an impact outside the site. Therefore they can be regarded as non material amendments to the original permission and you will not need to submit a fresh planning application in order to proceed with those changes. The changes have been recorded on file and development may be implemented in accordance with the original plans as amended by drawings, as listed below, and subject to any relevant Building Regulations approval being obtained

This letter relates to the following drawings: **PL-A(1)100 Rev PL20, PL-A(2)100 Rev PL13, PL-A(2)201 Rev PL14, PL-A(2)202 Rev PL12, PL-A(2)300 Rev PL13 and PL-A(2)301 Rev PL12.**

INFORMATIVE: No approval is hereby given for any amendments other than those specified in writing above, notwithstanding any changes that may be shown on accompanying drawings.

INFORMATIVE: Compliance with the Town and Country Planning Development Management Procedure Order 2010 (as amended) Part 4 Paragraph 31.

Should you need any further help please find my contact details above.

A handwritten signature in dark ink, appearing to read "S J Kelly". The signature is written in a cursive, slightly slanted style.

Director of Planning and Economic Development

Enquiries to:

Mark Wadsworth

Planning Services

T: 01223 457291

E: Mark.Wadsworth@cambridge.gov.uk

**CAMBRIDGE**
CITY COUNCIL

Alison Barnes
Bidwells LLP
Bidwell House
Trumpington Road
Cambridge
Cambridgeshire
CB2 9LD

Date: 10 January 2018

Reference:	16/0165/NMA2
Application:	<p>Non material amendment on application 16/0165/FUL for the change from two storage vessels to a single larger repositioned vessel and addition of additional means of enclosure and protection to the vessel including a solid wall separating the vessel from the adjacent cycle store, internal screening and bollards to protect the vessel.</p> <p>Land South Of Robinson Way West Of The Forvie Site Robinson Way Cambridge Cambridgeshire</p>

Dear Sir/Madam

Section 96A application for non-material changes to planning permission

Thank you for your application for non-material amendments received 31st October 2017. In your application, you seek approval for the following amendments to the planning consent granted:

- Replacement of liquid nitrogen storage vessel
- Erection of enclosure of liquid nitrogen vessel
- Amendment to design of stair core curtain walls

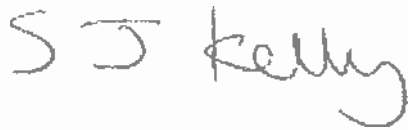
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This letter relates to the following drawings: **PL-A(1)100 Rev PL20, PL-A(2)100 Rev PL13, PL-A(2)201 Rev PL14, PL-A(2)202 Rev PL12, PL-A(2)300 Rev PL13 and PL-A(2)301 Rev PL12.**

INFORMATIVE: No approval is hereby given for any amendments other than those specified in writing above, notwithstanding any changes that may be shown on accompanying drawings.

INFORMATIVE: Compliance with the Town and Country Planning Development Management Procedure Order 2010 (as amended) Part 4 Paragraph 31.

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Director of Planning and Economic Development



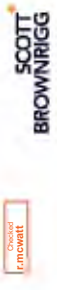
CBC Phase 2 Outline
planning boundary

Reserved Matters (RM)
planning boundary

**PLEASE REFER TO
LANDSCAPE INFORMATION
FOR DETAIL ON HARD AND
SOFT LANDSCAPING**



2	Landscaping plan updated	11/04/2024	NIM	GM
1	First issue	26 Mar 2024	NIM	RM
Revision	Description	Date	Drawn	Checked



St Catherine's Court
46-48 Portsmouth Road
Guildford GU2 4DU
T +44 (0)1483 568686
W scottbrowning.com

Cambridge Medipark Limited

2000 DD, 3000 DD & MSCP

Drawing Title
PROPOSED SITE LAYOUT PLAN
(2000 DD & 3000 DD)

Scale
1 : 500 @A1

Practice Project No.
19508

Cont	Project Code	Organizer	Volume	Leafs	Type	Role	Nature
CBC02-SBR-ZZ-XX-DR-A-80201							

Annex J 1000 DD Permission and Plan

Our Ref: 20/03950/REM
Your Ref: 1000 Discovery Drive RMA

27 January 2021



Mrs Emma Thompson
Bidwells
Bidwell House
Trumpington Road
Cambridge
CB2 9LD

South Cambridgeshire Hall
Cambourne Business Park
Cambourne
Cambridge
CB23 6EA

www.scambs.gov.uk | www.cambridge.gov.uk

Dear Mrs Thompson

CAMBRIDGE CITY COUNCIL
Application for Approval of Reserved Matters

Proposal: Reserved Matters application for the erection of a five-storey mixed use laboratory and office building and associated plant, internal roads, car parking, cycle parking, landscaping and public open space. The Reserved Matters include access, appearance, landscaping, layout and scale.

Site address: Cambridge Biomedical Campus Dame Mary Archer Way Cambridge Cambridgeshire

Your client: .

Further in the above matter, please find enclosed our formal decision notice relating to your client's application for approval of reserved matters. Please be sure to remind your client that the scheme should be carried out in line with the approved plans. This will avoid the need for any enforcement action.

Making changes to the approved plans

In the event that you wish to change your proposal, please contact your case officer who will advise you whether it is possible to do so under a section 73 variation of condition application, or whether a new reserved matters submission is required. In either case you will have to complete a form and provide fresh drawings.

Important information regarding conditions

If you have been granted Planning Permission / Listed Building Consent / Advertisement Consent you may wish to get started immediately, however it is always important to carefully read the decision notice in full before any work begins.

The majority of planning decisions have conditions attached. Some conditions request further information that requires approval by the Local Planning Authority before any

development takes place ('pre-commencement'). All conditions are set out on the decision notice.

Under Section 7 of the Planning (Listed Buildings and Conservation Areas) Act 1990, it is a criminal offence to carry out unauthorised works to a listed building. Under Section 9 of the Act, a person shall be guilty of an offence should they fail to comply with any condition attached to the consent.

How do I discharge the conditions

Please note that the process takes up to eight weeks from the date the Local Planning Authority receives a valid application. Therefore it is important to plan ahead and allow plenty of time before work is due to commence.

You need to fill in a form to submit your request to discharge conditions, and accompany the relevant details/samples. You can download the necessary form by using the following link: <https://www.greatercambridgeplanning.org>

Alternatively you can submit an application to discharge the conditions through the Government's Planning Portal website: <https://www.planningportal.co.uk/applications>. Please note, The Planning Portal refers to it as 'Approval of details reserved by a condition'.

When the required information has been submitted you will receive a reference and an acknowledgement letter. Once the Local Planning Authority is satisfied that the requirement of the condition have been met you will receive a formal notification that the conditions have been discharged.

Appeals against conditions

You should also be aware that the applicant has the right to appeal against any conditions attached to this Notice, please see <https://www.gov.uk/planning-inspectorate> for details. If you are concerned about any condition you should contact the case officer in the first instance for advice.

We value your feedback

We value your feedback and would like to know your views about the planning process you experienced, including the service you received from us. Your views are important to us and they will help us improve the experience we can offer you. The link below takes you to a survey which will take a couple of minutes to complete.
<https://forms.scams.gov.uk/PLANNINGFEEDBACKFORM/launch>

Yours sincerely



SJ Kelly
Joint Director For Planning & Economic Development For
Cambridge & South Cambridgeshire



CAMBRIDGE CITY COUNCIL

Town & Country Planning Act 1990

NOTICE OF APPROVAL OF RESERVED MATTERS SUBJECT TO CONDITIONS

Reference 20/03950/REM
Date of 27 January
Decision 2021

Mrs Emma Thompson
Bidwells
Bidwell House
Trumpington Road
Cambridge
CB2 9LD

The Council hereby APPROVES RESERVED MATTERS for:

Reserved Matters application for the erection of a five-storey mixed use laboratory and office building and associated plant, internal roads, car parking, cycle parking, landscaping and public open space. The Reserved Matters include access, appearance, landscaping, layout and scale.

at

Cambridge Biomedical Campus Dame Mary Archer Way Cambridge Cambridgeshire

In accordance with your application received on 23 September 2020 and the plans, drawings and documents which form part of the application subject to the conditions set out below.

Conditions

1 Plans Compliance

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

Reason: In the interests of good planning, for the avoidance of doubt and to facilitate

any future application to the Local Planning Authority under Section 73 of the Town and Country Planning Act 1990.

2 Surface Water Drainage Compliance

No building hereby permitted shall be occupied until the surface water drainage scheme for the site has been completed in accordance with Cambridge Biomedical Campus Phase 2: 1000 Discovery Drive - Drainage Strategy Report (Document ref. 1620008084-RAM-XX-XXC-RP-000100 Ramboll, P03 dated 11/09/2020). The surface water drainage scheme shall be managed and maintained thereafter in accordance with the agreed management and maintenance plan for the lifetime of the development.

Reason: To ensure the satisfactory maintenance of drainage systems that are not publicly adopted, in accordance with the requirements of paragraphs 163 and 165 of the National Planning Policy Framework.

3 Operational Noise Mitigation / Insulation Scheme - Compliance

The development and operational plant / equipment hereby approved including all mechanical and electrical services and emergency generator shall be constructed, installed (where appropriate), operated and maintained / retained thereafter in accordance with the building envelope / element sound reduction and insulation performances, operational plant noise emission limits and sound mitigation / insulation measure principles as detailed in the submitted Hoare Lea reports titled '1000 Discovery Drive. Cambridge. ACOUSTICS NOISE CONTROL STRATEGY REVISION 00 - 28.08.2020 (Hoare Lea - Project number: 10/11763 & Document reference: REP-1011763-5A-AD-20200817-Noise control strategy-Rev00.docx)' and '1000 Discovery Drive, Cambridge Biomedical Campus - Phase 2. Cambridge. MEP ENGINEERING REPORT REVISION A - 28 AUGUST 2020 (Hoare Lea - Project number: 31/03035 & Document reference: 1000 DD - MEP Engineering Report - Rev A)'.

Reason: To protect the amenity / quality of life of neighbouring properties from noise in accordance with the requirements of the National Planning Policy Framework (NPPF, 2019) paragraphs 170 e) and 180 a) and policy 35 - Protection of human health and quality of life from noise and vibration of the Cambridge Local Plan 2018.

4 Operational Noise Mitigation / Insulation Scheme - Post Construction / Installation Verification and Completion Report

Within six months of first operation of any operational plant/equipment or occupation, an operational noise mitigation / insulation scheme post construction/installation verification and completion report for the development as approved, demonstrating compliance with the building envelope / element sound reduction and insulation performances, operational plant noise emission limits and sound mitigation / insulation measure principles as detailed in the submitted Hoare Lea reports titled '1000 Discovery Drive. Cambridge. ACOUSTICS NOISE CONTROL STRATEGY REVISION 00 - 28.08.2020 (Hoare Lea - Project number: 10/11763 & Document reference: REP-1011763-5A-AD-20200817-Noise control strategy-Rev00.docx)' and '1000 Discovery Drive, Cambridge Biomedical Campus - Phase 2. Cambridge. MEP ENGINEERING REPORT REVISION A - 28 AUGUST 2020 (Hoare Lea - Project number: 31/03035 & Document reference: 1000 DD - MEP Engineering Report - Rev A)' shall be submitted to and approved in writing by the Local Planning Authority.

Compliance shall be demonstrated by a combination of noise performance specification and certification, noise monitoring / measurement, cumulative prediction and modelling at all heights around the application site red boundary.

Reason: To protect the amenity / quality of life of neighbouring properties from noise in accordance with the requirements of the National Planning Policy Framework (NPPF, 2019) paragraphs 170 e) and 180 a) and policy 35 - Protection of human health and quality of life from noise and vibration of the Cambridge Local Plan 2018.

5 EV Charge Point Provision

Prior to the installation of any electrical services, an electric vehicle charge point scheme demonstrating the provision of allocated car parking spaces with dedicated electric vehicle charging, shall be submitted to and approved in writing by the Local Planning Authority. The scheme shall include:

1. Five active fast electric vehicle charge points with a minimum power rating output of 22kW to be installed prior to occupation

2. Prior to occupation of the building, provision shall be made for 23 passive electric vehicle spaces to have the necessary infrastructure and capacity in the connection to the local electricity distribution network and electricity distribution board, in order to facilitate and enable the future installation and activation of additional active slow electric vehicle charge points as required.

3. The electric vehicle charge points shall be designed and installed in accordance with BS EN 61851 or as superseded

4. In the event that either no construction work on Plot 3 (of Phase 2 of the Cambridge Biomedical Campus) or construction of the Multi-Storey Car Park has commenced within five years of the date of this decision notice, an additional 31 active slow electric vehicle charge points with a minimum power rating output of 7kW shall be provided. The additional 31 active slow electric vehicle charge points shall be provided within 6 months after the expiry of the five years from the date of this decision.

The electric vehicle charge point scheme as approved shall be fully installed in accordance with the approved scheme and maintained and retained thereafter.

Reason: In the interests of encouraging more sustainable modes and forms of transport and to reduce the impact of development on local air quality, in accordance with the National Planning Policy Framework (NPPF) paragraph 105, 110, 170 and 181, Policy 36 - Air Quality, Odour and Dust of the Cambridge Local Plan (2018) and with Cambridge City Council's adopted Air Quality Action Plan (2018).

6 Standby Emergency / Backup Generator Operation (Air Quality Mitigation)

Any emergency backup generator that is used shall operate as follows:

(i) Emergency Use Only

The emergency backup generator shall only be used in the event of standard mains electricity supply interruption / failure or in accordance with (ii) below. It shall not be

used to supplement general energy demand, to feed electricity into the utility grid or as an alternative supply in the event of disconnection from the mains supply following for example non-payment or similar.

(ii) Hours of Running for Testing, Maintenance & Repair

Running of the backup generator as part of routine periodic testing, maintenance and repair shall only take place for the length of time specified by the manufacturer between the hours of 8am - 6pm Monday to Friday, 9am - 1pm Saturday and at no time on Sundays or Public Holidays. Periodic testing, maintenance and repair shall only occur for a maximum duration of 25 hours in any calendar year. Accurate records of any testing shall be kept on site and shall be available for inspection at the request of the local planning authority.

(iii) In the event that the emergency backup generator is operated for an "unforeseen extended period of time" the local planning authority shall be immediately informed and a review / reassessment of the local air quality impacts of such operation shall be undertaken. The air quality impacts review / reassessment shall be agreed in writing with the local planning authority and if unacceptable adverse air quality impacts / effects are likely to arise an emergency generator air quality mitigation scheme shall be submitted in writing for approval. The approved scheme shall be implemented within a timescale to be agreed and shall be retained thereafter.

For the avoidance of any doubt an "unforeseen extended period of time" shall be defined as intermittent or continuous operation for a period greater than a week (168 hours) in any calendar month, exclusive of the permitted hours detailed in (ii) above for periodic testing, maintenance and repair.

Reason: To protect human health and amenity in terms of local air quality impacts in accordance with policy 36: Air quality, odour and dust of the Cambridge Local Plan, 2018.

7 Soft landscape works details

Prior to commencement of the soft landscaping works, details of soft landscape works shall be submitted to and approved in writing by the local planning authority. Soft landscape works shall include dimensioned sections through the proposed earth mounding, planting plans; written specifications (including ground decompaction post construction, cultivation, topsoil quality and spreading and other operations associated with plant and grass establishment); schedules of plants, noting species, plant sizes and proposed numbers/densities where appropriate and an implementation programme. These works shall be carried out as approved.

Reason: In the interests of visual amenity and to ensure that suitable hard and soft landscape is provided as part of the development. (Cambridge Local Plan 2018; Policies 55, 57 and 59 South Cambridgeshire Local Plan 2018; Policies NH/2 and HQ/1)

8 Tree/planting Pits

Prior to any tree planting taking place, full details of all tree and planting pits, including those in planters, hard paving and soft landscaped areas shall be submitted to and approved in writing by the local planning authority and these works shall be carried out as approved.

Reason: In the interests of visual amenity and to ensure that suitable hard and soft landscape is provided as part of the development. (Cambridge Local Plan 2018; Policies 55, 57 and 59 South Cambridgeshire Local Plan 2018; Policies NH/2 and HQ/1)

9 Landscape maintenance and management plan

Prior to first occupation or the bringing into use of the development, hereby permitted, a bespoke landscape maintenance and management plan, including long term design objectives, management responsibilities and maintenance schedules for all landscape areas shall be submitted to and approved by the local planning authority in writing.

Reason: In the interests of visual amenity and to ensure that suitable hard and soft landscape is provided as part of the development. (Cambridge Local Plan 2018; Policies 55, 57 and 59 South Cambridgeshire Local Plan 2018; Policies NH/2 and HQ/1)

10 Hard and Soft landscaping implementation

All hard and soft landscape works shall be carried out in accordance with the approved details, and to a reasonable standard in accordance with the relevant recommendation of the appropriate British Standard or other recognised code of good practice. The works shall be carried out prior to the occupation of any part of the development or in accordance with the programme agreed by the local planning authority in writing. The maintenance shall be carried out in accordance with the approved schedule. Any trees or plants that, within a period of five years after planting, are removed, die or become in the opinion of the local planning authority, seriously damaged or defective, shall be replaced as soon as is reasonably practicable with others of species, size and number as originally approved. All replacement trees to be maintained for a period of 5 years.

Reason: To ensure provision, establishment and maintenance of a reasonable standard of landscaping in accordance with the approved design. (Cambridge Local Plan 2018; Policies 55, 57 and 59 South Cambridgeshire Local Plan 2018; Policies NH/2 and HQ/1)

11 Materials

No development shall take place above ground level, except for demolition, until a sample panel of the materials to be used in the construction of external surfaces of the buildings has been prepared on site and approved in writing by the local planning authority. The details shall include curtain walling, aluminium panels, fins and louvres, brick and glass spandrel panels. Development shall be carried out in accordance with the approved details.

Reason: To ensure that the external appearance of the development does not detract from the character and appearance of the area (Cambridge Local Plan 2018, Policies 55 and 57).

12 Sample Panel

No brickwork above ground level shall be laid until a sample panel 1.5 x 1.5m has been prepared on site detailing the choice of brick, bond, coursing, mortar mix, design and pointing technique. The details shall be prepared on site for inspection and approved in writing by the Local Planning Authority. The approved sample panel is to be retained on site for the duration of the works for comparative purposes, and works will take place only in accordance with approved details.

Reason: To ensure that the external appearance of the development does not detract from the character and appearance of the area (Cambridge Local Plan 2018 policies 55 and 57).

13 BREEAM design stage certification

Within 6 months of commencement of development, a BRE issued Design Stage Certificate shall be submitted to, and approved in writing by, the Local Planning Authority demonstrating that BREEAM 'very good' as a minimum will be met. Where the Design Stage certificate shows a shortfall in credits for BREEAM 'very good', a statement shall also be submitted identifying how the shortfall will be addressed. In the event that such a rating is replaced by a comparable national measure of sustainability for building design, the equivalent level of measure shall be applicable to the proposed development.

Reason: In the interests of reducing carbon dioxide emissions and promoting principles of sustainable construction and efficient use of buildings (Cambridge Local Plan 2018 Policy 28 and the Greater Cambridge Sustainable Design and Construction SPD 2020).

14 BREEAM post construction certification

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

Reason: In the interests of reducing carbon dioxide emissions and promoting principles of sustainable construction and efficient use of buildings (Cambridge Local Plan 2018 Policy 28 and the Greater Cambridge Sustainable Design and Construction SPD 2020).

15 Implementation of the energy strategy

The approved energy strategy and associated renewable energy technologies as set out in the Energy and Sustainability Statement (Hoare Lee, Revision C, 8 September 2020) and as shown on the approved plans) shall be fully installed and operational prior to the occupation of the development and thereafter maintained in accordance with a maintenance programme, details of which shall have previously been submitted to and approved in writing by the local planning authority.

Where grid capacity issues subsequently arise, written evidence from the District Network Operator confirming the detail of grid capacity and a revised Energy Statement to take account of this shall be submitted to and approved in writing by

the local planning authority. The revised Energy Statement shall be implemented development and thereafter maintained in accordance with the approved details.

Informatives

1 Surface Water Drainage:

All surface water from roofs shall be piped direct to an approved surface water system using sealed downpipes. Open gullies should not be used.

Surface Water Drainage and Infiltration Sustainable Drainage Systems (SuDS).

The water environment is potentially vulnerable and there is an increased potential for pollution from inappropriately located and/or designed infiltration (SuDS). We consider any infiltration (SuDS) greater than 2.0 m below ground level to be a deep system and are generally not acceptable. All infiltration SuDS require a minimum of 1.2 m clearance between the base of infiltration SuDS and peak seasonal groundwater levels. All need to meet the criteria in our Groundwater Protection: Principles and Practice (GP3) position statements G1 to G13 which can be found here:

<https://www.gov.uk/government/collections/groundwater-protection>. In addition, drainage systems must not be constructed in ground affected by contamination and if the use of deep bore soakaways is proposed, we would wish to be re-consulted. The proposals will need to comply with our Groundwater protection position statements G1 and G9 to G13.

Only clean, uncontaminated surface water should be discharged to any soakaway, watercourse or surface water sewer.

2 Foul Water Drainage:

An acceptable method of foul drainage disposal would be connection to the public foul sewer.

Anglian Water Services Ltd. should be consulted by the Local Planning Authority and be requested to demonstrate that the sewerage and sewage disposal systems serving the development have sufficient capacity to accommodate the additional flows, generated as a result of the development, without causing pollution or flooding. If there is not capacity in either of the sewers, the Agency must be reconsulted with alternative methods of disposal.

The applicant must ensure that there is no discharge of effluent from the site to any watercourse or surface water drain or sewer.

3 Pollution Prevention:

Surface water from roads and impermeable vehicle parking areas shall be discharged via trapped gullies.

Prior to being discharged into any watercourse, surface water sewer or soakaway system, all surface water drainage from lorry parks and/or parking areas for fifty car park spaces or more and hardstandings should be passed through an oil interceptor designed compatible with the site being drained. Roof water shall not pass through the interceptor.

Notwithstanding the provision of the Town and Country Planning General Permitted Development Order 1995 (or any order revoking or re-enacting that Order), any oil storage tank shall be sited on an impervious base and surrounded by oil tight bunded walls with a capacity of 110% of the storage tank, to enclose all filling, drawing and overflow pipes. The installation must comply with Control of Pollution Regulations 2001, and Control of Pollution (Oil Storage) Regulations 2001.

Site operators should ensure that there is no possibility of contaminated water entering and polluting surface or underground waters.

4 Contaminated Land:

If during development, contamination not previously identified is found to be present at the site then no further development (unless otherwise agreed in writing with the local planning authority) shall be carried out until the developer has submitted a remediation strategy to the local planning authority detailing how this unsuspected contamination shall be dealt with and obtained written approval from the local planning authority. Any remediation strategy shall be implemented as approved.

5 De Watering:

There have been changes to the licensing process for de-watering purposes. A provision of the Water Act 2003 was that abstraction of water for de-watering purposes would require an abstraction licence. This provision is now being implemented and we are inviting applications from existing abstractors from January 2018. There will be a transitional period where abstractors will have up to two years to apply for a licence of a previously exempt activity. When the 2 year application period has closed the Environment Agency can take up to a further 3 years to determine any application.

More information on this and how to apply for a de-watering licence can be found on our website using the below link: <https://www.gov.uk/guidance/apply-for-a-new-abstraction-licence-for-a-currently-exempt-abstraction>

6 Ordinary Watercourse Consent

Constructions or alterations within an ordinary watercourse (temporary or permanent) require consent from the Lead Local Flood Authority under the Land Drainage Act 1991. Ordinary watercourses include every river, drain, stream, ditch, dyke, sewer (other than public sewer) and passage through which water flows that do not form part of Main Rivers (Main Rivers are regulated by the Environment Agency). The applicant should refer to Cambridgeshire County Council's Culvert Policy for further guidance:

<https://www.cambridgeshire.gov.uk/business/planning-and-development/water-minerals-and-waste/watercourse-management/>

Please note the council does not regulate ordinary watercourses in Internal Drainage Board areas.

7 Pollution Control

Surface water and groundwater bodies are highly vulnerable to pollution and the impact of construction activities. It is essential that the risk of pollution (particularly during the construction phase) is considered and mitigated appropriately. It is important to remember that flow within the watercourse is likely to vary by season and it could be dry at certain times throughout the year. Dry watercourses should not be overlooked as these watercourses may flow or even flood following heavy rainfall.

8 Artificial Lighting

With regard to outline planning condition 16 'Lighting - Individual Development Plots' and specific reference to compliance with the 'Institute of Lighting Professionals - Guidance Notes for the Reduction of Obtrusive Light - GN01:2011 for Environmental Zone E2', it should be noted that this guidance note has been

superseded by ILP 'Guidance Notes for the Reduction of Obtrusive Light, 2020 - GN01/20.' Any future condition 16 discharge submissions should have regard to this updated guidance note.

9 Odour Abatement Systems - Commercial Type Kitchens

To satisfy any odour/fume filtration/extraction abatement condition applicable to any commercial type kitchens, systems and details shall be provided in accordance with Appendix 2 and 3 of EMAQ's 'Control of Odour and Noise from Commercial Kitchen Exhaust Systems (update to the 2004 report prepared by NETCEN for DEFRA dated September 2018'.

10 Fume / Microbiological Cabinet Systems

Ventilation / extraction systems associated with fume and microbiological cupboards / cabinets shall be installed (including consideration of flue / exhaust termination discharge heights that are required for adequate dispersion) in accordance with relevant national and industry standards, codes of practice and technical guidance, such as:

- Building Regulations
- BS EN 14175 - 'Fume Cupboards' - Parts 1 to 7
- BS 7989:2001 Specification for recirculatory filtration fume cupboards
- BS 5726 various - Microbiological safety cabinets.

11 Greater Cambridge Sustainable Design and Construction SPD

Any artificial lighting, contaminated land, noise / sound, air quality and odours / fumes related conditions including the consideration of mitigation / remediation shall have regard to the scope, methodologies, submission requirements and local planning policies of relevant sections of the Greater Cambridge Sustainable Design and Construction SPD, (Adopted January 2020)

<https://www.cambridge.gov.uk/greater-cambridge-sustainable-design-and-construction-spd> and in particular 'section 3.6 - Pollution 'and the following associated appendices:

- 6: Requirements for Specific Lighting Schemes
- 7: The Development of Potentially Contaminated Sites in Cambridge and South Cambridgeshire: A Developers Guide
- 8: Further technical guidance related to noise pollution

12 Materials

The details required to discharge the submission of materials condition above should consist of a materials schedule, large-scale drawings and/or samples as appropriate to the scale and nature of the development in question.

13 OW Consent

Constructions or alterations within an ordinary watercourse (temporary or permanent) require consent from the Lead Local Flood Authority under the Land Drainage Act 1991. Ordinary watercourses include every river, drain, stream, ditch, dyke, sewer (other than public sewer) and passage through which water flows that do not form part of Main Rivers (Main Rivers are regulated by the Environment

Agency). The applicant should refer to Cambridgeshire County Council's Culvert Policy for further guidance:
<https://www.cambridgeshire.gov.uk/business/planning-and-development/water-minerals-and-waste/watercourse-management/>
 Please note the council does not regulate ordinary watercourses in Internal Drainage Board areas.

14 Green Roofs

All green roofs should be designed, constructed and maintained in line with the CIRIA SuDS Manual (C753) and the Green Roof Code (GRO).

15 Pollution Control

Surface water and groundwater bodies are highly vulnerable to pollution and the impact of construction activities. It is essential that the risk of pollution (particularly during the construction phase) is considered and mitigated appropriately. It is important to remember that flow within the watercourse is likely to vary by season and it could be dry at certain times throughout the year. Dry watercourses should not be overlooked as these watercourses may flow or even flood following heavy rainfall.

16 Electric Bike Charging

The applicant is strongly encouraged to consider additional measures to enable electric bikes to be charged on site, in the interest of making provisions for sustainable forms of transport.

Plans and drawings

This decision notice relates to the following drawings:

Reference/Document/Drawing Title	Date Received
17495 SBR-ZZ-00-DR-A-10100	23.09.2020
17495 SBR-ZZ-01-DR-A-10101	23.09.2020
17495 SBR-ZZ-02-DR-A-10102	23.09.2020
17495 SBR-ZZ-03-DR-A-10103	23.09.2020
17495 SBR-ZZ-04-DR-A-10104	23.09.2020
17495 SBR-ZZ-05-DR-A-10105	23.09.2020
17495 SBR-ZZ-05-DR-A-69002	23.09.2020
17495 SBR-ZZ-06-DR-A-10106	23.09.2020
17495 SBR-ZZ-XX-DR-A-00090	23.09.2020
17495 SBR-ZZ-XX-DR-A-00100	23.09.2020
17495 SBR-ZZ-XX-DR-A-00112	23.09.2020
17495 SBR-ZZ-XX-DR-A-10110	23.09.2020
17495 SBR-ZZ-XX-DR-A-10111	23.09.2020
17495 SBR-ZZ-XX-DR-A-11100	23.09.2020
17495 SBR-ZZ-XX-DR-A-11101	23.09.2020
17495 SBR-ZZ-XX-DR-A-69001	23.09.2020
17495 SBR-ZZ-XX-DR-A-69003	23.09.2020
20-093-101-B	16.11.2020
20-093-103-A	16.11.2020
20-093-104-A	16.11.2020
20-093-110-A	23.09.2020
20-093-111-A	23.09.2020

20-093-112-A	23.09.2020
20-093-113-00	23.09.2020
20-093-114-00	23.09.2020

It is important the development is carried out fully in accordance with these plans. If you are an agent, please ensure that your client has a copy of them and that they are also passed to the contractor carrying out the development. A copy of the approved plan(s) is/are kept on the planning application file.

Authorisation

Authorised by:



SJ Kelly
Joint Director For Planning & Economic Development For
Cambridge & South Cambridgeshire

South Cambridgeshire Hall
Cambourne Business Park
Cambourne
Cambridge
CB23 6EA

Date the decision was made: 27 January 2021

General Notes

This decision notice does not convey any approval or consent which may be required under any enactment, bye-law, order or regulation other than Section 57 of the Town and Country Planning Act 1990.

It is an offence under Section 171 of the Highways Act 1980 to temporarily deposit building materials, rubbish or other things on the public highway or make a temporary excavation on it without the written consent of the Highway Authority. The Highway Authority may give its consent subject to such conditions as it thinks fit.

The applicant is reminded that under the Wildlife and Countryside Act 1981(Section 1) (as amended) it is an offence to take, damage or destroy the nest of any wild bird while that nest is in use or being built. Trees and scrub are likely to contain nesting birds between 1 March and 31 August. Trees within the application should be assumed to contain nesting birds between the above dates unless a survey has shown it is absolutely certain that nesting birds are not present.

Equality Act 2010

Your attention is specifically drawn to the requirements of the Equality Act 2010 and the Equality Act (Disability) regulations 2010, the British Standards Institution BS8300:2009 “Design of Buildings and their approaches to meet the needs of disabled people – Code of Practice” and to Approved Document ‘M’ “Access to and use of buildings”, volumes 1 and 2 of the Building Regulations 2010 and to Approved Document ‘B’ “Fire Safety”, volumes 1 and 2 of the Building Regulations 2010, in request of guidance on means of escape for disabled people. The development should comply with these requirements as applicable

Building Regulations 2010

The project may be subject to the requirements of the Building regulations 2010.

Advice and assistance can be obtained from our Building Control Team, 3C Building Control on 0300 7729622 or buildingcontrol@3csharedservices.org link to website at www.3csharedservices.org

They will work with you offering competitive fee quotations and pre-application advice upon request.

Working with the applicant

The LPA positively encourages pre-application discussions. Details of this advice service can be found at <https://www.greatercambridgeplanning.org>. If a proposed development requires revisions to make it acceptable the LPA will provide an opinion as to how this might be achieved. The LPA will work with the applicant to advise on what information is necessary for the submission of an application and what additional information might help to minimise the need for planning conditions. When an application is acceptable, but requires further details, conditions will be used to make a development acceptable. Joint Listed Building and Planning decisions will be issued together. Where applications are refused clear reasons for refusal will identify why a development is unacceptable and will help the applicant to determine whether and how the proposal might be revised to make it acceptable.

In relation to this application, it was considered and the process managed in accordance with paragraph 38 of the National Planning Policy Framework.

Parking Controls

Please note: On-street parking controls, including residents' parking schemes, are in operation in several parts of the City of Cambridge. There are restrictions on eligibility for residents' parking permits, even for residents within the areas covered by schemes. Implementing a planning consent can remove eligibility for a permit. The County Council can advise whether or not properties qualify for a Residents' Parking Permit. If in doubt, please contact Cambridgeshire County Council, Cambridgeshire Parking Services by telephoning (01223) 727900 or by e-mailing parkingpermits@cambridgeshire.gov.uk, mentioning this planning consent. Please also be aware that the criteria for granting parking permits may change from time to time.

Appeals to the Secretary of State

- 2.1 The applicant has a right to appeal to the Secretary of State against any conditions of this approval, under Section 78 of the Town & Country Planning Act 1990. The appeal must be made on a form which may be obtained from:

The Planning Inspectorate,
Temple Quay House, 2 The Square, Temple Quay, Bristol. BS1 6PN
Telephone 0303 444 5000 or visit
<https://www.gov.uk/planning-inspectorate>

- 2.2 If an enforcement notice is or has been served relating to the same or substantially the same land and development as in your application and if you want to appeal against your local planning authority's decision on your application, then you must do so within: **28 days** of the date of service of the enforcement notice, **OR** within **6 months** of the date of this notice, whichever period expires earlier.
- 2.3 The Secretary of State can allow a longer period for giving notice of an appeal, but he will not normally be prepared to use this power unless there are special circumstances which excuse the delay in giving notice of appeal.
- 2.4 The Secretary of State need not consider an appeal if it seems to him that the Local Planning Authority could not have granted planning permission for the proposed development or could not have granted it without the conditions they imposed, having regard to the statutory requirements, to the provisions of any development order and to any directions given under a development order.

In practice, the Secretary of State does not refuse to consider appeals solely because the Local Planning Authority based their decision on a direction given by him.

Purchase Notices

If the Local Planning Authority or the Secretary of State grants permission subject to conditions the owner may claim that he/she can neither put the land to a reasonably beneficial use in its existing state nor render the land capable of a reasonably beneficial use by the carrying out of any development which has been or would be permitted. In these circumstances the owner may serve a purchase notice on the Council to purchase his interest in the land in accordance with the provisions of Part VI of the Town and Country Planning Act 1990.

Before starting work

It is important that all conditions, particularly pre-commencement conditions, are fully complied with, and where appropriate, discharged prior to the implementation of the development. Failure to discharge such conditions may invalidate the planning permission granted. The development must be carried out fully in accordance with the requirements of any details approved by condition.

Street Naming and Numbering

In order to obtain an official postal address, any new buildings should be formally registered with Cambridge City Council. Unregistered addresses cannot be passed to Royal Mail for allocation of post codes. Applicants can find additional information, a scale of charges and application form at <https://www.cambridge.gov.uk/street-naming-and-property-numbering>.

For further information please go to <https://www.cambridge.gov.uk/planning>.

Third Party Rights to challenge a planning decision

Currently there are no third party rights of appeal through the planning system against a decision of a Local Planning Authority. Therefore, if you have concerns about a planning application and permission is granted, you cannot appeal that decision.

Any challenge under current legislation would have to be made outside the planning system through a process called Judicial Review.

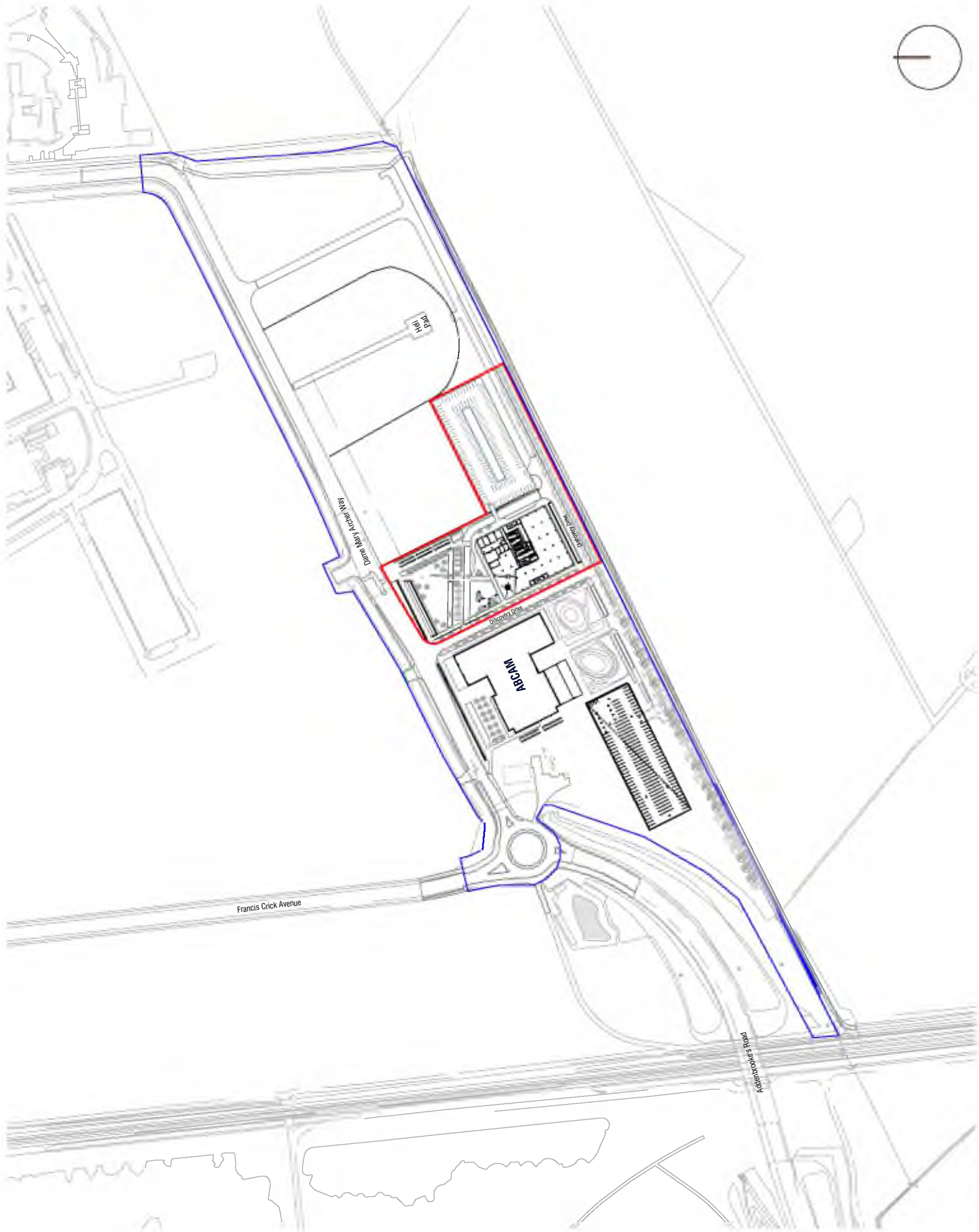
A 'claim for judicial review' includes a claim to review the lawfulness of a decision, action or failure to act in relation to the exercise of a public function, in this case, a planning decision. The court's permission to proceed is required in a claim for Judicial Review. A claim for Judicial Review is dealt with by the Administrative Court and if leave to judicially review a planning decision is granted, the Judicial Review will be decided by a judge at the High Court.

An application to Judicial Review a decision must be made within **6 weeks** of the decision about which you have a grievance being made. For further information on judicial review and the contact details for the Administrative Courts, please go to <http://www.justice.gov.uk/>

Figured dimensions only are to be taken from this drawing. All dimensions are to be checked on site before any work is put in hand.

CSG Phase 2 Application Boundary

Planning Application Boundary



Revision	Description	Date	Drawn	Checked
5	ISSUE FOR PLANNING	28 Aug 2020	FM	JL
4	Planning boundary issued for	06 Aug 2020	FM	JL
3	Site Plan Updated for Pre App	12 Mar 2020	FM	JL
2	Plans & Elevations updated for	13 Nov 2019	AB	FM
1	Initial costing	07/10/2019	FM	JL

SCOTT
BROWNRIGG

St Catherine's Court
46-48 Portsmouth Road
Guildford GU2 4DU
T: +44 (0)1483 566666
W: scottbrownrigg.com

COUNTRYSIDE & LIBERTY

PHASE 2 CAMBRIDGE BIOMEDICAL
CAMPUS

PROPOSED SITE LOCATION PLAN

Scale: As indicated @A1
SBR Project No: 17495

17495-SBR-ZZ-XX-DR-A-00100

FOR PLANNING

Annex K 1000 DD Tank Permission and Plan

Our Ref: 23/03071/FUL
Your Ref: Planning application: Liquid ...

4 October 2023



Ben Pridgeon
Bidwells
Bidwell House
Maris Lane
Cambridge
CB2 9LD

South Cambridgeshire Hall
Cambourne Business Park
Cambourne
Cambridge
CB23 6EA

www.scambs.gov.uk | www.cambridge.gov.uk

Dear Sir/Madam

CAMBRIDGE CITY COUNCIL
Application for Planning Permission

Proposal: Erection of a liquid nitrogen tank and associated development

Site address: Cambridge Biomedical Campus Dame Mary Archer Way Cambridge
Cambridgeshire

Your client: Ben Pridgeon Cambridge Medipark Limited

Further in the above matter, please find enclosed our formal decision notice relating to your client's application for planning permission. Please be sure to remind your client that the scheme should be carried out in line with the approved plans. This will avoid the need for any enforcement action.

Making changes to the approved plans

In the event that you wish to change your proposal, please contact your case officer who will advise you on whether the change can be dealt with as a "non-material" or "material" amendment. In either case you will have to complete a form and provide fresh drawings.

Important information regarding conditions

If you have been granted Planning Permission / Listed Building Consent / Advertisement Consent you may wish to get started immediately, however it is always important to carefully read the decision notice in full before any work begins.

The majority of planning decisions have conditions attached. Some conditions request further information that requires approval by the Local Planning Authority before any development takes place ('pre-commencement'). All conditions are set out on the decision notice.

Under Section 7 of the Planning (Listed Buildings and Conservation Areas) Act 1990, it is a criminal offence to carry out unauthorised works to a listed building. Under Section 9 of the Act, a person shall be guilty of an offence should they fail to comply with any condition attached to the consent.

How do I discharge the conditions

Please note that the process takes up to eight weeks from the date the Local Planning Authority receives a valid application. Therefore it is important to plan ahead and allow plenty of time before work is due to commence.

You need to fill in a form to submit your request to discharge conditions, and accompany the relevant details/samples. You can download the necessary form by using the following link: <https://www.greatercambridgeplanning.org>

Alternatively you can submit an application to discharge the conditions through the Government's Planning Portal website: <https://www.planningportal.co.uk/applications>. Please note, The Planning Portal refers to it as 'Approval of details reserved by a condition'.

When the required information has been submitted you will receive a reference and an acknowledgement letter. Once the Local Planning Authority is satisfied that the requirement of the condition have been met you will receive a formal notification that the conditions have been discharged.

Appeals against conditions

You should also be aware that the applicant has the right to appeal against any conditions attached to this Notice, please see <https://www.gov.uk/appeal-planning-decision> for details. If you are concerned about any condition you should contact the case officer in the first instance for advice.

Yours faithfully



SJ Kelly
Joint Director For Planning & Economic Development For
Cambridge & South Cambridgeshire

Notice of Planning Permission
Subject to conditions

Reference 23/03071/FUL
Date of Decision 4 October 2023



Ben Pridgeon
Bidwells
Bidwell House
Maris Lane
Cambridge
CB2 9LD

The Council hereby GRANTS Planning Permission for:

Erection of a liquid nitrogen tank and associated development

at

Cambridge Biomedical Campus Dame Mary Archer Way Cambridge Cambridgeshire

In accordance with your application received on 7 August 2023 and the plans, drawings and documents which form part of the application.

Conditions

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

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

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

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

- 3 Refilling of the nitrogen tank must not take place outside the hours of 0700 hours and 1900 hours on Monday to Friday, 0800 hours to 1300 hours on Saturday and at no time on Sundays, Bank or Public Holidays unless otherwise previously agreed in writing with the Local Planning Authority.

Reason: To protect the amenity of the nearby residential properties. (Cambridge Local Plan 2018 policy 35).

Informatives

- 1 Cadent Gas Ltd own and operate the gas infrastructure within the area of your development. Prior to carrying out works, please register on www.linesearchbeforeudig.co.uk to submit details of the planned works for review, ensuring requirements are adhered to.

Plans and drawings

This decision notice relates to the following drawings:

Reference/Document/Drawing Title	Date Received
20467 SBA SW XX DR A 00102 REV 2 SITE LOCATION PLAN	07.08.2023
20467 SBA SW XX DR A 11112 REV 3 Planning Elevations	02.10.2023
20467 SBA SW XX SK A 00702 REV 5 Site Block Plan	02.10.2023
20467 SBA SW XX DR A 11113 REV 2 Bay Elevations	02.10.2023

It is important the development is carried out fully in accordance with these plans. If you are an agent, please ensure that your client has a copy of them and that they are also passed to the contractor carrying out the development. A copy of the approved plan(s) is/are kept on the planning application file.

Authorisation

Authorised by:



SJ Kelly
Joint Director For Planning & Economic Development For
Cambridge & South Cambridgeshire

South Cambridgeshire Hall
Cambourne Business Park
Cambourne
Cambridge
CB23 6EA

Date the decision was made: 4 October 2023

General Notes

This decision notice does not convey any approval or consent which may be required under any enactment, bye-law, order or regulation other than Section 57 of the Town and Country Planning Act 1990.

It is an offence under Section 171 of the Highways Act 1980 to temporarily deposit building materials, rubbish or other things on the public highway or make a temporary excavation on it without the written consent of the Highway Authority. The Highway Authority may give its consent subject to such conditions as it thinks fit.

The applicant is reminded that under the Wildlife and Countryside Act 1981 (Section 1) (as amended) it is an offence to take, damage or destroy the nest of any wild bird while that nest is in use or being built. Trees and scrub are likely to contain nesting birds between 1 March and 31 August. Trees within the application should be assumed to contain nesting birds between the above dates unless a survey has shown it is absolutely certain that nesting birds are not present.

Equality Act 2010

Your attention is specifically drawn to the requirements of the Equality Act 2010 and the Equality Act (Disability) regulations 2010, the British Standards Institution BS8300:2009 "Design of Buildings and their approaches to meet the needs of disabled people – Code of Practice" and to Approved Document 'M' "Access to and use of buildings", volumes 1 and 2 of the Building Regulations 2010 and to Approved Document 'B' "Fire Safety", volumes 1 and 2 of the Building Regulations 2010, in request of guidance on means of escape for disabled people. The development should comply with these requirements as applicable

Building Regulations

Your planning application may also require Building Regulations consent. Please follow the link below for more information and to make your application or call 0300 7729622 to discuss your project.

www.3csharedservices.org/building-control/what-are-building-regulations/

3C Building Control offer a voluntary Considerate Contractor scheme. Please the link below for more information.

www.3csharedservices.org/building-control/considerate-contractor-scheme/

Working with the applicant

The LPA positively encourages pre-application discussions. Details of this advice service can be found at <https://www.greatercambridgeplanning.org>. If a proposed development requires revisions to make it acceptable the LPA will provide an opinion as to how this might be achieved. The LPA will work with the applicant to advise on what information is necessary for the submission of an application and what additional information might help to minimise the need for planning conditions. When an application is acceptable, but requires further details, conditions will be used to make a development acceptable. Joint Listed Building and Planning decisions will be issued together. Where applications are

refused clear reasons for refusal will identify why a development is unacceptable and will help the applicant to determine whether and how the proposal might be revised to make it acceptable.

In relation to this application, it was considered and the process managed in accordance with paragraph 38 of the National Planning Policy Framework.

Parking Controls

Please note: On-street parking controls, including residents' parking schemes, are in operation in several parts of the City of Cambridge. There are restrictions on eligibility for residents' parking permits, even for residents within the areas covered by schemes. Implementing a planning consent can remove eligibility for a permit. The County Council can advise whether or not properties qualify for a Residents' Parking Permit. If in doubt, please contact Cambridgeshire County Council, Cambridgeshire Parking Services by telephoning (01223) 727900 or by e-mailing parkingpermits@cambridgeshire.gov.uk, mentioning this planning consent. Please also be aware that the criteria for granting parking permits may change from time to time.

Appeals to the Secretary of State

The applicant has a right to appeal to the Secretary of State against any conditions of this planning permission, under Section 78 of the Town & Country Planning Act 1990. The appeal must be made on a form which may be obtained from:

The Planning Inspectorate,
Temple Quay House, 2 The Square, Temple Quay, Bristol. BS1 6PN
Telephone 0303 444 5000 or visit
<https://www.gov.uk/appeal-planning-decision>

If an enforcement notice is or has been served relating to the same or substantially the same land and development as in your application and if you want to appeal against your local planning authority's decision on your application, then you must do so within: **28 days** of the date of service of the enforcement notice, **OR** within **6 months** (12 weeks in the case of a householder or minor commercial appeal) of the date of this notice, whichever period expires earlier.

The Secretary of State can allow a longer period for giving notice of an appeal, but he will not normally be prepared to use this power unless there are special circumstances which excuse the delay in giving notice of appeal.

The Secretary of State need not consider an appeal if it seems to him that the Local Planning Authority could not have granted planning permission for the proposed development or could not have granted it without the conditions they imposed, having regard to the statutory requirements, to the provisions of any development order and to any directions given under a development order.

In practice, the Secretary of State does not refuse to consider appeals solely because the Local Planning Authority based their decision on a direction given by him.

Purchase Notices

If the Local Planning Authority or the Secretary of State grants permission subject to conditions the owner may claim that he/she can neither put the land to a reasonably beneficial use in its existing state nor render the land capable of a reasonably beneficial use by the carrying out of any development which has been or would be permitted. In these circumstances the owner may serve a purchase notice on the Council to purchase his interest in the land in accordance with the provisions of Part VI of the Town and Country Planning Act 1990.

Before starting work

It is important that all conditions, particularly pre-commencement conditions, are fully complied with, and where appropriate, discharged prior to the implementation of the development. Failure to discharge such conditions may invalidate the planning permission granted. The development must be carried out fully in accordance with the requirements of any details approved by condition.

Street Naming and Numbering

In order to obtain an official postal address, any new buildings should be formally registered with Cambridgeshire City Council. Unregistered addresses cannot be passed to Royal Mail for allocation of postcodes.

Applicants can find additional information, a scale of charges and an application form at <https://www.3csharedservices.org/building-control/street-naming-and-numbering/>. Alternatively, applicants can contact the Address Management Team: call 0300 772 9622 or email snn@3csharedservices.org.

Please note new addresses cannot be assigned by the Council until the footings of any new buildings are in place.

Third Party Rights to challenge a planning decision

Currently there are no third party rights of appeal through the planning system against a decision of a Local Planning Authority. Therefore, if you have concerns about a planning application and permission is granted, you cannot appeal that decision.

Any challenge under current legislation would have to be made outside the planning system through a process called Judicial Review.

A 'claim for judicial review' includes a claim to review the lawfulness of a decision, action or failure to act in relation to the exercise of a public function, in this case, a planning decision. The court's permission to proceed is required in a claim for Judicial Review. A claim for Judicial Review is dealt with by the Administrative Court and if leave to judicially review a planning decision is granted, the Judicial Review will be decided by a judge at the High Court.

An application to Judicial Review a decision must be made within **6 weeks** of the decision about which you have a grievance being made. For further information on judicial review and the contact details for the Administrative Courts, please go to <http://www.justice.gov.uk/>

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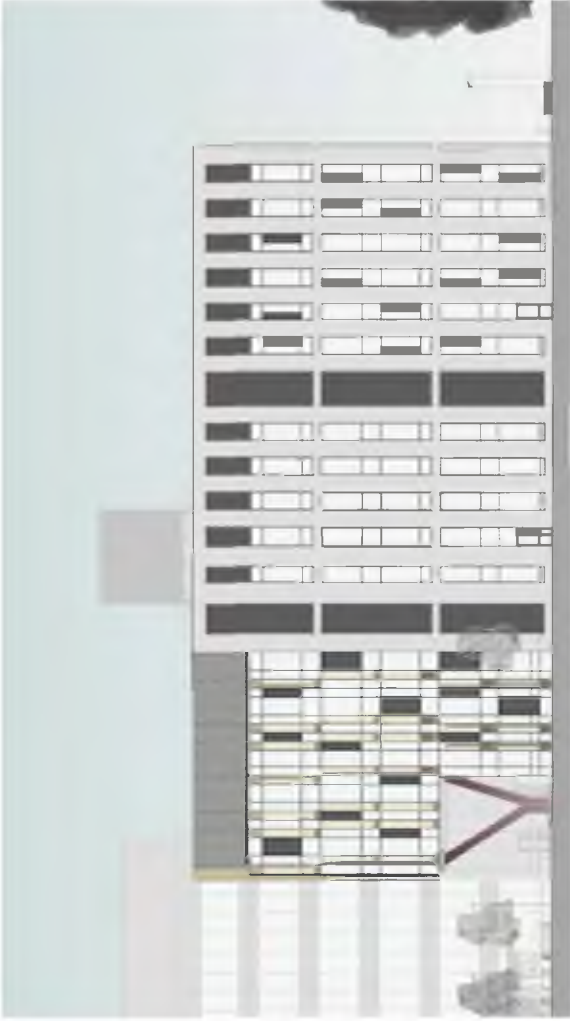
This drawing is to be used in conjunction with all relevant architectural and engineering drawings and associated specifications.

Figured dimensions only are to be taken from this drawing. All dimensions are to be checked on site before any work is put in hand.

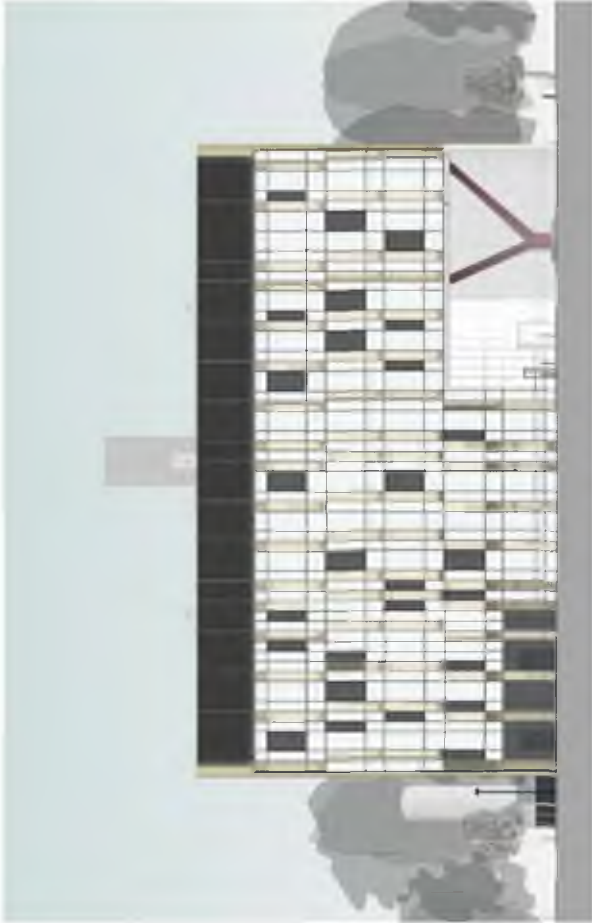


4 LV2 Planning East Elevation
1:200

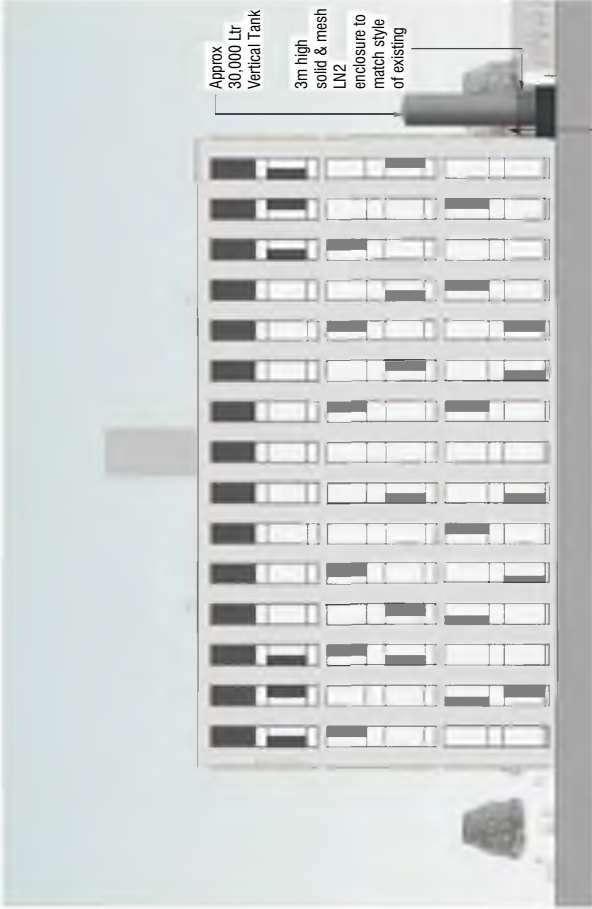
Solid metal panel to 1.5m above floor level and Mesh to 3m. RAL 7016



3 LV2 Planning West Elevation
1:200



2 LV2 Planning North Elevation
1:200



1 LV2 Planning South Elevation
1:200

Notional zone for piped service between tank and penetration through external wall.

3	Revised for Planning	21 Sept 2023	DOM PH
2	Enclosure type updated and door added	01 Aug 2023	DOM RM
1	First Issue	21 Jul 2023	DOM RM

Rev	Description	Date	Drawn	Checked

Checked
f.hayward

SCOTT
BROWNRIFF

St Catherine's Court
48-49 Portsmouth Road
Culford GU24 0DU
Tel: 01480 463400
W: scottbrownrigg.com

CAMBRIDGE MEDIPARK LTD

1000 Discovery Drive, PHASE 2
CAMBRIDGE BIOMEDICAL CAMPUS

LV2 Planning Elevations

Scale	1 : 200 @A1	Revised To	B1921
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Project	Operator	Status	Level	Type	Role	Number
20467-SBA-SW-XX-DR-A-11112						

Drawn By	Checked By	Scale	Sheet
S4	FOR PLANNING		3

Annex L MSCP Permission and Plan

Our Ref: 24/01589/REM
Your Ref: Car Parks RMA

10 October 2024



Mrs Jennie Hainsworth
Bidwells
Bidwell House
Trumpington Road
Cambridge
CB2 9LD

South Cambridgeshire Hall
Cambourne Business Park
Cambourne
Cambridge
CB23 6EA

www.scambs.gov.uk | www.cambridge.gov.uk

Dear Mrs Hainsworth

CAMBRIDGE CITY COUNCIL
Application for Approval of Reserved Matters

Proposal: Reserved matters application pursuant to 16/0176/OUT for all matters (access, appearance, landscaping, layout and scale) relating to the development of a multi-storey car park and a temporary surface car park as part of the phased development and the discharge of conditions 8 (transport spurs), 10 (energy demand), 14 (EV Charging), 31 (on plot cycle and pedestrian facilities), 33 (car parking spaces), 36 (disabled car parking spaces), 37 (cycle parking spaces), 39 (ecological conservation management plan), 41 (drainage), 43 (sustainability), 48 (waste), 49 (landscape) of planning permission 16/0176/OUT.

Site address: Cambridge Biomedical Campus Dame Mary Archer Way Cambridge
Cambridgeshire

Your client: c/o Prologis UK

Further in the above matter, please find enclosed our formal decision notice relating to your client's application for approval of reserved matters. Please be sure to remind your client that the scheme should be carried out in line with the approved plans. This will avoid the need for any enforcement action.

Making changes to the approved plans

In the event that you wish to change your proposal, please contact your case officer who will advise you whether it is possible to do so under a section 73 variation of condition application, or whether a new reserved matters submission is required. In either case you will have to complete a form and provide fresh drawings.

Important information regarding conditions

If you have been granted Planning Permission / Listed Building Consent / Advertisement Consent you may wish to get started immediately, however it is always important to carefully read the decision notice in full before any work begins.

The majority of planning decisions have conditions attached. Some conditions request further information that requires approval by the Local Planning Authority before any development takes place ('pre-commencement'). All conditions are set out on the decision notice.

Under Section 7 of the Planning (Listed Buildings and Conservation Areas) Act 1990, it is a criminal offence to carry out unauthorised works to a listed building. Under Section 9 of the Act, a person shall be guilty of an offence should they fail to comply with any condition attached to the consent.

How do I discharge the conditions

Please note that the process takes up to eight weeks from the date the Local Planning Authority receives a valid application. Therefore it is important to plan ahead and allow plenty of time before work is due to commence.

You need to fill in a form to submit your request to discharge conditions, and accompany the relevant details/samples. You can download the necessary form by using the following link: <https://www.greatercambridgeplanning.org>

Alternatively you can submit an application to discharge the conditions through the Government's Planning Portal website: <https://www.planningportal.co.uk/applications>. Please note, The Planning Portal refers to it as 'Approval of details reserved by a condition'.

When the required information has been submitted you will receive a reference and an acknowledgement letter. Once the Local Planning Authority is satisfied that the requirement of the condition have been met you will receive a formal notification that the conditions have been discharged.

Appeals against conditions

You should also be aware that the applicant has the right to appeal against any conditions attached to this Notice, please see <https://www.gov.uk/appeal-planning-decision> for details. If you are concerned about any condition you should contact the case officer in the first instance for advice.

Yours sincerely

A handwritten signature in blue ink, reading "SJ Kelly". The "S" and "J" are stylized and connected, and "Kelly" is written in a cursive script.

SJ Kelly
Joint Director For Planning & Economic Development For
Cambridge & South Cambridgeshire



CAMBRIDGE CITY COUNCIL

Town & Country Planning Act 1990

NOTICE OF APPROVAL OF RESERVED MATTERS SUBJECT TO CONDITIONS

Reference
Date of
Decision

24/01589/REM

10 October 2024

Mrs Jennie Hainsworth
Bidwells
Bidwell House
Trumpington Road
Cambridge
CB2 9LD

The Council hereby APPROVES RESERVED MATTERS for:

Reserved matters application pursuant to 16/0176/OUT for all matters (access, appearance, landscaping, layout and scale) relating to the development of a multi-storey car park and a temporary surface car park as part of the phased development and the discharge of conditions 8 (transport spurs), 10 (energy demand), 14 (EV Charging), 31 (on plot cycle and pedestrian facilities), 33 (car parking spaces), 36 (disabled car parking spaces), 37 (cycle parking spaces), 39 (ecological conservation management plan), 41 (drainage), 43 (sustainability), 48 (waste), 49 (landscape) of planning permission 16/0176/OUT.

at

Cambridge Biomedical Campus Dame Mary Archer Way Cambridge Cambridgeshire

In accordance with your application received on 25 April 2024 and the plans, drawings and documents which form part of the application.

Conditions

1 Approved Plans

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

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

2 Temporary Time Frame

The use of the temporary car park, hereby permitted, shall cease once the multi-storey car park becomes operational. The temporary car park shall be removed and the land reinstated in accordance with the Landscape Reinstatement Plan, dwg no. 22-107-154 Rev B within 6 months of the multi-storey car parking becoming operational or within two years following the commencement of development of the temporary car park, whichever is sooner, unless, by alternative agreement with the Local Planning Authority, the land is immediately required for development under Phase 2 of the Cambridge Biomedical Campus.

Reason: To protect the visual amenity and landscape character of the area in accordance with Cambridge Local Plan (2018) policy 55, 56, 57 and 59.

3 Phasing Plan

Prior to commencement of development, a phasing plan for the development hereby permitted shall be submitted to and approved in writing by the Local Planning Authority. The phasing plan shall define the phases of development and include the sequencing of these phases. The development shall be carried out in accordance with the approved details.

Reason: To clarify how the site is to be phased to assist with the determination of conditions to ensure the scheme will not adversely impact the character of the area in accordance with Cambridge Local Plan (2018), policies 56 and 85).

4 Design and Materials

No development of the multi-storey car park shall take place above ground level (except for demolition) until details of all the materials for the external surfaces to be used in the construction of that building have been submitted to and approved in writing by the local planning authority. The details shall include joints and interfaces of all materials; external features such as the glazing, entrance doors, cladding systems, metal work, windows, roof cladding, soffits, external metal work, rainwater goods, and coping details. The details shall consist of a materials schedule and a design details document, including detailed elevations and sections (scaled 1:5, 1:10, 1:20) and/or samples as appropriate to the scale and nature of the development in question and shall demonstrate consistency with the approved elevations. The development shall be carried out in accordance with the approved details.

Reason: To ensure that the external appearance of the development does not detract from the character and appearance of the area (Cambridge Local Plan 2018 policies 55, 56 and 57).

5 Wayfinding

Prior to installation, full details of all external signage elements such as finger posts, totems and general wayfinding within the landscape shall be submitted and approved in writing by the Local Planning Authority, to include a location plan at 1:200 elevations and signage details at minimum scale of 1:20 .The wayfinding

signage shall be installed prior to first use in accordance with the approved details and retained as such.

Reason: To support the landscaping strategy and wayfinding across the site (Cambridge Local Plan 2018 policies 55, 56, 57 and 59).

6 Tree Pits

Prior to installation of underground services full details of all tree and planting pits, including those in planters, hard paving and soft landscaped areas shall be submitted to and approved in writing by the local planning authority and these works shall be carried out as approved. All proposed underground services will be coordinated with the proposed tree planting and the tree planting shall take location priority.

Reason: In the interests of visual amenity and to ensure that suitable hard and soft landscape is provided as part of the development. (Cambridge Local Plan 2018; Policies 55, 57 and 59).

7 Landscape Management and Maintenance

Prior to the first use of the of any phase of development (as defined by condition 3 of this permission) a landscape maintenance and management plan for that phase, including long term design objectives, management responsibilities and maintenance schedules, 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 that before any development commences an appropriate landscape and ecological management plan has been agreed (Cambridge Local Plan 2018 policies 57, 59 and 70).

8 Hard and Soft Landscaping

Prior to the commencement of any phase of development (as defined by condition 3 of this permission) above ground level, details of the hard and soft landscaping for that phase of development shall be submitted to and approved in writing by the Local Planning Authority, including:

- a) Full details of planting plans, schedules and written specifications, including cultivation proposals for maintenance and management associated with plant and grass establishment, details of the mix, size, distribution, density of all trees/hedges/shrubs to be planted.
- b) 1:200 plans (or at a scale otherwise agreed) with cross-sections of mounding, ponds, ditches, swales, access roads and principal pathways and proposed boundary treatment of the edges and perimeters of the site, including details of all gates, fences, walls where appropriate.
- c) Full details of any proposed alterations to existing watercourses/drainage channels.
- d) The location and specification of all street furniture and ancillary structures.
- e) Details of all hard surfacing materials (size, type and colour).
- f) Details and specification of proposed earth modelling, mounding, re-grading and/or embankment areas or changes of level across the site to be carried out including soil quantities, topsoil storage to BS 3882 : 2007, haul routes, proposed

levels and contours to be formed, sections through construction to show make-up, and timing of works.

All hard landscaping shall be completed prior to the first use of the phase, unless otherwise agreed in writing by the local planning authority. All planting, seeding or turfing comprised in the approved details of soft landscaping, shall be carried out in the first planting and seeding seasons following the occupation of the buildings or completion of the development, whichever is the sooner, unless an alternative landscaping phasing plan is submitted to and approved in writing by the Local Planning Authority.

Reason: To ensure the provision and establishment of a high standard of landscaping in accordance with the approved design (Cambridge Local Plan 2018; Policies 55, 57 and 59).

9 Landscape Replacement

If within a period of 5 years from the date of planting of any trees or shrubs, or 5 years from the commencement of development in respect of any retained trees and shrubs, they are removed, uprooted, destroyed, die or become seriously damaged or diseased, replacement trees and shrubs of the same size and species as originally planted shall be planted at the same place in the next available planting season, or in accordance with any variation agreed in writing by the Local Planning Authority.

Reason: To require replacement trees to be approved, planted and subsequently protected, to ensure continuity of tree cover in the interests of visual amenity (Cambridge Local Plan 2018 Policy 71 and Section 197 of the Town and Country Planning Act 1990).

10 Electric Vehicle Charge Point

Prior to the installation of any electrical services, an Electric Vehicle Charge Point (EVCP) scheme, demonstrating the provision of allocated car parking spaces with dedicated electric vehicle charging, shall be submitted to, and approved in writing by the Local Planning Authority. The scheme shall include:

- Eighteen fast (minimum power rating output of 22kW) and/or rapid active electric vehicle charge points;
- Additional passive electric vehicle charge provision of the necessary infrastructure including capacity in the connection to the local electricity distribution network and electricity distribution board, as well as the provision of cabling to parking spaces for 109 car parking spaces to facilitate and enable the future installation and activation of additional active electric vehicle charge points as required.

The electric vehicle charge points shall be designed and installed in accordance with BS EN 61851 - Electric vehicle conductive charging system (various parts as applicable) or as superseded. The EVCP scheme as approved shall be fully installed prior to the first occupation and maintained and retained thereafter.

Reason: In the interests of encouraging more sustainable modes and forms of transport and to reduce the impact of development on local air quality, in accordance with the National Planning Policy Framework (NPPF, December 2023) paragraphs 109, 110, 114 and 192 and, Policy 36 - Air Quality, Odour and Dust of

the Cambridge Local Plan (2018) and Cambridge City Council's adopted Air Quality Action Plan (2018).

11 Standby Emergency / Back-up Generator Operation (Noise & Air Quality Mitigation)

The emergency back-up / standby generator as approved shall only operate as follows:

(i) Emergency Use Only

The emergency backup generator shall only be used in the event of standard mains electricity supply interruption / failure or to supply life safety equipment or in accordance with (ii) below. It shall not be used to supplement general energy demand, to feed electricity into the utility grid or as an alternative supply in the event of disconnection from the mains supply following for example non-payment or similar.

(ii) Hours of Running for Testing, Maintenance & Repair

Running of the backup generator as part of routine periodic testing, maintenance and repair shall only take place for the length of time specified by the manufacturer between the hours of 8am - 6pm Monday to Friday, 9am -1pm Saturday and at no time on Sundays or Public Holidays. Periodic testing, maintenance and repair shall only occur for a maximum duration of 25 hours in any calendar year. Accurate records of any testing shall be kept on site and shall be available for inspection at the request of the local planning authority.

(iii) In the event that the emergency backup generator is operated for an "unforeseen extended period of time" the local planning authority shall be immediately informed and a review / reassessment of the local air quality impacts of such operation shall be undertaken. The air quality impacts review / reassessment shall be agreed in writing with the local planning authority and if unacceptable adverse air quality impacts / effects are likely to arise an emergency generator air quality mitigation scheme shall be submitted in writing for approval. The approved scheme shall be implemented within a timescale to be agreed and shall be retained thereafter.

For the avoidance of any doubt an "unforeseen extended period of time" shall be defined as intermittent or continuous operation for a period greater than 50 hours in any year, exclusive of the permitted hours detailed in (ii) above for periodic testing, maintenance, and repair.

Reason: To protect human health and amenity in terms of local air quality impacts in accordance with policy 36: Air quality, odour and dust of the Cambridge Local Plan, 2018.

12 PV Panel Design

Prior to installation, the details of any rooftop photovoltaic (PV) panel array shall be submitted and approved in writing by the Local Planning Authority, and installed in accordance with the approved details. The submitted details shall include the manufacturer's specifications, spacing and layout, and shall be supported by a Glint and Glare Assessment to assess the potential impact on aircraft operations.

Reason: To ensure an appropriate arrangement for the solar panels and ensure that glint and glare would not adversely impact aircraft operations, in accordance with Policy 37 of the Cambridge Local Plan (2018).

13 Bird and Bat Box

No development above ground level of the multi-storey car park shall take place until details of the bird and bat boxes to be installed have been submitted to and approved in writing by the local planning authority. The scheme shall be informed by the Greater Cambridge Biodiversity SPD (2022). The approved scheme shall be fully implemented prior to first occupation or in accordance with a timescale agreed in writing by the local planning authority.

Reason: To conserve and enhance ecological interests in accordance with Cambridge Local Plan policies 57, 59 and 70 and the Greater Cambridge Planning Biodiversity Supplementary Planning Document (2022).

14 Car Park Use

Prior to first use of the multi-store car park, full details of the proposed use of the car parking and the monitoring arrangements to be put in place to ensure that it is used solely for the purposes of parking by staff and visitors in association with buildings within Phase 2 Commercial Land shall be submitted to and agreed in writing by the Local Planning Authority.

The monitoring arrangements shall be in place prior to first use and retained for the duration of the operation of the multi-storey car park.

Reason: To ensure that the proposal would comply with the aims of the travel plan and encourage sustainable transport options in accordance with Cambridge Local Plan (2018) policy 80.

Informatives

- 1 Due to the site being within 6km of Cambridge Airport the crane operator is required to submit all crane details such as maximum height, operating radius, name and phone number of site manager along with installation and dismantling dates to the CAA Airspace Coordination and Obstacle Management Service (ACOMS) system.
- 2 Reminder that the following approval ref. 16/0176/OUT outline planning conditions remain relevant and will need to be discharged in due course: 16, 17, 18, 20, 21, 24, 25, 26, 27, 28, 29 and 30.
- 3 With regard to outline planning condition 16. 'Lighting - Individual Development Plots' and specific reference to compliance with the 'Institute of Lighting Professionals (ILP)- Guidance Notes for the Reduction of Obtrusive Light - GN01:2011 for Environmental Zone E2', it should be noted that this guidance note has been superseded by ILP 'Guidance Notes for the Reduction of Obtrusive Light, 2021 - GN01/21.' Any future condition 16 discharge submissions should have regard to this updated guidance note.
- 4 Ventilation / extraction systems associated with any fume and microbiological cupboards / cabinets shall be installed (including consideration of flue / exhaust termination discharge heights that are required for adequate dispersion), operated

and maintained thereafter in accordance with relevant national and industry standards, codes of practice and best technical guidance, such as:

- Building Regulations
- BS EN 14175: 'Fume Cupboards' - Parts 1 to 7
- BS 7989:2001: Specification for recirculatory filtration fume cupboards
- BS 5726 - various: Microbiological safety cabinets.

- 5 Any artificial lighting, contaminated land, noise / sound, air quality and odours / fumes related conditions including the consideration of mitigation / remediation shall have regard to the scope, methodologies, submission requirements and local planning policies of relevant sections of the Greater Cambridge Sustainable Design and Construction SPD, (Adopted January 2020)
<https://www.cambridge.gov.uk/greater-cambridge-sustainable-design-and-construction-spd> and in particular 'section 3.6 - Pollution' and the following associated appendices:

6: Requirements for Specific Lighting Schemes

7: The Development of Potentially Contaminated Sites in Cambridge and South Cambridgeshire: A Developers Guide

8: Further technical guidance related to noise pollution

- 6 Surface water and groundwater bodies are highly vulnerable to pollution and the impact of construction activities. It is essential that the risk of pollution (particularly during the construction phase) is considered and mitigated appropriately. It is important to remember that flow within the watercourse is likely to vary by season and it could be dry at certain times throughout the year. Dry watercourses should not be overlooked as these watercourses may flow or even flood following heavy rainfall.
- 7 Prior to final handover of the development, the developer must ensure that appropriate remediation of all surface water drainage infrastructure has taken place, particularly where the permanent drainage infrastructure has been installed early in the construction phase. This may include but is not limited to jetting of all pipes, silt removal and reinstating bed levels. Developers should also ensure that watercourses have been appropriately maintained and remediated, with any obstructions to flows (such as debris, litter and fallen trees) removed, ensuring the condition of the watercourse is better than initially found. This is irrespective of the proposed method of surface water disposal, particularly if an ordinary watercourse is riparian owned.
- 8 Anglian Water has assets close to or crossing this site or there are assets subject to an adoption agreement. Therefore the site layout should take this into account and accommodate those assets within either prospectively adoptable highways or public open space. If this is not practicable then the sewers will need to be diverted at the developers cost under Section 185 of the Water Industry Act 1991. or, in the case of apparatus under an adoption agreement, liaise with the owners of the apparatus. It should be noted that the diversion works should normally be completed before development can commence.

Plans and drawings

This decision notice relates to the following drawings:

Reference/Document/Drawing Title	Date Received
CBC02 SBR ZZ XX DR A 80100 SITE LOCATION AND RESERVED MATTERS BOUNDARY PLAN MSCP	25.04.2024
22 107 151 LANDSCAPE MASTERPLAN (REV H)	25.04.2024
22 107 112 TREE STRATEGY (REV A)	25.04.2024
22 107 113 PLANTING STRATEGY (REV A)	25.04.2024
CBC02 SBR M1 00 DR A 83100 GROUND LEVEL PLAN (REV 1)	25.04.2024
CBC02 SBR M1 01 DR A 83101 FIRST LEVEL PLAN (REV 2)	25.04.2024
CBC02 SBR M1 03 DR A 83103 THIRD LEVEL PLAN (REV 1)	25.04.2024
CBC02 SBR M1 04 DR A 83104 FOURTH LEVEL PLAN (REV 1)	25.04.2024
CBC02 SBR M1 05 DR A 83105 FIFTH LEVEL PLAN (REV 1)	25.04.2024
CBC02 SBR M1 06 DR A 83106 SIXTH LEVEL PLAN (REV 1)	25.04.2024
CBC02 SBR M1 07 DR A 83107 ROOF LEVEL PLAN (REV 1)	25.04.2024
CBC02 SBR M1 B1 DR A 83099 BASEMENT LEVEL PLAN (REV 1)	25.04.2024
CBC02 SBR M1 XX DR A 84100 PROPOSED ELEVATIONS (REV 1)	25.04.2024
CBC02 SBR M1 XX DR A 85100 PROPOSED SECTION AA (REV 1)	25.04.2024
CBC02 SBR ZZ XX DR A 80102 PROPOSED SITE LAYOUT PLAN (REV 1)	25.04.2024
CBC02 SBR ZZ XX DR A 80103 PROPOSED SITE LAYOUT PLAN TEMPORARY CAR PARK (REV 2)	25.04.2024
CBC02 SBR ZZ XX DR A 80104 PROPOSED SITE PLAN (REV 2)	25.04.2024
CBC02 SBR M1 02 DR A 83102 SECOND LEVEL PLAN (REV 1)	25.04.2024
22-107-152- TEMPORARY CARPARK LANDSCAPE MASTERPLAN (REV H)	10.07.2024
CBC02-SBR-ZZ-XX-DR-A-80103 PROPOSED SITE LAYOUT PLAN TEMP CAR PARK (REV 3)	10.07.2024
CONDITION 8 PHASE 3 SPURS	25.04.2024
ECOLOGICAL CONSERVATION MANAGEMENT PLAN STATEMENT	25.04.2024
22 107 503 LANDSCAPE DESIGN REPORT APPENDICES (REV B)	25.04.2024
22 107 503 LANDSCAPE DESIGN REPORT PART 1 (REV B)	25.04.2024
DRAINAGE STRATEGY PAGE 1-49	25.04.2024
DRAINAGE STRATEGY PAGE 50-99	25.04.2024
DRAINAGE STRATEGY PAGE 100-131	25.04.2024
WASTE RESPONSE	30.08.2024
MEP ENGINEERING REPORT	29.09.2024
22 107 503 LANDSCAPE DESIGN REPORT PART 2 OF 2 (REV B)	25.04.2024
APPROACH TO SUSTAINABILITY	25.04.2024

It is important the development is carried out fully in accordance with these plans. If you are an agent, please ensure that your client has a copy of them and that they are also passed to the contractor carrying out the development. A copy of the approved plan(s) is/are kept on the planning application file.

Authorisation

Authorised by:



SJ Kelly

Joint Director For Planning & Economic Development For
Cambridge & South Cambridgeshire

South Cambridgeshire Hall
Cambourne Business Park
Cambourne
Cambridge
CB23 6EA

Date the decision was made: 10 October 2024

General Notes

This decision notice does not convey any approval or consent which may be required under any enactment, bye-law, order or regulation other than Section 57 of the Town and Country Planning Act 1990.

It is an offence under Section 171 of the Highways Act 1980 to temporarily deposit building materials, rubbish or other things on the public highway or make a temporary excavation on it without the written consent of the Highway Authority. The Highway Authority may give its consent subject to such conditions as it thinks fit.

The applicant is reminded that under the Wildlife and Countryside Act 1981 (Section 1) (as amended) it is an offence to take, damage or destroy the nest of any wild bird while that nest is in use or being built. Trees and scrub are likely to contain nesting birds between 1 March and 31 August. Trees within the application should be assumed to contain nesting birds between the above dates unless a survey has shown it is absolutely certain that nesting birds are not present.

Equality Act 2010

Your attention is specifically drawn to the requirements of the Equality Act 2010 and the Equality Act (Disability) regulations 2010, the British Standards Institution BS8300:2009 "Design of Buildings and their approaches to meet the needs of disabled people – Code of Practice" and to Approved Document 'M' "Access to and use of buildings", volumes 1 and 2 of the Building Regulations 2010 and to Approved Document 'B' "Fire Safety", volumes 1 and 2 of the Building Regulations 2010, in request of guidance on means of escape for disabled people. The development should comply with these requirements as applicable

Building Regulations

Your planning application may also require Building Regulations consent. Please follow the link below for more information and to make your application or call 0300 7729622 to discuss your project.

www.3csharedservices.org/building-control/what-are-building-regulations/

3C Building Control offer a voluntary Considerate Contractor scheme. Please the link below for more information.

www.3csharedservices.org/building-control/considerate-contractor-scheme/

Working with the applicant

The LPA positively encourages pre-application discussions. Details of this advice service can be found at <https://www.greatercambridgeplanning.org>. If a proposed development requires revisions to make it acceptable the LPA will provide an opinion as to how this might be achieved. The LPA will work with the applicant to advise on what information is necessary for the submission of an application and what additional information might help to minimise the need for planning conditions. When an application is acceptable, but requires further details, conditions will be used to make a development acceptable. Joint Listed Building and Planning decisions will be issued together. Where applications are refused clear reasons for refusal will identify why a development is unacceptable and will

help the applicant to determine whether and how the proposal might be revised to make it acceptable.

In relation to this application, it was considered and the process managed in accordance with paragraph 38 of the National Planning Policy Framework.

Parking Controls

Please note: On-street parking controls, including residents' parking schemes, are in operation in several parts of the City of Cambridge. There are restrictions on eligibility for residents' parking permits, even for residents within the areas covered by schemes. Implementing a planning consent can remove eligibility for a permit. The County Council can advise whether or not properties qualify for a Residents' Parking Permit. If in doubt, please contact Cambridgeshire County Council, Cambridgeshire Parking Services by telephoning (01223) 727900 or by e-mailing parkingpermits@cambridgeshire.gov.uk, mentioning this planning consent. Please also be aware that the criteria for granting parking permits may change from time to time.

Appeals to the Secretary of State

- 2.1 The applicant has a right to appeal to the Secretary of State against any conditions of this approval, under Section 78 of the Town & Country Planning Act 1990. The appeal must be made on a form which may be obtained from:

The Planning Inspectorate,
Temple Quay House, 2 The Square, Temple Quay, Bristol. BS1 6PN
Telephone 0303 444 5000 or visit
<https://www.gov.uk/appeal-planning-decision>

- 2.2 If an enforcement notice is or has been served relating to the same or substantially the same land and development as in your application and if you want to appeal against your local planning authority's decision on your application, then you must do so within: **28 days** of the date of service of the enforcement notice, **OR** within **6 months** of the date of this notice, whichever period expires earlier.
- 2.3 The Secretary of State can allow a longer period for giving notice of an appeal, but he will not normally be prepared to use this power unless there are special circumstances which excuse the delay in giving notice of appeal.
- 2.4 The Secretary of State need not consider an appeal if it seems to him that the Local Planning Authority could not have granted planning permission for the proposed development or could not have granted it without the conditions they imposed, having regard to the statutory requirements, to the provisions of any development order and to any directions given under a development order.

In practice, the Secretary of State does not refuse to consider appeals solely because the Local Planning Authority based their decision on a direction given by him.

Purchase Notices

If the Local Planning Authority or the Secretary of State grants permission subject to conditions the owner may claim that he/she can neither put the land to a reasonably beneficial use in its existing state nor render the land capable of a reasonably beneficial use by the carrying out of any development which has been or would be permitted. In these circumstances the owner may serve a purchase notice on the Council to purchase his interest in the land in accordance with the provisions of Part VI of the Town and Country Planning Act 1990.

Before starting work

It is important that all conditions, particularly pre-commencement conditions, are fully complied with, and where appropriate, discharged prior to the implementation of the development. Failure to discharge such conditions may invalidate the planning permission granted. The development must be carried out fully in accordance with the requirements of any details approved by condition.

Street Naming and Numbering

In order to obtain an official postal address, any new buildings should be formally registered with Cambridgeshire City Council. Unregistered addresses cannot be passed to Royal Mail for allocation of postcodes.

Applicants can find additional information, a scale of charges and an application form at <https://www.3csharedservices.org/building-control/street-naming-and-numbering/>. Alternatively, applicants can contact the Street Naming and Numbering Team by emailing: snn@3csharedservices.org.

Please note new addresses cannot be assigned by the Council until planning permission has been received.

Third Party Rights to challenge a planning decision

Currently there are no third party rights of appeal through the planning system against a decision of a Local Planning Authority. Therefore, if you have concerns about a planning application and permission is granted, you cannot appeal that decision.

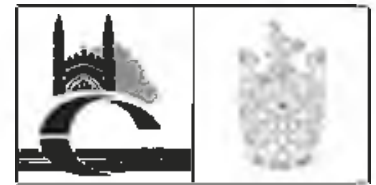
Any challenge under current legislation would have to be made outside the planning system through a process called Judicial Review.

A 'claim for judicial review' includes a claim to review the lawfulness of a decision, action or failure to act in relation to the exercise of a public function, in this case, a planning decision. The court's permission to proceed is required in a claim for Judicial Review. A claim for Judicial Review is dealt with by the Administrative Court and if leave to judicially review a planning decision is granted, the Judicial Review will be decided by a judge at the High Court.

An application to Judicial Review a decision must be made within **6 weeks** of the decision about which you have a grievance being made. For further information on judicial review and the contact details for the Administrative Courts, please go to <http://www.justice.gov.uk/>

Our Ref: 24/01589/NMA1
Your Ref: MSCP NMA

18 August 2025



GREATER CAMBRIDGE
SHARED PLANNING

Mrs Jennie Hainsworth
Bidwells
Bidwell House
Trumpington Road
Cambridge
CB2 9LD

South Cambridgeshire Hall
Cambourne Business Park
Cambourne
Cambridge
CB23 6EA

www.scambs.gov.uk | www.cambridge.gov.uk

Dear Mrs Hainsworth

CAMBRIDGE CITY COUNCIL
Application for Non-Material Amendment (Section 96A)

Proposal: Non-material amendment on application 24/01589/REM for minor design changes to the design of the Multi-Storey Car Park (MSCP)

Site address: Cambridge Biomedical Campus Dame Mary Archer Way Cambridge
Cambridgeshire

Your client: c/o Prologis UK Limited

Please find enclosed the Local Planning Authority's response to your client's application for a non-material amendment to the above planning permission.

Yours sincerely

A handwritten signature in blue ink that reads "SJ Kelly".

SJ Kelly
Joint Director For Planning & Economic Development For
Cambridge & South Cambridgeshire



Non-Material Amendment (Section 96A)

Reference 24/01589/NMA1
Date of Decision 18 August 2025

Mrs Jennie Hainsworth
Bidwells
Bidwell House
Trumpington Road
Cambridge
CB2 9LD

The council hereby APPROVES the following non-material amendment(s) received on 13th June 2025.

Non-material amendment on application 24/01589/REM for minor design changes to the design of the Multi-Storey Car Park (MSCP)

at

Cambridge Biomedical Campus Dame Mary Archer Way Cambridge Cambridgeshire

Details

- 1 Approval:
Amendments:
Reduction in build height
Alterations to landscape arrangements
Internal design changes
Reduction in total parking spaces from 625no. parking spaces to 614no. parking space

Having compared the revised information with the approved plans, it is concluded that the amendments listed above would not materially impact the development upon its surroundings, upon residential amenity or upon policy objectives and therefore can be accepted as a non-material amendment to the original permission.

Plans and drawings

This decision notice relates to the following drawings:

Reference	Document/Drawing Title	Date Received
CBC02-SBR-M1-B1-DR-A-83299	MSCP 01 BASEMENT LEVEL PLAN (Revision REV 1)	13.06.2025
CBC02-SBR-M1-RF-DR-A-83307	MSCP 01 ROOF LEVEL PLAN (Revision REV 1)	13.06.2025
CBC02-SBR-M1-XX-DR-A-84100	MSCP 01 PROPOSED ELEVATIONS (Revision REV 3)	13.06.2025
CBC02-SBR-M1-XX-DR-A-85100	MSCP 01 PROPOSED SECTION AA (Revision REV 2)	13.06.2025
22-107-151	LANDSCAPE MASTERPLAN (Revision REV N)	13.06.2025
CBC02-SBR-M1-ZZ-DR-A-83301	MSCP 01 SECOND AND THIRD LEVEL PLAN (Revision REV 1)	13.06.2025
CBC02-SBR-M1-ZZ-DR-A-83302	MSCP 01 FOURTH AND FIFTH LEVEL PLAN (Revision REV 1)	13.06.2025
CBC02-SBR-M1-ZZ-DR-A-83303	MSCP 01 SIXTH AND SEVENTH LEVEL PLAN (Revision REV 1)	13.06.2025
CBC02-SBR-M1-ZZ-DR-A-83304	MSCP 01 EIGHTH AND NINTH LEVEL PLAN (Revision REV 1)	13.06.2025
CBC02-SBR-M1-ZZ-DR-A-83305	MSCP 01 TENTH AND ELEVENTH LEVEL PLAN (Revision REV 1)	13.06.2025
CBC02-SBR-M1-ZZ-DR-A-83306	MSCP 01 TWELFTH AND THIRTEENTH LEVEL PLAN (Revision REV 1)	13.06.2025
CBC02-SBR-ZZ-XX-DR-A-80102	PROPOSED SITE LAYOUT PLAN (MSCP) (Revision REV 2)	13.06.2025
CBC02-SBR-M1-ZZ-DR-A-83300	MSCP 01 GROUND AND FIRST LEVEL PLAN (Revision REV 1)	13.06.2025

It is important the development is carried out fully in accordance with these plans. If you are an agent, please ensure that your client has a copy of them and that they are also passed to the contractor carrying out the development. A copy of the approved plan(s) is/are kept on the planning application file.

Authorisation

Authorised by:



SJ Kelly
Joint Director For Planning & Economic Development For
Cambridge & South Cambridgeshire

South Cambridgeshire Hall
Cambourne Business Park
Cambourne
Cambridge
CB23 6EA

Date the decision was made: 18 August 2025

Reserved Matters (RM)
planning boundary

Build	Description	Date	Process	Checklist
2	NMA Submission	06 Jun 2025	BA	RM
1	First Issue	26 Mar 2024	NM	RM

Client's Name
CAMBRIDGE MEDIPARK LIMITED

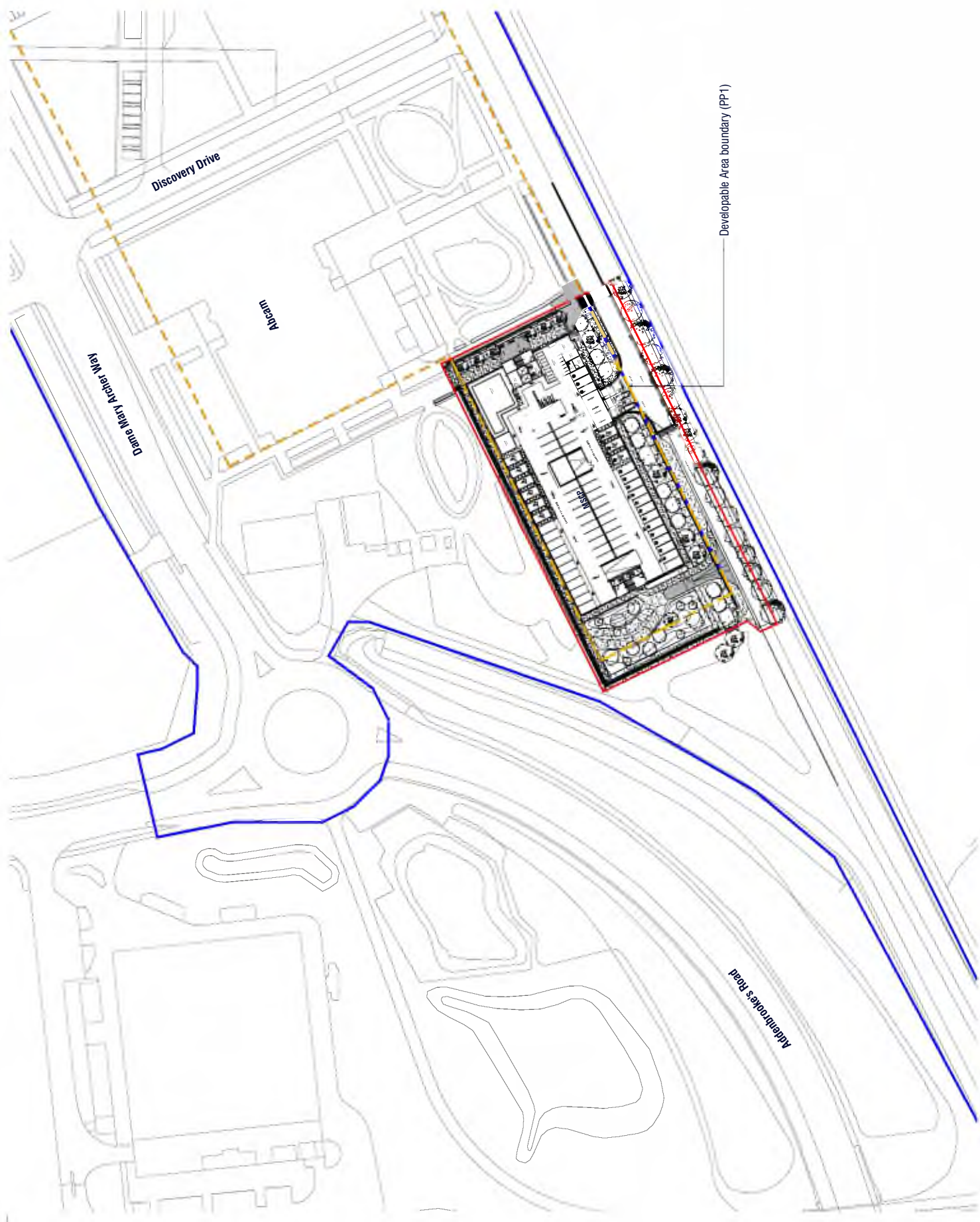
Drawing Title
**PROPOSED SITE LAYOUT PLAN
(MSCP)**

Scale
1 : 500 @A1

Practitioner Project No.
19508

Client Project Code	Organization	Volume	Unit	Type	Rate	Number
CBC02-SBR-ZZ-XX-DR-A-80102						

Stads	Doel of plan	Row
S4 -	PLANNING	2



DATED 21st NOVEMBER 2016

CAMBRIDGE CITY COUNCIL

and

CAMBRIDGESHIRE COUNTY COUNCIL

and

AF Pemberton and Others

and

Cambridge Medipark Limited

SECTION 106 DEED

relating to development of a building for biotech and biomedical research, development and production together with associated supporting headquarters and logistic functions at Cambridge Biomedical Campus, Dame Mary Archer Way, Cambridge



CAMBRIDGE
CITY COUNCIL

Simon Pugh LLB

Solicitor

Head of Legal Services

Cambridge City Council

The Guildhall

Cambridge

CB2 3QJ

Matter ref: Abcam: App No 16/0165/FUL

Document number: 4165-9642-4708

TABLE OF CONTENTS

1	Interpretation	2
2	Legal Effect	10
3	Owner's and Developer's Covenants	10
4	Use of Contributions Indexation and Interest	11
5	Dispute Resolution	13
6	Termination of Deed	14
7	Other Planning Permissions	14
8	Section 73 Permissions	15
9	Local Land Charge	15
10	Notices	15
11	Approval	15
12	Legal Costs	15
13	Third Parties	15
14	Severance	16
15	Waiver	16
16	Jurisdiction	16
17	Delivery	16
18	No Fetter of Discretion	16
19	Repayment of Contributions	16
	FIRST SCHEDULE	19
	Land	19
	SECOND SCHEDULE	20
	Planning Reference and Development	20
	THIRD SCHEDULE	21
	Notice and Restrictions	21
	FOURTH SCHEDULE	22
	Public Art	22
	FIFTH SCHEDULE	25
	Highways	25
	SIXTH SCHEDULE	27
	Travel Plan	27
	SEVENTH SCHEDULE	34
	Air Quality Monitoring	34
	APPENDIX 1	35
	Bus Occupancy Survey Specification	35
	APPENDIX 2	36
	Interim Travel Plan	36
	APPENDIX 3	37
	Air Quality Monitoring Plan	37

THIS DEED is made on the 21st day of NOVEMBER 2016

BETWEEN:

1. **CAMBRIDGE CITY COUNCIL** of The Guildhall Cambridge CB2 3QJ ("the **City Council**");
2. **CAMBRIDGESHIRE COUNTY COUNCIL** of Shire Hall Castle Hill Cambridge CB3 0AP ("the **County Council**");
3. **Antony Francis Pemberton** of Trumpington Hall, Trumpington, Cambridge, CB2 2LH, **Richard Francis Antony Pemberton** of Cantelupe House, Cantelupe Road, Haslingfield, Cambridgeshire CB23 1LY, **Edward Anthony Bromet** of Brook Hall, Wighall, Tadcaster, North Yorkshire, LS24 8BG and **William Robert Bartle Edwards** of Hardinsham Hall, Norwich, Norfolk, NR9 4AE ("together the **Owner**"); and
4. **Cambridge Medipark Limited** (Company Registration Number 04620453) of Countryside House, The Drive, Great Warley, Brentwood, Essex, CM13 3AT ("the **Developer**").

RECITALS

- 1 The City Council is the local planning authority for the purposes of this deed for the area in which the Land is situated.
- 2 The County Council is the highway authority and is a local planning authority for the purposes of this deed for the area in which the Land is situated.
- 3 The Owner is the registered proprietor of the Land which is registered at the Land Registry under title number CB345398 and held free from encumbrances save for the matters referred to below.
- 4 The Developer has an option to take a long leasehold interest over that part of the Land contained within title number CB345398 and the benefit of an existing Lease registered with title number CB353750 and

an existing lease of the Southern Perimeter Road (as defined in the Phase 1 Agreement) registered with title number CB387420.

- 5 By the Application, the Developer has applied to the City Council for permission to carry out the Development on the Land.
- 6 The City Council has resolved that Planning Permission should only be granted after the completion of this deed under Section 106 of the Planning Act in order to secure the planning obligations contained herein

THIS DEED WITNESSES the following:-

1 Interpretation

- 1.1 For the purposes of this deed the following words and phrases have the following meanings (unless the context requires otherwise):

“Addenbrookes Road/Francis Crick Avenue/Dame Mary Archer Way Pedestrian & Cycle Crossing Improvement Works” means the improvements to the crossing facilities for pedestrians and cyclists at the Addenbrookes Road/ Francis Crick Avenue/ Dame Mary Archer Way three arm roundabout shown on drawing number 60323976-SKE-C-0008-C with such amendments (if any) as the parties shall agree in writing

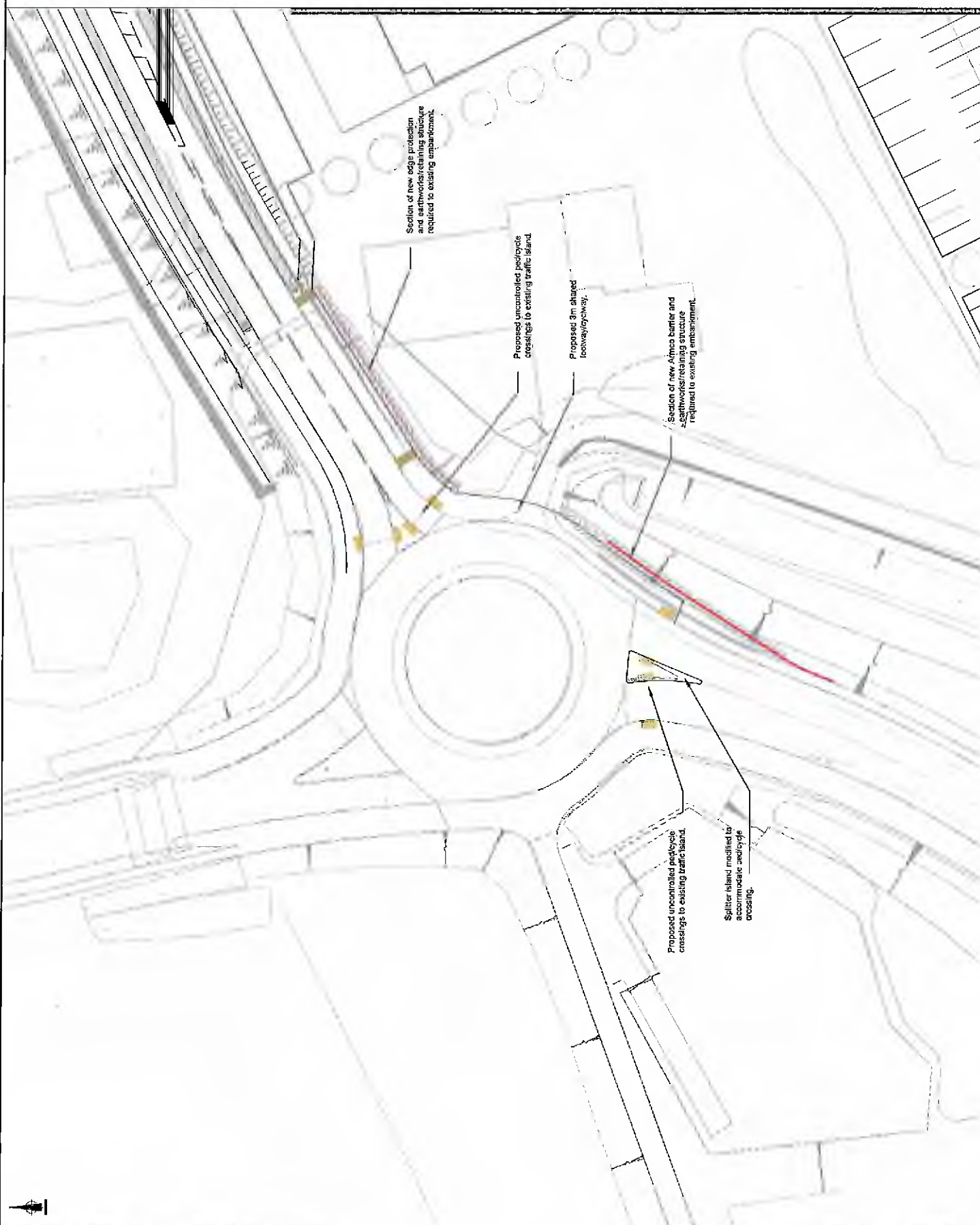
“Addenbrookes Travel Plan” means the ‘access to Addenbrooke’s’ Travel Plan and any further revisions of this document as implemented at the Addenbrooke’s Hospital from January 2014.

“Air Quality Monitoring Plan” means the plan annexed at Appendix 3 and approved by the City Council prior to the date of this deed for the provision of air quality

1. All dimensions are in metres unless otherwise stated.
2. This drawing provides a preliminary layout for information purposes only and has not been subject to a Stage 1 Road Safety Audit.

- Earthworks / retaining structure
- Edge protection / Amco barrier

NO.	DATE	DESCRIPTION
1	20/01/18	Issued for planning
2	20/01/18	Issued for planning
3	20/01/18	Issued for planning
4	20/01/18	Issued for planning
5	20/01/18	Issued for planning



Earthworks / retaining structure

Edge protection / Armco barrier

Proposed uncontrolled ped/cycle crossings to existing traffic island.

Proposed 3m shared footway/cyclway.

Section of new Armco barrier and earthworks/retaining structure required to existing embankment.

W. Smith

ISSUE/REVISION

C	13/04/16	Lane widening removed
B	22/03/16	Revised for ped/cycle crossing
A	28/01/16	Issued for planning
I/R	DATE	DESCRIPTION

KEY PLAN



PROJECT NUMBER

60323976

SHEET TITLE

Addenbrookes Road Roundabout
Proposed Mitigation Measures
Scale 1:250 @ A1

SHEET NUMBER



Proposed uncontrolled ped/cycle crossings to existing traffic island.

Splitter island modified to accommodate ped/cycle crossing

Sheet 2 of 2

monitoring apparatus on the Land which shall include the following information:

1. A full technical specification for the monitoring equipment, including data logging equipment and housing to be used to measure the specified pollutants (NO₂ (Nitrogen Oxide), PM₁₀ and PM_{2.5} (particulates));
2. A plan identifying the location of the equipment and justification for the chosen location
3. A proposal for nationally recognised independent quality assurance and control for the operation data collection and data management of the monitoring equipment
4. A detailed proposal for data reporting to the City Council at regular intervals

and which plan may relate solely to the Land or may incorporate (or be updated by agreement in writing between the City Council and the Owner/Developer to incorporate) the Land and Phase II

“Application”

means the application for full planning permission submitted to the City Council for the Development and allocated reference number 16/0165/FUL

“Baseline Survey”

means a baseline survey comprising a survey of staff and visitors that travel to the Development to understand baseline modes of travel to and

from the Development in order to inform the Full Travel Plan that is to be agreed with the County Council

"Bell School Consent" Means planning permission number 13/1118/S73

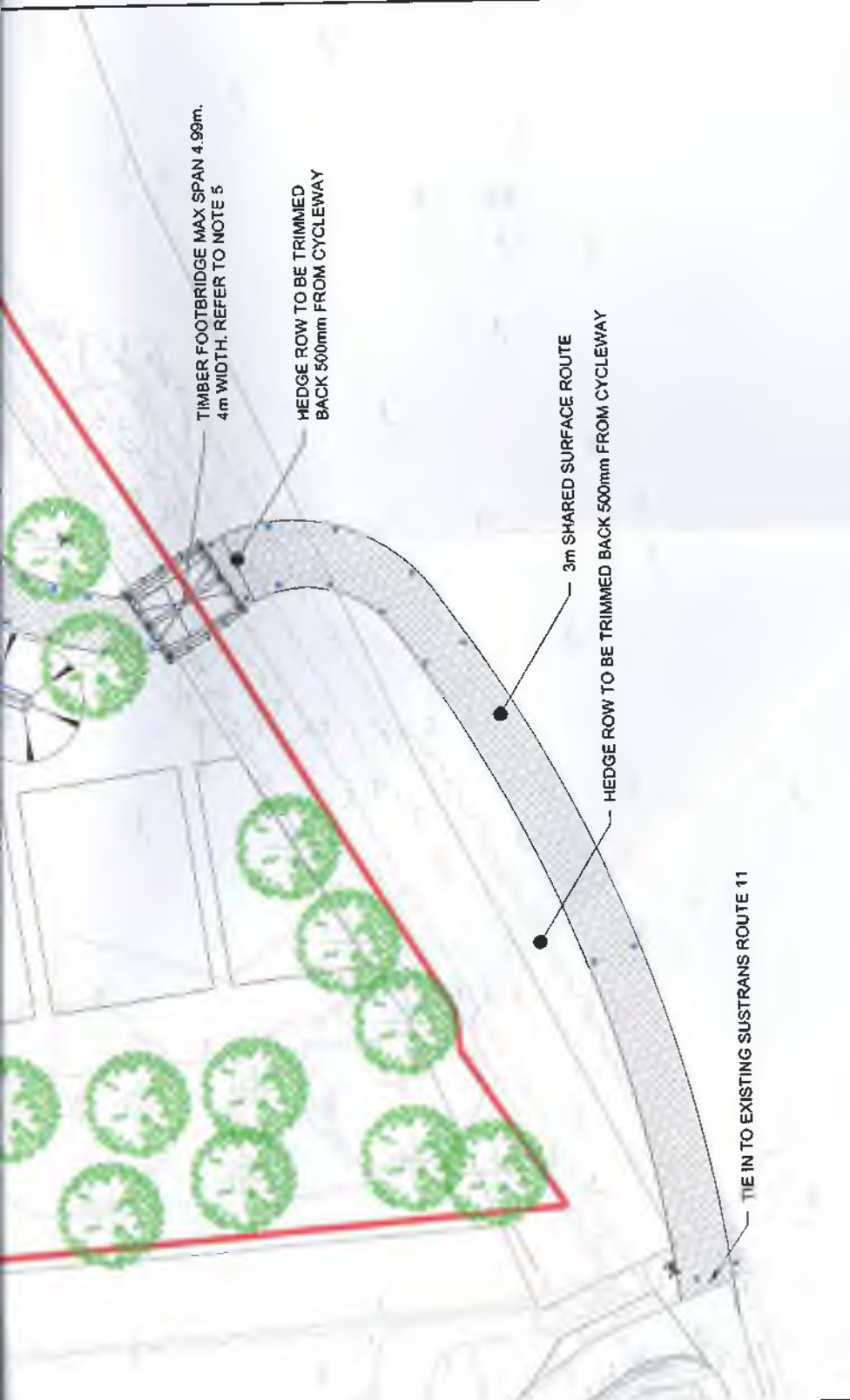
"Bell School Cycle Works" means the Bell School off site cycle link works shown on drawing number 404511/206 annexed

"Bus Occupancy Survey" means a bus occupancy survey in accordance with the agreed specification attached at Appendix 1

"Commencement" means the commencement of the Development by the carrying out of a material operation comprised in the Development within the meaning of Section 56(4) of the Planning Act other than (for the purposes of this deed and for no other purpose) operations consisting of site clearance, demolition, archaeological investigations, investigations for the purpose of assessing ground conditions, remedial work in respect of any contamination or other adverse ground conditions, diversion and laying of services, erection of any temporary means of enclosure, the temporary display of site notices or advertisements and **"Commence the Development"** is to be construed accordingly

"City Council Schedules" means the Third Schedule, Fourth Schedule and Seventh Schedule to this deed

"County Council Schedules" means the Third Schedule, the Fifth Schedule and the Sixth Schedule to this deed

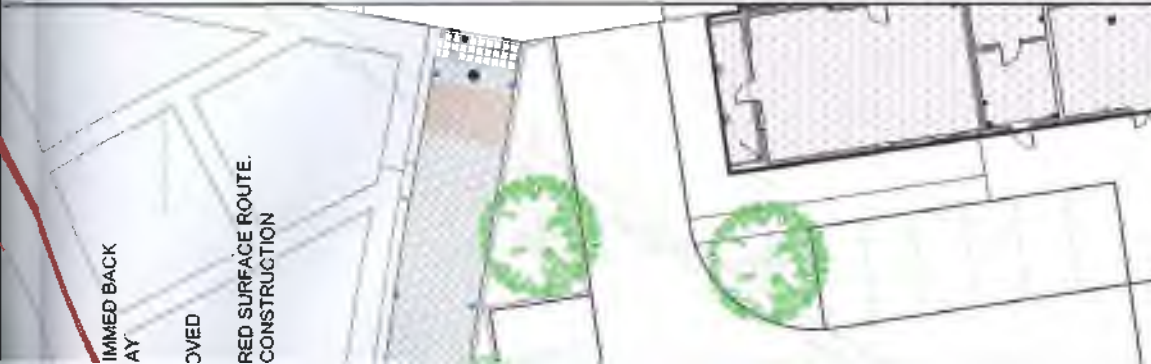


View 3
South Western Access
 Scale: 1:250

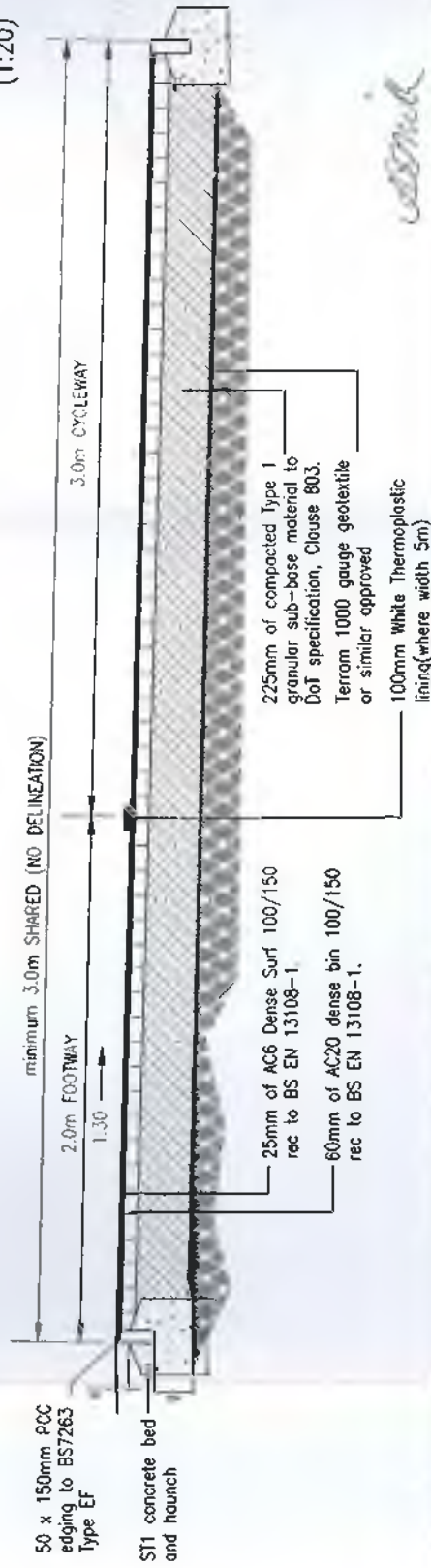


View 4
North Western Access
 Scale: 1:250

<p>THIS DRAWING IS COPYRIGHT AND MUST NOT BE REPRODUCED WHOLLY OR IN PART WITHOUT PRIOR PERMISSION.</p>	<p>NOTES:</p> <p>1 THIS DRAWING IS TO BE READ IN CONJUNCTION WITH ALL RELEVANT DETAILS, DRAWINGS, SPECIFICATIONS, REPORTS AND OTHER DOCUMENTS ISSUED BY THE ARCHITECT AND OTHER DESIGN TEAM MEMBERS.</p> <p>2 REPORT ANY DISCREPANCIES IMMEDIATELY AND AWAIT FURTHER INSTRUCTIONS BEFORE PROCEEDING WITH ANY ASSOCIATED CONSTRUCTION WORKS. IF A DETAIL APPEARS UNCLEAR, OR THERE IS ANY DOUBT, THEN CONTACT PEP FOR FURTHER ADVICE.</p> <p><i>Good Good</i> <i>Good Good</i></p>
<p>CONTRACTORS ARE NOT TO WORK TO THIS DRAWING UNLESS IT IS AT 'FOR CONSTRUCTION' STATUS. AS THE DESIGN MAY NOT HAVE BEEN FINALISED.</p> <p>DO NOT SCALE FROM THIS DRAWING. WORK TO GIVEN DIMENSIONS ONLY.</p> <p>TIMBER FOOTBRIDGES TO BE DESIGNED TO BD2904 AND CONSTRUCTED OF HARD WOOD. THE PARAPET HEIGHT WILL BE 1.4m. THE SURFACE OF THE BRIDGE WILL BE TREATED WITH A HIGH GRIP SURFACE SUCH AS A POLYURETHANE RESIN.</p> <p>APPROPRIATE SIGNAGE TO CHAPTER 5 OF THE TRAFFIC SIGNS MANUAL AND TSGRD 2002 TO BE PROVIDED</p> <p>THIS DRAWING REPLACES THE PREVIOUS DRAWING 404511-160F</p>	<p>6</p> <p>7</p>
<p>KEY:</p> <p>  FLEXIBLE FOOTWAY 25mm DBM Surface Course 60mm DBM Binder Course 225mm TYPE 1 SUB-BASE 1000 Gauge geotextile </p> <p>  Tree to be removed </p> <p>  Hedgerow to be removed/Cut back </p> <p>  Cycleway solar stud, maximum 18m centres both sides of cycleway. Clearview Traffic F Type stud installed as per manufacturers instructions. Studs to be installed where street lighting does not exist. </p>	<p>REV</p> <p>BY</p> <p>CHK</p> <p>AMENDMENTS</p> <p>DATE</p>



Flexible
Cyclepath Construction
fcc
(1:20)



APPROVAL

STATUS	CH'D	AP'D
PRELIMINARY		
FOR COMMENT		
FOR APPROVAL	BB	BB
FOR CONSTRUCTION		
FINAL CONSTRUCTION ISSUE		
DRAWN	DPR	CH'D
	BB	AP'D
		BB
SCALE	AS SHOWN @ A1	DATE
		03.07.13

CONTRACT

BELL SCHOOL SITE
CAMBRIDGE

JOB No

404511

DRG No

206

REV

TITLE

OFF SITE CYCLE
LINK WORKS



"Current Owner" **Antony Francis Pemberton** of Trumpington Hall, Trumpington, Cambridge, CB2 2LH, **Richard Francis Antony Pemberton** of Cantelupe House, Cantelupe Road, Haslingfield, Cambridgeshire CB23 1LY, **Edward Anthony Bromet** of Brook Hall, Wighall, Tadcaster, North Yorkshire, LS24 8BG and **William Robert Bartle Edwards** of Hardinsham Hall, Norwich, Norfolk, NR9 4AE or any successor trustees to them

last land land
ASmill
"Cycle Land" means the land edged red on Plan NoA49054a annexed being part of the freehold land registered with Title Number CB345398 and partly unregistered and subject to an application to HMLR for adverse possession

"Development" means development of the Land in the manner and for the uses described in the Application and pursuant to the Planning Permission as set out in the Second Schedule to this deed

"Full Travel Plan" Means the Interim Travel Plan as amended in accordance with paragraph 6 of the Sixth Schedule and approved by the City Council and the County Council

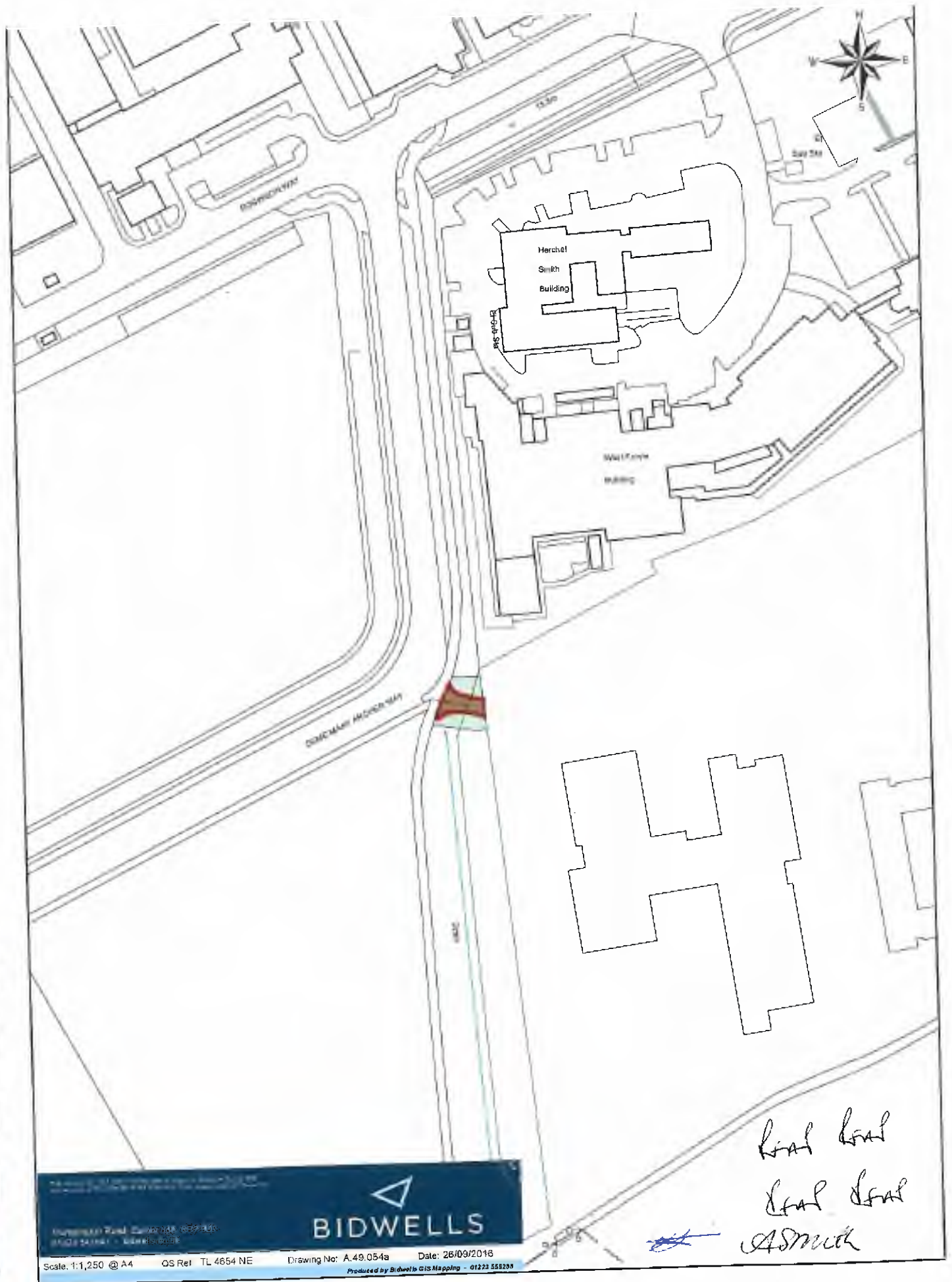
"Highways Agreement" means any agreement under S278 and/or S38 of the Highways Act 1980 or as otherwise agreed between the Owner, the Developer and the County Council

"Index" means the Consumer Prices Index produced by the Office for National Statistics

"Interim Travel" means an interim travel plan in the form annexed at Appendix 2 to this deed with such

Plan	amendments as shall be approved by the County Council pursuant to the Sixth Schedule and such other amendments as shall be approved by the County Council in writing from time to time
"Land"	means the land against which this deed may be enforced as described in the First Schedule to this deed and includes any building or structure from time to time erected on it or on any part of it
"Long Lease"	means any lease having a term of 99 years or more
"Occupation"	means occupation for the purposes permitted by the Planning Permission but not including occupation by personnel engaged in construction fitting out or decoration or occupation for marketing or displays or occupation in relation to security operations and "Occupied" "Occupy" and "Occupiers" will be constructed accordingly
"Parking Management Area"	means the monitoring zone identified on the drawing annexed and labelled Figure 1 CBC Phase 2 Parking Management Plan as amended from time to time by agreement with the County Council in writing
"Parking Management Contribution"	means the sum up to a maximum of £10,500 towards an extension of the parking surveys and reviews by the County Council of on street parking conditions carried out/to be carried out utilising the Parking Survey Contribution (as defined in the Phase I Agreement) payable under the Phase I Agreement to include weekday monitoring within the Parking Management Area

Land at Dame Mary Archer Way, Cambridge



“Phase I”

means Phase I of the Cambridge Biomedical Campus currently comprising the development authorised pursuant to planning application no 14/2094/S73 or such greater or smaller floor area as shall comprise Phase I from time to time pursuant to that application or subsequent applications including for the avoidance of doubt application number 16/1078/OUT

“Phase I Agreement”

Means the planning agreement relating to Phase I dated 15 October 2009 (as amended) and any agreement entered into in connection with planning application number 16/1078/OUT

“Phase II”

means Phase II of the Cambridge Biomedical Campus to be authorised pursuant to the Phase II Permission or such greater or smaller floor area as shall comprise Phase II from time to time

“Phase II Agreement”

II Means the planning obligation to be entered into as a precondition to the grant of the Phase II Permission as such agreement shall be amended from time to time

“Phase II Permission”

means the planning permission to be granted pursuant to planning application reference 16/0176/OUT in relation to Phase II of the Cambridge Biomedical Campus

“Phase II Travel Plan”

means the overarching travel plan in relation to Phase II of the Cambridge Biomedical Campus to which the individual travel plans for each building within Phase II will refer (including the Interim Travel Plan and the Full Travel Plan in accordance with this Deed)

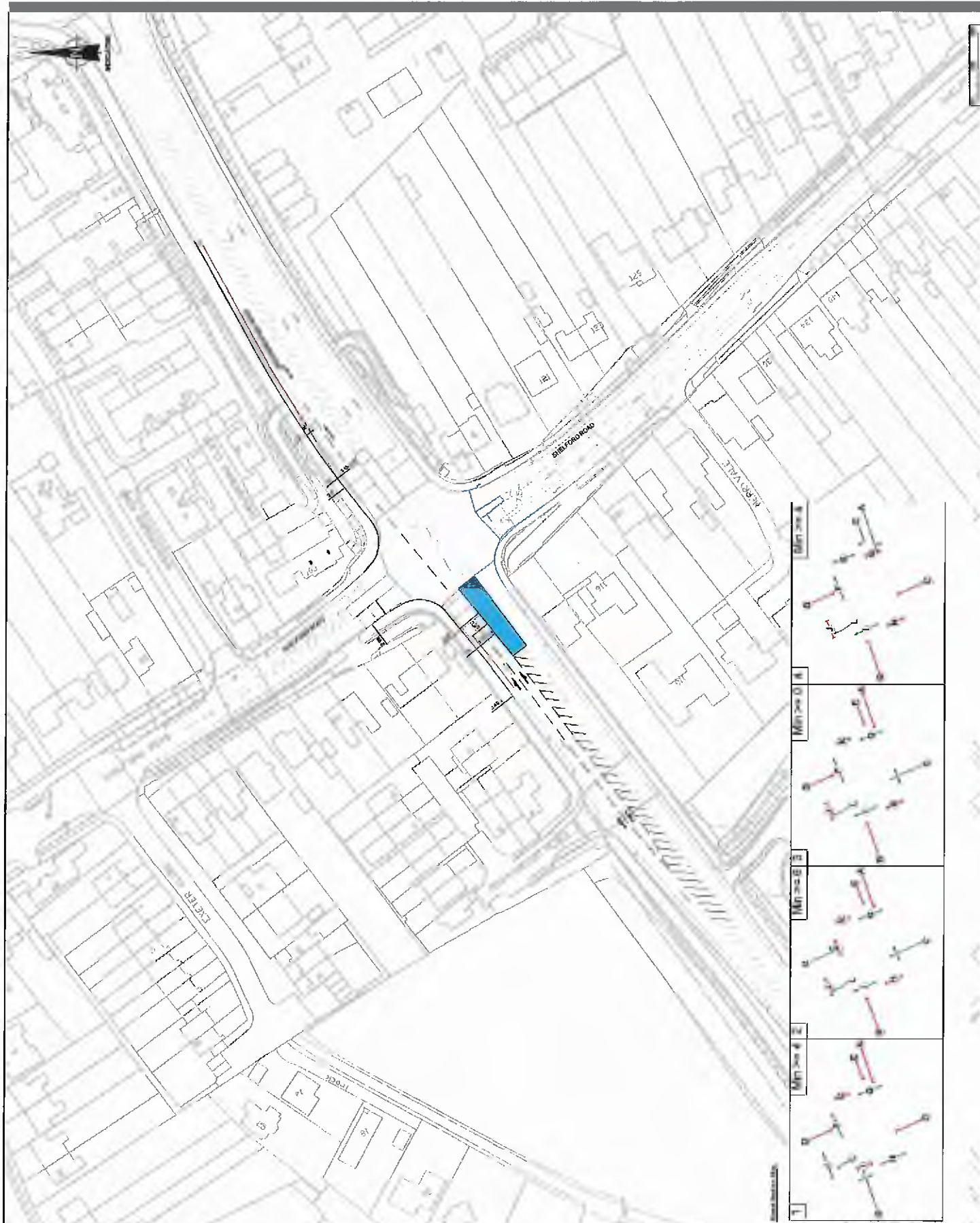
"Planning Act"	means the Town and Country Planning Act 1990 as amended
"Planning Permission"	means any planning permission granted for the Development pursuant to the Application (whether or not on appeal)
"Schedules"	means the Third Schedule to the Seventh Schedule inclusive to this deed
"Shelford Road Phase I Works"	means the improvement of the A1301 Shelford Road/Addenbrookes Junction in accordance with Plan Number 60323976-SKE-C-0004-B with such amendments (if any) as the parties shall agree in writing
"Shelford Road Phase II Works"	means the improvement of the A1301 Shelford Road/Addenbrookes Junction in accordance with Plan Number 60323976-SKE-C-0005-D with such amendments (if any) as the parties shall agree in writing
Sustainable Transport Measures	means sustainable transport measures within the Interim Travel Plan and Full Travel Plan agreed with the County Council
"Sustainable Transport Investment Fund Contribution"	means the sum of £26,500 held by the County Council for the purpose of implementing Secondary Sustainable Transport Measures
"Secondary Sustainable Transport Measures"	means the sustainable transport measures agreed between the Owner, the Developer and the County Council in accordance with paragraph 1.4.5 of the Sixth Schedule

Lead
Lead
Lead
Lead

ABM

DATE	DESIGN	DRAWN	CHKD	APPD
2/08/2018		RC		
08/27/15		RC	BC	

KEY PLAN



Min >= 4

2870th

[illegible]

KEY PLAN



PROJECT NUMBER

60323976

SHEET TITLE

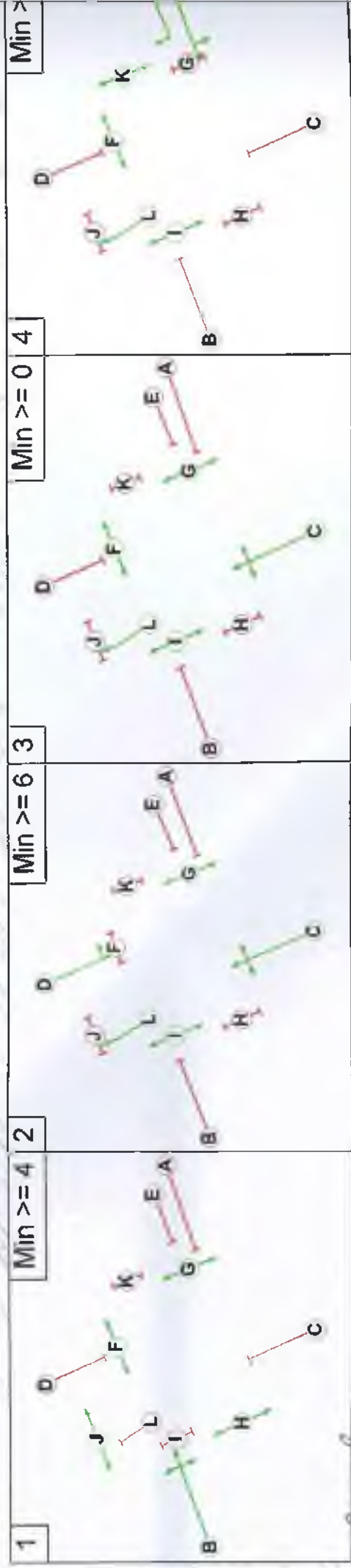
Shelford Road / Addenbrookes Road
Capacity Improvements
Option A

SCALE 1:500 @ A1

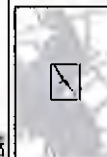
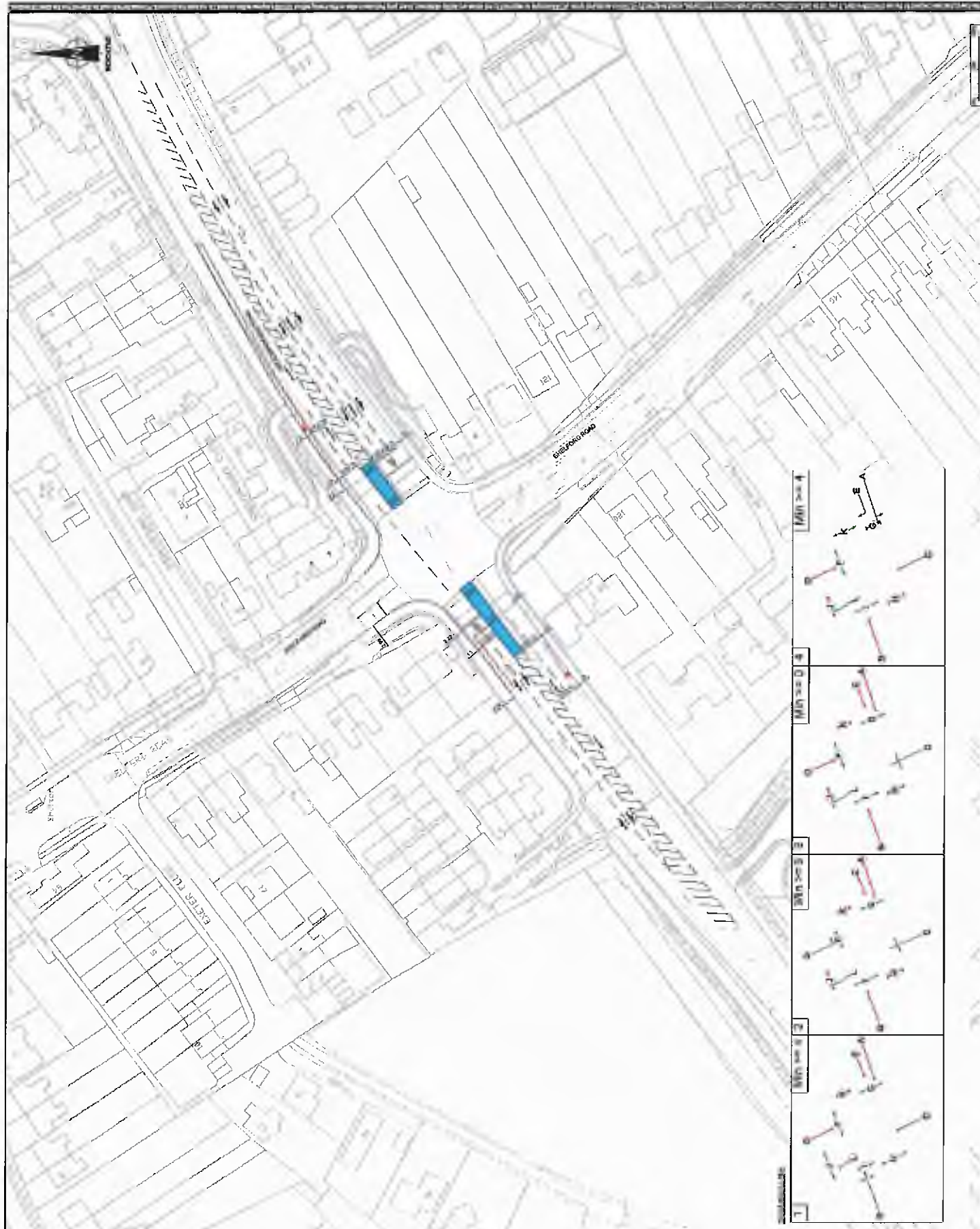
SHEET NUMBER

60323976-SKE-C-0004

Signal Staging Plan



low level
low level



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W. Smith

ISSUE/REVISION

I/R	DATE	DESIGN	DRAWN	CHKD	APPD
D	24/05/16	AM	RC		
C	28/04/16	AM	RC	BC	
B	25/01/16	AM	RC	BC	NA
A	08/12/15	AM	RC	BC	NA

KEY PLAN



PROJECT NUMBER

60323976

SHEET TITLE

Shelford Road / Addenbrookes Road
Capacity Improvements
Option B

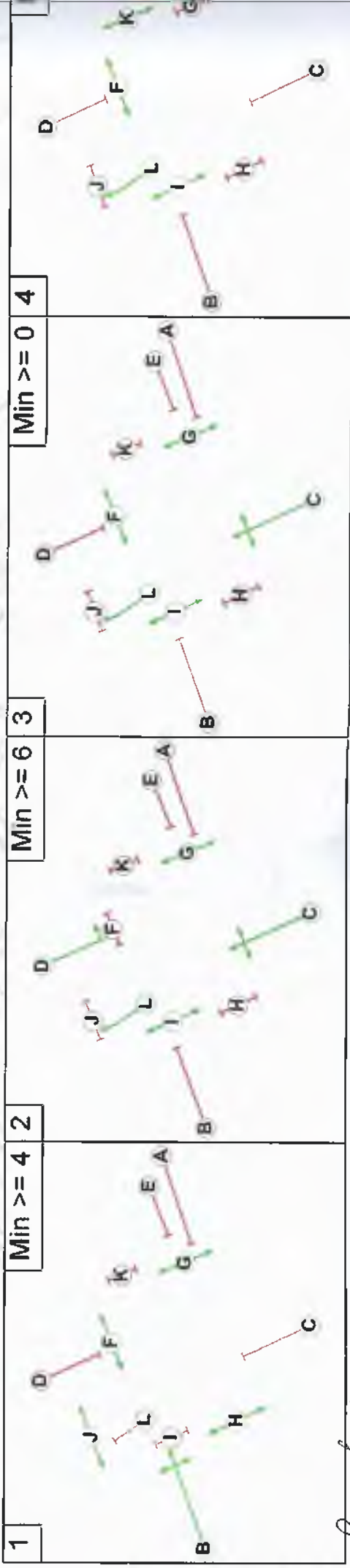
SCALE 1:500 @ A1

SHEET NUMBER

60323976-SKE-C-0005



Signal Staging Plan



hand draw
hand draw

- 1.2 Where in this deed reference is made to any clause, paragraph, recital or schedule such reference (unless the context otherwise requires) is a reference to a clause, paragraph, recital or schedule in this deed.
- 1.3 The headings in this deed are for ease of reference only and do not affect the construction of this deed.
- 1.4 In this deed the singular includes the plural and vice versa and the masculine includes both other genders (feminine and neuter) and vice versa and words denoting actual persons include companies, corporations and firms and all such words will be construed interchangeably in that manner.
- 1.5 References to the City Council and the County Council include successors to their statutory functions (and where appropriate includes any agent or other person appointed or nominated by the City Council or the County Council for the purposes of this deed) and references to any other party to this deed (save for the avoidance of doubt where reference is made to the "Current Owner") includes the successors in title to that party and to any person deriving title through or under that party
- 1.6 (Save for references to the City Council and the County Council) wherever there is more than one person named as a party and where more than one party undertakes an obligation, all their obligations can be enforced against all of them jointly and severally.
- 1.7 The term "Councils" includes both the City Council and the County Council
- 1.8 Any reference to an Act of Parliament includes any modification, extension or re-enactment of that Act for the time being in force and includes all instruments, orders, plans regulations, permissions and directions for the time being made, issued or given under that Act or deriving validity from it.

2 Legal Effect

- 2.1 This deed is made pursuant to Section 106 of the Planning Act and, to the extent that any matter in this deed may fall outside that provision, under Section 111 of the Local Government Act 1972, Section 1 of the Localism Act 2011 and all other enabling powers.
- 2.2 The covenants, restrictions and requirements imposed in this deed create planning obligations under Section 106 of the Planning Act and relate to the Land.
- 2.3 No person is liable for a breach of any of the provisions contained in this deed after he/she has parted with all interest in the Land or the part in respect of which the breach occurs but without prejudice to liability for any subsisting breach of covenant that arises prior to parting with such interest.
- 2.4 The obligations contained in the City Council Schedules are enforceable by the City Council.
- 2.5 The obligations contained in the County Council Schedules are enforceable by the County Council.
- 2.6 Representatives of the City Council and the County Council may enter upon the Land at any reasonable time to ascertain whether the terms of this deed are being or have been complied with provided that they will adhere to all reasonable health and safety requirements.

3 Owner's and Developer's Covenants

- 3.1 Subject to the grant of Planning Permission and as set out in Clauses 2 and 4 the Owner and the Developer covenants with
 - 3.1.1 the City Council in the terms set out in the City Council Schedules, and
 - 3.1.2 the County Council in the terms set out in the County Council Schedules, and
- 3.2 By entering into this deed the Current Owners who hold the freehold of the Land on behalf of the RFA Pemberton 1995 Settlement as trustees

تاریخ

4 Use of Contributions Indexation and Interest

4.2 If the mitigation has been commenced or provided prior to the due date for payment of the relevant contribution then the payment will be regarded as a reimbursement of the costs incurred in providing the improvement.

4.3.1 any contribution before the date on which it is due under the Schedules, or

4.3.3 save in respect of any increases in respect of indexation or interest any greater contribution than provided in the relevant Schedule.

11

4.5 Subject to the repayment provisions at Clause 19 of the Deed the City Council and the County Council are entitled to use all interest accrued on each contribution specified in the Schedules from the date of actual payment of the contribution until the date when the contribution is spent.

4.6 The contributions specified in the Schedules are to be linked to the Index so as to reflect increases in the Index from the 3rd August 2016 to the due date of the contributions (or if earlier the date of actual payment), so that in the case of any such increase, the actual amount to be paid will be the amount of the relevant contribution as set out in the relevant Schedule divided by the Index figure published by the Office for National Statistics in its ~~last quarterly publication prior to the~~ 3rd August 2016 multiplied by the Index figure as forecast by the Office for National Statistics in its last quarterly publication published before the due date for payment to be in force at the due date for payment (or the actual date of payment as applicable).

4.7 In the event of any delay in paying the contributions specified in the Schedules then from the due date of payment:

4.7.1 the contributions are a debt due to the City Council in the case of contributions due to it and to the County Council in the case of contributions due to it, and are recoverable by action by the City Council and the County Council respectively; and

4.7.2 are liable to interest calculated on a daily basis at a rate of 4 percent over the bank rate as set by the Bank of England in force from time to time from the due date for payment until the actual date of payment.

4.8 Any contribution required to be paid pursuant to this Deed that is also payable pursuant to the Phase I Agreement and/or the Phase II Agreement shall, upon receipt of written confirmation from the Council and/or the County Council, be discharged for the purposes of this deed if it is paid or otherwise discharged pursuant to the Phase I Agreement and/or the Phase II Agreement so as to avoid any duplication of

payments in respect of the Development. and shall similarly be discharged for the purposes of the Phase I Agreement and/or the Phase II Agreement if it is paid or otherwise discharged pursuant to this deed

5 Dispute Resolution

- 5.1 This clause applies if any dispute arises between any of the parties over a matter contained in this deed and the dispute persists 6 weeks after any party raises it by way of a notice to all of the parties in writing
- 5.2 Any party may refer the dispute to an expert, being an independent and suitable person holding appropriate professional qualifications and agreed between the parties to the dispute.
- 5.3 In the absence of agreement on an expert within 21 days of the notice invoking this clause, then any party to the dispute may seek nomination of an expert by:
 - 5.3.1 in the case of a matter arising under the Fourth Schedule the President for the time being of the Royal Institute of British Architects; and
 - 5.3.2 in any other case the President for the time being of the Royal Institution of Chartered Surveyorsand that nomination shall be final.
- 5.4 The expert is not liable in the making of his decision except to the extent provided by law.
- 5.5 The expert is to make a decision that is final and binding as between the parties (in the absence of manifest error).
- 5.6 The expert is to be replaced by a fresh appointee in the event that he becomes at any time unable or unwilling for any reason to proceed to discharge his functions. The fresh appointee is to be appointed in the manner prescribed in this clause.
- 5.7 The expert is to make his decision within 6 weeks of being appointed.

- 5.8 The costs of appointing the expert are to be shared equally by the parties to the dispute except where the expert takes the view that one party has acted unreasonably. In that case the expert has binding discretion as to apportionment of the costs.
- 5.9 The provisions of this clause will not affect the ability of the City Council or County Council to apply for and be granted any of the following: declaratory relief, injunction, specific performance, payment of any sum, damages, any other means of enforcing this deed and consequential and interim orders and relief.

6 Termination of Deed

- 6.1 If the Planning Permission expires before Commencement or is quashed or revoked at any time then, save for clause 12, this deed will immediately cease to have effect (insofar only as it has not already been complied with).

7 Other Planning Permissions

- 7.1 Subject to clauses 7.2 and 8, nothing in this deed prohibits or limits the right to develop any part of the Land in accordance with a planning permission (other than the Planning Permission) granted after the date of this deed (whether by the City Council by or on behalf of the Secretary of State or any other competent authority).
- 7.2 Where works, measures payments or other obligations are required pursuant to the Phase I Planning Permission or the Phase II Planning Permission or any other planning permission or related planning obligations or Highways Agreement then, when and to the extent that they are carried out, implemented, paid or otherwise pursuant to such other permission, planning obligation or Highways Agreement then completion implementation payment or satisfaction of such obligation under that other permission or related planning obligation or Highways Agreement shall upon receipt of written confirmation from the City Council and/or the County Council be deemed to be satisfaction and/or discharge of the corresponding obligation in this deed.

8 Section 73 Permissions

- 8.1 If the Planning Permission is subject to an application under Section 73 of the Planning Act for the removal or amendment of any condition attached to the Planning Permission then the obligations in this deed shall also apply to the new planning permission resulting from such application unless and until this deed is replaced or varied.

9 Local Land Charge

- 9.1 This deed is registrable as a local land charge.
- 9.2 Following the performance and satisfaction of all the obligations contained in this deed the City Council will, upon the written request of the Owner or the Developer, cancel all relevant entries contained in the Register of Local Land Charges.

10 Notices

- 10.1 Any notices required under the provisions of this deed will be deemed to have been properly served if sent by first class post or recorded delivery or delivered by hand to the principal address or registered office (as appropriate) of the relevant party.

11 Approval

- 11.1 An agreement, approval, consent or expression of satisfaction required by the Owner or the Developer from the City Council or the County Council under the terms of this deed must be given in writing and shall not be unreasonably withheld or delayed.

12 Legal Costs

- 12.1 On completion of this deed the Developer must pay the City Council's and the County Council's reasonable legal costs and disbursements incurred in connection with the negotiation, preparation and completion of this deed.

13 Third Parties

- 13.1 No provision of this deed is enforceable under the Contracts (Rights of Third Parties) Act 1999.

14 Severance

- 14.1 If any provision of this deed is found to be in whole or part invalid illegal or unenforceable then it will be deemed to be deleted and it will not affect the validity legality or enforceability of the remaining provisions of this deed.

15 Waiver

- 15.1 No waiver (whether expressed or implied) by the City Council or the County Council of any breach or default in performing or observing any term of this deed will constitute a continuing waiver and nor will any such waiver prevent the City Council or the County Council from enforcing any of the terms of this deed or from acting upon any subsequent breach or default.

16 Jurisdiction

- 16.1 This deed is governed by and interpreted in accordance with the law of England and the parties submit to the non-exclusive jurisdiction of the courts of England.

17 Delivery

- 17.1 The provisions of this deed (other than this clause which takes immediate effect) will be of no effect until this deed has been dated.

18 No Fetter of Discretion

- 18.1 Nothing contained or implied in this deed will fetter, prejudice or affect the rights, discretions, powers, duties and obligations of the City Council and the County Council in the exercise of any of their functions as local authorities.

19 Repayment of Contributions

- 19.1 Save as provided in Clause 19.2 the City Council and the County Council agree that, in the event of any contribution or any part thereof required to be paid under this deed remaining unexpended for the purposes referred to in this deed after 10 years from the date on which it was received (or in the case of contributions (a) payable by

instalment, by a date 10 years from the date the final instalment was received or (b) paid prior to the due date for payment, the due date for payment) the said contribution (or part where only a part remains unexpended) will to that extent be repayable within 28 working days of receipt of reasonable written request to the person who has paid the relevant contribution (and not any successor or person deriving title from him) PROVIDED THAT: (i) if the City Council or the County Council has entered into a contract (or a legally binding agreement or obligations) prior to the expiry of the said 10 year period in respect of matters which relate to the contribution then the period will be extended until completion of the contract (or agreement or discharge of the obligations) or payment of the final account under such contract or agreement or obligations (if later) and the sum repaid will include any interest accrued on the contribution (or in the case of a part of a contribution remaining unexpended, any interest that has accrued on that part) and will be less all costs properly and reasonably incurred by the City Council and the County Council pursuant to such contracts agreements or obligations and (ii) if any contribution is paid before Commencement then the date on which the said contribution is due as set out in the Schedules will be taken as the date from which the repayment period runs.

- 19.2 The City Council and the County Council agree that, in the event of the Parking Management Contribution or any part thereof required to be paid under this deed remaining unexpended for the purposes referred to in this deed after the earlier of (i) 5 years from the date on which it was received (or in the case of such contributions (a) payable by instalment, by a date 5 years from the date the final instalment was received or (b) paid prior to the due date for payment, the due date for payment) the said contribution (or part where only a part remains unexpended) will to that extent be repayable within 28 working days of receipt of reasonable written request to the person who has paid the relevant contribution (and not any successor or person deriving title from him); or (ii) 10 years from commencement of surveys of the

Parking Management Area pursuant to any of the Phase I Agreement, the Phase II Agreement or this deed PROVIDED THAT: (i) if the City Council or the County Council has entered into a contract (or a legally binding agreement or obligations) prior to the expiry of the said 5 year period in respect of matters which relate to the contribution then the period will be extended until completion of the contract (or agreement or discharge of the obligations) or payment of the final account under such contract or agreement or obligations (if later) and the sum repaid will include any interest accrued on the contribution (or in the case of a part of a contribution remaining unexpended, any interest that has accrued on that part) and will be less all costs properly and reasonably incurred by the City Council and the County Council pursuant to such contracts agreements or obligations and (ii) if any contribution is paid before Commencement then the date on which the said contribution is due as set out in the Schedules will be taken as the date from which the repayment period runs.

IN WITNESS whereof the parties have entered into this deed as a deed on the day and year first before written.



LIBERTY PROPERTY
 220 City Road, 3rd Floor
 London EC1Y 1AT
 Tel: +44 (0)20 7545 3333
 www.liberty.com



RAMPOLL
 100 High Road
 London E15 2JF
 Tel: +44 (0)20 7250 2229
 www.rampoll.co.uk



GILLESPIES
 1 St John's Square
 London, EC1M 4JH
 Tel: +44 (0)20 7550 2229
 www.gillespies.com



B4
 100 High Road
 London E15 2JF
 Tel: +44 (0)20 7250 2229
 www.b4.co.uk



LIBERTY PROPERTY
 220 City Road, 3rd Floor
 London EC1Y 1AT
 Tel: +44 (0)20 7545 3333
 www.liberty.com

NOTES:
 1. ALL DIMENSIONS AND LEVELS ARE IN MILLIMETERS UNLESS OTHERWISE NOTED
 2. DO NOT SCALE FROM THIS DRAWING
 3. ALL DIMENSIONS AND LEVELS ARE TO BE CONFIRMED
 4. ANY DISCREPANCIES OR ERRORS ARE TO BE REPORTED TO THE ENGINEER (ARCHITECT)
 PRIOR TO COMMENCEMENT OF WORK
 5. ALL DRAWINGS ARE TO BE READ IN CONJUNCTION WITH ALL OTHER RELEVANT DRAWINGS AND
 SPECIFICATIONS
 6. ANY DISCREPANCIES BETWEEN ARCHITECTURAL, STRUCTURAL AND SERVICES DRAWINGS
 SHALL BE BROUGHT TO THE ENGINEER'S NOTICE PRIOR TO EXECUTION OF ANY WORK ON SITE
 7. THE CONTRACTOR SHALL BE RESPONSIBLE FOR PRODUCING A COMPLETE SET OF DETAILED,
 COORDINATED SHOP DRAWINGS FOR CONSIDERATION PRIOR TO EXECUTION OF ANY
 WORK ON SITE
 8. THE COPYRIGHT OF THIS DRAWING BELONGS TO NBN

- Abcam Detailed Application Boundary
- Other land within applicant control.

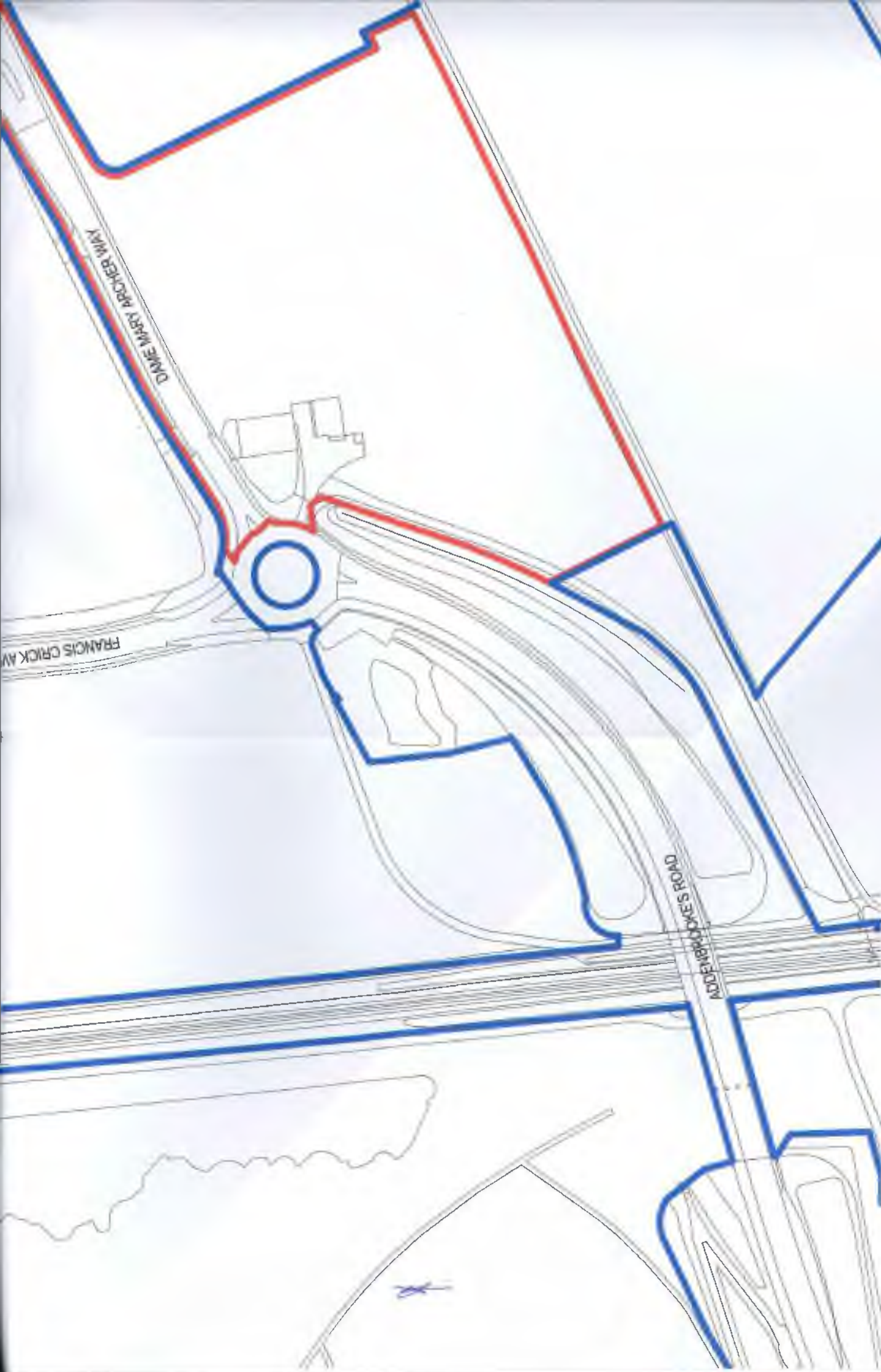


KEY PLAN

PROJECT STATUS
PLANNING

PROJECT MILESTONE HISTORY:





Line Line
Line Line

FIRST SCHEDULE

Land

ALL THAT LAND on Dame Mary Archer Way and shown indicatively edged red on the plan annexed hereto and labelled Land Plan being part of the land registered with title numbers CB345398 CB353750 and CB387420. EXCLUDING FOR THE AVOIDANCE OF DOUBT ANY LAND WITHIN TITLE N° CB404605

ADMIT

SECOND SCHEDULE

Planning Reference and Development

Reference 16/0165/FUL

Detail Erection of a building for biotech and biomedical research and development and production together with associated supporting headquarters and logistics functions along with associated infrastructure to include; access, services, drainage, electric and gas infrastructure, external ancillary structures, car and cycle parking and hard and soft landscaping

THIRD SCHEDULE

Notice and Restrictions

1. To give written notice to the City Council and the County Council not less than 14 days prior to Commencement and to perform any obligations and make any payments which this deed stipulates are to be carried out or paid prior to Commencement and not to Commence the Development until such obligation has been performed or such payment made in full.

2. To give written notice to the City Council and the County Council not ^{14 days prior} later than upon Commencement ^{advising that commencement has occurred}

3. To give written notice to the City Council and the County Council at least 14 days prior to Occupation of the Development and to perform any obligations and make any payments which this deed stipulates are to be carried out or paid prior to Occupation and not to permit or allow any Occupation or further Occupation of the Development until the relevant obligation has been performed or payment made in full.

FOURTH SCHEDULE

Public Art

1 In this Schedule:

“Abcam Public Art Delivery Plan” means a document that sets out details of the proposed Public Art and details of the process for procuring it both in accordance with the SPD such details to include:

- Details of the consultation to be undertaken
- details of the Public Art and artist commission
- details of how the Public Art will be delivered including a timetable for delivery
- details of the location of the Public Art on the Development
- details of how the Public Art will be maintained
- details of how the Public Art will be decommissioned if not permanent
- details of how repairs will be carried out
- details of how the Public Art will be replaced if it is destroyed

“Phase II Public Art Delivery Plan” means the Public Art Delivery Plan to be approved in relation to Phase II pursuant to a s106 agreement made between the Councils, the Owner the Developer and others in relation to Phase II

“Public Art” means public works of art that accord with the SPD and are provided pursuant to either the Abcam Public Art Delivery Plan or the Phase II Public Art Delivery Plan;

“Public Art Sum” means the sum of £65,931

“SPD” means the City Council’s policy document entitled “Cambridge City Council Public Art Supplementary Planning Document” adopted by the City Council on 12 January 2010 and includes any revision or replacement thereof.

- 2 In the event that the Phase II Public Art Delivery Plan has not been approved on or before the date 2 years from first Occupation of the Development the Developer and the Owner covenant with the City Council on or before the date 2years from first Occupation of the Development to submit the Abcam Public Art Delivery Plan to the City Council for approval and thereafter to expend the Public Art Sum on the provision of Public Art in accordance with the timetable, specification and principles set out in the approved Abcam Public Art Delivery Plan
- 3 In the event that the Phase II Public Art Delivery Plan has been approved on or before the date 2 years from first Occupation of the Development the Developer and the Owner covenant with the City Council on or before the date 2years from first Occupation of the Development to expend the Public Art Sum on the provision of Public Art in accordance with the timetable, specification and principles set out in the approved Phase II Public Art Delivery Plan
- 4 In the case of static Public Art not to remove the Public Art once in place on the Land otherwise than in accordance with the Abcam Public Art Delivery Plan or the Phase II Public Art Delivery Plan as applicable.
- 5 In the event that the Public Art to be delivered utilising the Public Art Sum pursuant to paragraph 2 has not been provided within 7 years of first Occupation of the Development then (without prejudice to the City Council's discretion to enforce prior to that date or any other powers of enforcement the City Council may have the power to use) the City Council shall be entitled to give written notice to the Developer and the Owner of such failure setting out the details of the failure and/or the amount of the Public Art Sum outstanding (the "**Public Art Notice**") and if such notice is given the Owner and the Developer shall remedy the failure in provision specified in the Public Art Notice to the City

Councils reasonable satisfaction within a reasonable period of time
agreed with the City Council

FIFTH SCHEDULE

Highways

- 1 The Owner and the Developer shall not Occupy the Development until they have entered into a Highways Agreement(s) with the County Council to secure:
 - 1.1 The construction and completion by the Owner or the Developer of the Addenbrookes Road/Francis Crick Avenue/Dame Mary Archer Way Pedestrian & Cycle Crossing Improvement Works such works to also be completed in accordance with the Highways Agreement prior to Occupation of the Development.
 - 1.2 The construction and completion by the Owner or the Developer of the Shelford Road Phase I Works or at the option of the Owner Shelford Road Phase II Works such works to also be completed in accordance with the Highways Agreement prior to Occupation of the Development.
 - 1.3 So far as they are able the grant of a licence to the County Council or to such other party as the County Council shall direct for the construction and completion of the Bell School Cycle Works on the Cycle Land and so far as they are able the dedication of the Cycle Land as public highway PROVIDED ALWAYS THAT In the event that the Bell School Cycle Works are not completed through implementation of the Bell School Consent prior to Occupation of the Development and the County Council have exhausted all reasonable means to obtain such completion pursuant to the Bell School Consent then the Owner and/or the Developer will undertake and complete the Bell School Cycle Works to the extent that they fall within the Cycle Land no later than prior to Occupation unless otherwise agreed in writing with the County Council

- 2 Within 2 months of a written request from the County Council made at any time during the period immediately following first Occupation of the Development until the date that is the earlier of (i) 5 years thereafter; and (ii) 7 years from commencement of surveys of the Parking Management Area pursuant to any of the Phase I Agreement, the Phase II Agreement or this deed the Owner and the Developer shall pay the Parking Management Contribution to the County Council

SIXTH SCHEDULE

Travel Plan

1 Interim Travel Plan

- 1.1 Within 4 months of Commencement of the Development the Owner and Developer shall amend the Interim Travel Plan to incorporate the following matters and shall not Occupy the Development until they have secured the approval of such amendments by the City Council and the County Council ^{2.1} A programme for implementation for the Interim Travel Plan and Full Travel Plan and methodology and a programme for publicising, monitoring and reviewing the Interim Travel Plan and Full Travel Plan in relation to the targets set out in them including compliance at all times after approval of the Phase II Travel Plan with the Phase II Travel Plan

- 1.2 A Bus Occupancy Survey which shall be undertaken by the Owner and the Developer no earlier than 6 months prior to submission of the Interim Travel Plan ^{to the County Council} for approval and will comply with the specification detailed in Appendix 1

- 1.3 Annual mode share monitoring for five years from the second anniversary of first Occupation of the Development which shall include:

1.3.1 A staff and visitor questionnaire.

1.3.2 People by mode counts to verify the findings of the questionnaire surveys. (This could be achieved through revising the current arrangements for the Addenbrooke's Travel Survey (as required by the Addenbrookes Travel Plan).. Either the Travel Plan Coordinator (as hereinafter defined) can coordinate with the relevant NHS Trust to achieve this or if the mode counts surveys cannot be achieved by co-ordination with the existing Addenbrooke's Travel Survey then alternative arrangements shall be agreed with the County Council.)

1.3.3 Details of how the monitoring and review of the success of the Full Travel Plan in accordance with the agreed targets, methodology and programme is to be provided to incorporate.

1.3.3.1 The provision to the City Council and the County Council within 28 days of completion of the annual monitoring^{30-40 days} of a written report setting out the details and results of the Full Travel Plan, monitoring and review

1.3.3.2 Publication and presentation of annual Full Travel Plan monitoring and review in order to assist staff enthusiasm and cooperation in fulfilling the aims and objectives of the Full Travel Plan

1.4 Details of the current mode shares of staff to the existing Abcam site including a pre-occupation travel plan explaining and encouraging use of sustainable travel options to the Development

1.5 Annual car mode share targets and targets for business, servicing and visitor trips that are consistent with the targets for the Addenbrookes Travel Plan and the Phase II Travel Plan ;

1.6 Objectives and targets for promoting and facilitating walking cycling and use of public transport and for reducing the number of commuting trips projected to be made to and from the Development by private car and in particular the number of single occupancy car trips

1.7 A range of initiatives to discourage the use of single occupancy car journeys and encourage sustainable modes of transport measures may include (inter alia):

1.7.1 Personalised travel planning advice;

1.7.2 Holding travel plan promotional events (e.g. Bike Week);

1.7.3 Promotion of public health campaigns encouraging walking and cycling;

- 1.7.4 Walking events such as led walks at lunchtime or after work, pedometer challenges and Walk Doctor events;
- 1.7.5 Discounts or loans for purchase of equipment (e.g. cycle loan, tax free scheme to employees, vouchers);
- 1.7.6 Advice or training on riding skills, use of bike buddies;
- 1.7.7 On-site bicycle repair service (e.g. Dr Bike events);
- 1.7.8 Cycle maintenance classes;
- 1.7.9 Pool bikes and cycle clubs;
- 1.7.10 Regular cycling promotion days;
- 1.7.11 Public transport travel subsidy (e.g. season ticket loan);
- 1.7.12 Provision of shuttle service (eg private bus or minibus facilities, taxi share) to local transport hubs;
- 1.7.13 Policies supporting use of public transport for travel in the course of work;
- 1.7.14 Provision of free membership of a car club for occupiers;
- 1.7.15 Promoting car sharing schemes to raise car occupancy levels, including ride-matching databases, a guaranteed ride home, dedicated parking spaces and incentives for car sharers such as preferential parking;
- 1.7.16 Discounts for visitors arriving by sustainable transport;
- 1.7.17 For visitors, information about sustainable access prominently featured (ahead of directions by car) in all promotional literature, posters and websites publicising the site

1.7.18 Other Sustainable Transport Measures within the Interim
Travel Plan Full Travel Plan and Phase II Travel Plan as
applicable to be agreed with the County Council

- 1.8 Details of the proposed management of staff parking and how spaces will be allocated to staff
upon both receipt of approval of the County Council & pursuant to paragraph 1.1 of the schedule and
- 2 ~~From~~ first Occupation of the Development until approval of the Full Travel Plan the Developer and the Owner shall implement the Interim Travel Plan
- 3 The Development shall not be first Occupied until:
- 3.1 the Interim Travel Plan shall have been implemented.
- 3.2 a Travel Plan Coordinator (which may be the travel plan coordinator appointed in relation to Phase I) has been appointed
- 4 **Travel Plan Coordinator**
- 4.1 The Travel Plan Coordinator shall work with the travel plan coordinators of Phase I, Phase II and Addenbrookes in order to:
- 4.1.1 Co-ordinate the monitoring of the Development with monitoring carried out in respect of Phase I, Phase II and Addenbrookes
- 4.1.2 Negotiate and make staff aware of site wide travel discounts
- 4.1.3 Ensure consistency of implementation of the travel plans
- 4.1.4 Review the overall success of the travel plans
- 4.1.5 Manage and implement the travel plans
- 4.1.6 Be responsible for publicising and raising awareness of the travel plans and

4.1.7 Utilise monies paid to them from the Sustainable Transport Investment Fund Contribution to implement the Secondary Sustainable Transport Measures approved by the ^{Councils} Councils pursuant to ~~paragraphs 6.1 and 10.2 below~~
~~this Sixth Schedule~~

4.1.8 provide the County Council with an annual written report containing staff survey results and comparing these with the agreed targets.

5 Lease Terms

5.1 The Owners and/or the Developer (as appropriate) shall include such terms as are necessary in any Long Lease or other disposition agreement to ensure that any Occupiers tenants or other persons operating from the Development comply with the terms of the Interim Travel Plan from the date of first Occupation and once approved the Phase II Travel Plan and the Full Travel Plan

6 Baseline Survey and approval of the Full Travel Plan

6.1 Within 6 months of implementation of the Interim Travel Plan the Owner and Developer shall carry out the Baseline Survey ^{6.2} The Owner and Developer shall within 28 days of conclusion of the survey amend the Interim Travel Plan to take account of the survey results and to specify specific Sustainable Transport Measures that will be implemented to ensure that the car mode share and other targets set out in the Interim Travel Plan Full Travel Plan and (if then approved) the Phase II Travel Plan will be met and the Occupier will submit the amended Interim Travel Plan to the Councils for approval no later than 3 months from the Baseline Survey being undertaken or 9 months ^{from Occupation of the Development} ~~Implementation of the Interim Travel Plan~~ whichever is the earliest.

6.2 ³ Upon receipt of the Council's approval pursuant to paragraph 6.1 ² above the Interim Travel Plan shall be known as the Full Travel Plan.

7 Full Travel Plan

- 7.1 From the date of approval of the Full Travel Plan as identified in paragraph 6.2 above the Developer and the Owner shall implement the Full Travel Plan in relation to the Development no later than 28 days from such approval being given and the Interim Travel Plan shall no longer be required or enforceable under this deed

8 Compliance with the Phase II Travel Plan

- 8.1 From the date of approval of the Phase II Travel Plan the Owner and Developer shall
- 8.2 implement the Phase II Travel Plan in relation to the Development and
- 8.3 no later than two months from such approval of the Phase II Travel Plan ensure that the terms of the Full Travel Plan have been updated to incorporate the terms of the Phase II Travel plan to the satisfaction of the County Council

9 Ongoing Monitoring

- 9.1 On the second, third, fourth, fifth, sixth and seventh anniversary of Occupation of the Development the Owner and the Developer will monitor achievement of the car driver mode share target in the Full Travel Plan or as applicable the Phase II Travel Plan and shall provide the County Council within 28 days of completion of such annual monitoring a written report setting out the details and results of the Full Travel Plan and Phase II Travel Plan monitoring and review
- 9.2 Following completion and submission of the monitoring report to the County Council as identified at paragraph 9.1 above in the event that the car driver mode share is shown to exceed agreed targets as identified in the Full Travel Plan the Owner and the Developer shall meet with the County Council within 28 days of such submission to agree the Secondary Sustainable Transport measures which are

reasonable and necessary to ensure that the car mode share target in the Full Travel Plan are met.

10 Sustainable Transport Investment Fund Contribution

10.1 No later than the second anniversary of first Occupation of the Development the Sustainable Transport Investment Fund Contribution will be paid to the County Council who shall hold the monies in an account for use towards the implementation of the Secondary Sustainable Transport Measures

10.2 The County Council shall pay the Sustainable Transport Investment Fund Contribution (or such part of it as the County Council shall consider reasonable and necessary) to the Travel Plan Coordinator as referred to in this Deed for the purpose of implementing Secondary Sustainable Transport Measures approved by the County Council. The Travel Plan Coordinator shall submit to the Councils the results of its monitoring pursuant to paragraphs 4.1^{of this Sixth Schedule} within 28 days of completion of such monitoring and set out any specific Secondary Sustainable Transport Measures that it considers should be implemented to ensure that the car mode share and other targets in the Full Travel Plan are met. The Travel Plan coordinator and (at their) option the Developer and/or the Owner shall meet with the County Council to review the proposed Secondary Sustainable Transport Measures and agree any changes to them reasonably required by the County Council. The approved Secondary Sustainable Transport Measures shall thereafter be implemented by the Travel Plan Coordinator utilising the funds from the Sustainable Transport Investment Fund Contribution paid to it by the County Council.

SEVENTH SCHEDULE

Air Quality Monitoring

Air Quality Monitoring

1. The City Council have approved the Air Quality and Monitoring Plan
2. The Owner and the Developer covenant with the City Council:
 - 2.1. Not to Commence the Development until the equipment to be installed pursuant to the Air Quality Monitoring Plan has been installed and is operational
 - 2.2. To continue to implement the Air Quality Monitoring Plan in respect of the Development during its construction and for a period of 12 months from first Occupation provided that if the mean nitrogen dioxide concentrations during such 12 month period is more than 37 micrograms per cubic meter then the Owner or the Developer shall continue the monitoring for a further period of 12 months.

APPENDIX 1

Bus Occupancy Survey Specification

Summary of existing bus services serving CBC/ Addenbrookes Campus (Correct as of January 2015).

Route Number	Route Description	Frequency			Operator
		Monday-Friday	Saturday	Sunday	
16A	Great Thurlow - Balsham - Fulbourn - Teversham - Long Road - Cambridge	1 per day	1 per day	No Service	Stagecoach
75	Cambridge - Haslingfield - Orwell - Tadlow	1 per day	1 per day	No Service	Go Whippet
Busway A	Trumpington - Central Cambridge - Longstanton - St Ives	Every 15 mins	Every 15 mins	No Service	Stagecoach
Busway C	Somersham - St Ives - Longstanton - Central Cambridge - Rail Station	1 per day	No Service	No Service	Go Whippet
13	<u>Cambridge - The Abingtons - Linton - Haverhill</u>	Every 60 mins	Every 60 mins	Every 60 mins	Stagecoach
13A	<u>Haverhill - Linton - The Abingtons - Cambridge</u>	Every 60 mins	Every 60 mins	No Service	Stagecoach
13B	<u>Haverhill - Cambridge</u>	1 per day	No Service	No Service	Stagecoach
13C	<u>Haverhill - Cambridge</u>	1 per day (Schooldays only)	No Service	No Service	Stagecoach
31	<u>Cambridge - Stapleford - Fowlmire</u>	6 per day	6 per day	No Service	Whippet Coaches
99	<u>Cambridge : Milton Park & Ride - Babraham Road Park & Ride</u>	Every 10 mins	Every 10 mins	Every 15 mins	Stagecoach
114	<u>Addenbrooke's - Beehive - Grafton - Cambridge City Centre</u>	Every 60 mins (WC)	Every 60 mins (BGBC)	No Service	Whippet Coaches (WC) / Big Green Bus Company (BGBC)

132	<u>Cambridge - Duxford - Saffron Walden</u>	No Service	No Service	Every 120 mins	C G Myall & Son
Ch1 1	<u>Arbury - City Centre - Addenbrooke's - Cherry Hinton - Fulbourn</u>	Every 10 mins	Every 10 mins	Every 30 mins	Stagecoach
Ch1 2	<u>Addenbrooke's - City Centre - Science Park (- Milton)</u>	Every 10 mins	Every 10 mins	Every 30 mins	Stagecoach
Ch1 7	<u>Cambridge - Sawston - Duxford - Saffron Walden</u>	Every 20 mins	Every 20 mins	Every 30 mins	Stagecoach
UN14	<u>Addenbrooke's - City Centre - West Cambridge</u>	Every 20 mins	No Service	No Service	Stagecoach
X13	<u>Cambridge - Linton - Haverhill - Kedington</u>	Every 60 mins (Evening Only)	No Service	No Service	Stagecoach

Note: related surveys shall:

- include for borders, alighters and overall load on the bus;
- be undertaken on a weekday during the AM and PM peak periods of 07:00-10:00 and 15:00-19:00
- be shared with the County Council and respective bus operators and included within the respective Travel Plans and have been conducted no greater than 6 months prior to the date of submission of the Travel Plan for approval.

The first part of the paper discusses the importance of the research and the objectives of the study. It then presents a literature review of the existing research on the topic. The methodology section describes the research design and the data collection process. The results section presents the findings of the study, and the conclusion section summarizes the main findings and provides recommendations for future research.

The study was conducted in a laboratory setting. The participants were recruited from a local university and were assigned to two groups: the experimental group and the control group. The experimental group received the intervention, while the control group did not. The data was collected over a period of six weeks.

The results of the study show that the intervention had a significant positive effect on the outcome variable. The experimental group showed a significant improvement in the outcome variable compared to the control group. The findings suggest that the intervention is effective in improving the outcome variable.

The conclusion of the study is that the intervention is effective in improving the outcome variable. The findings suggest that the intervention is a promising approach for improving the outcome variable. Further research is needed to confirm the findings and to explore the long-term effects of the intervention.

APPENDIX 2
Interim Travel Plan

Abcam Building, Cambridge Biomedical Campus Phase 2

Interim Travel Plan

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Abcam Building, Cambridge Biomedical Campus Phase 2

Interim Travel Plan

Rev No	Comments	Checked by	Approved by	Date
REV0_V1	Draft Travel Plan	BC	NA	16/12/2015
REV0_V2	Draft Travel Plan (including comments)	BC	NA	22/12/2015
REV1_V1	Final Travel Plan	BC	NA	26/01/2016

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Reference: Abcam Building, Cambridge Biomedical Campus Phase 2

Date Created: December 2015

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Table of Contents

1	Introduction.....	1
2	Site Accessibility and Baseline Conditions.....	6
3	Development Proposals.....	18
4	Indicative Travel Patterns	21
5	Travel Plan Aims and Objectives.....	23
6	Indicative Targets	25
7	Proposed Measures and Initiatives	27
8	Travel Plan Management	34

Appendix A – Figures

Figure 1 - Site Location Plan

Figure 2 - 2 Kilometre Isochrone from the Site

Figure 3 - 5 Kilometre Isochrone from the Site

Figure 4 - Existing Pedestrian Facilities in the Vicinity of the Site

Figure 5 - Existing Cycle Facilities in the Vicinity of the Site

Figure 6 - Existing Bus Stops Serving Addenbrooke's Bus Station and CBC

Figure 7 - Walking Distance to Existing and Future Facilities and Amenities

Figure 8 - Cambridge Guided Busway Route

Figure 9 - Primary Vehicular Routes

Figure 10 - Future Committed Pedestrian and Cycle Improvements

Figure 11 - Cambridge City Deal Schemes Relating to CBC (1 of 2)

Figure 12 - Cambridge City Deal Schemes Relating to CBC (2 of 2)

Figure 13 - Future Public Transport Provision

Figure 14 - Future Highway Network

Appendix B – Abcam's Existing Travel Plan

Appendix C – Addenbrooke's Travel Plan

Appendix D – Local Rail Network Plan

Appendix E – Proposed Site Layout

Appendix F – Action Plan

1 Introduction

1 Introduction

1.1 Introduction

- 1.1.1 AECOM has been commissioned by Cambridge Medipark Limited, The Pemberton Trustees & Cambridge University Hospital NHS Foundation, on behalf of Abcam to provide transport planning advice to accompany the planning application for Abcam, who will occupy the first building of the second phase of development at Cambridge Biomedical Campus (CBC), located off A1307 Hills Road in Cambridge. CBC is located approximately 3.5 kilometres south of the centre of Cambridge.
- 1.1.2 The development comprises the erection of a building for Biotech and Biomedical research and development and production together with associated supporting Head Quarters and Logistics functions, access services, external ancillary structures and hard and soft landscaping and detailed car park design to be reserved by condition. The building will accommodate Abcam, a leading supplier of protein research tools to life scientists, who are relocating from their existing site at Cambridge Science Park.
- 1.1.3 Abcam Plc, whose origins lie in the University of Cambridge, are a Biotech Research and Development focused company with expertise in the development of specialist life science products that are used by research scientists in laboratories around the world to analyse living cells in order to improve the understanding of health and disease. Abcam are currently headquartered at the Cambridge Science Park and also have nine global subsidiary offices, including in Cambridge (Massachusetts, US), San Francisco, Hong Kong, Shanghai and Tokyo and are a Cambridge success story, the continuation of which has now evolved into a requirement for a new research, development and production and global headquarters building that will consolidate, through relocation, the functions currently housed in three buildings at the Cambridge Science Park. Abcam are keen to move to CBC to be part of that important Research and Development and medical science cluster with a view to identifying opportunities for collaboration.
- 1.1.4 This Travel Plan (TP) has been prepared to act as a framework for Abcam to update their existing TP, upon re-locating from their existing site at Cambridge Science Park to the north of Cambridge.
- 1.1.5 The site is currently undeveloped and located to the south of Dame Mary Archer Way, which provides the site's northern boundary, and is situated approximately 500 metres south of the centre of the Campus. The eastern boundary is defined by undeveloped land identified for future development while the southern boundary is defined by a ditch. An underground tank and pumping station border the site to the west. **Figure 1.1** included at **Appendix A** illustrates the site's location.
- 1.1.6 A Transport Assessment (TA) has been prepared by AECOM to assess the transport implications of the proposed development and accompanies the planning application.

1.2 Abcam Travel Plan (2015)

- 1.2.1 Abcam currently implement a successful TP at their existing site at Cambridge Science Park. The aim of the TP is encourage travel by sustainable mode and to support staff in safe travel while commuting to work.
- 1.2.2 The objectives of the most recent TP are as follows:
- To reduce pressures on the car parking spaces;
 - Increase wellbeing resulting in a healthy workforce;
 - Increase response rates for the 2015 survey; and
 - Increase awareness around travel to work.
- 1.2.3 In terms of targets, the TP does not include a specific target for reducing the number of single occupied vehicle trips to the site. A target for the increase in cycling and walking by staff is included though no percentage increase aim is stated.
- 1.2.4 The 2014 survey results confirm that currently 40.8% of staff currently drive alone to the site at Cambridge Science Park.
- 1.2.5 Abcam have appointed a TP Co-ordinator to oversee the implementation of sustainable travel for the sites in Cambridge.
- 1.2.6 A copy of the Abcam TP (2015) is included at **Appendix A**.

1.3 Other Relevant Travel Plans

- 1.3.1 As the proposed development is located within CBC, it is anticipated that close links will be formed with the Addenbrooke's Hospital and CBC. Therefore, this TP has been developed with reference to the following TPs:
- Addenbrooke's TP 'Caring for our Campus Commuters: Access to Addenbrooke's Plus'; and
 - CBC Phase 1 Outline TP.
- 1.3.2 In addition, reference has been made to the TP which Abcam currently implement at their existing site at Cambridge Science Park, from which they will be relocating from to CBC.
- Addenbrooke's Travel Plan 'Caring for our Campus Commuters: Access to Addenbrooke's Plus'*
- 1.3.3 Cambridge University NHS Foundation Trust (CUHT) currently operates a very successful TP entitled 'Caring for our Campus Commuters: Access to Addenbrooke's Plus' adopted by CUHT in January 2014. The TP encompass a number of Campus Partners, including Astra Zeneca, GlaxoSmithKline, the NHS, the Medical Research Council, and the University of Cambridge.
- 1.3.4 Addenbrooke's Hospital has operated a TP since 1998, with the aim of promoting travel to and from the hospital by sustainable modes and reducing the demand for travel by private car. The TP has national recognition and is a widely used an example of 'best practice'.
- 1.3.5 The objectives of Addenbrooke's TP are as follows:
- To reduce the need to travel;
 - To increase travel choices, making them safe, kind and accessible for all;
 - To reduce the demand for car parking and so reduce traffic congestion on the Campus and on the surrounding road network, caring for our community;
 - To encourage healthy transport options; and
 - To reduce the environmental impact arising from the travel needs of the combined Addenbrooke's and CBC Campus.
- 1.3.6 It is aimed at the following categories of traveller:
- Staff commuting to and from work;
 - Patients and visitors;
 - Business travel;
 - Deliveries; and
 - Construction sites across Campus.
- 1.3.7 The TP builds on the achievements and work carried out to reduce single occupancy motor car trips to and from the Addenbrooke's site whilst developing, facilitating and promoting more sustainable modes of transport for staff, patients and visitors. It continues with the objectives set in 'Access to Addenbrooke's' but includes a wider scope including construction sites across the Campus.
- 1.3.8 The TP targets are to reduce single-occupancy car use by staff to 25% by 2017, and by patients and visitors to 75% by 2017. The TP identifies a series of Action Plans for various modes, and encourages the various partner organisations to support the Action Plans and instigate their own complementary plans where appropriate.
- 1.3.9 With the continued promotion of the TP across all organisations based within CBC, the focus of the TP largely focuses on changing staff travel patterns. The data collected by the hospital about staff travel patterns indicates that the initiatives implemented have been successful in reducing the proportion of trips made by single occupancy vehicles. A copy of the most recent Addenbrooke's TP is included at **Appendix B**.

CBC Phase 1 Outline Travel Plan

1.3.10 The Outline TP for CBC Phase 1 has been prepared for the CBC Phase 1 planning application and relates only to the commercial developments, whereby each individual business will develop an Individual TP using the Outline TP as a base.

1.3.11 The TP uses the Addenbrooke's TP as a base, incorporating the same objectives and targets. This structure will also apply to the TP for Abcam, to ensure consistency across the wider site.

1.4 Aims and Objectives of this Travel Plan

1.4.1 The aim of this TP is to:

- Influence the travel behaviour of staff and visitors to encourage the uptake of sustainable travel, reducing the reliance on the use of the private car.

1.4.2 In order to achieve the aim set out above, the TP will be supported by a number of objectives. The main objectives are outlined below:

- To reduce the need to travel to the site;
- To increase travel choices of non car modes, making them safe, kind and accessible for all;
- To reduce demand for car parking to reduce traffic congestion, on Campus and on the surrounding road network;
- To manage the demand for travel by car, especially by single car;
- To encourage healthy transport options; and
- To reduce the environmental impact arising from the travel needs of the site.

1.5 What is a Travel Plan?

1.5.1 A TP contains a package of measures and initiatives designed to reduce the reliance of staff and visitors on single occupancy car use, while at the same time supporting more sustainable forms of travel. This TP is concerned with the journeys made to a single destination from multiple origins. TPs form an important element of the Government's Integrated Transport Strategy and are a means of managing the transport impacts generated by a development site.

1.5.2 It is envisaged that the measures included in a TP should demonstrate a holistic approach by incorporating both 'hard' engineering measures and 'soft' marketing and management measures necessary to address the transport impacts arising from the development.

1.5.3 A TP should also include targets, monitoring and management arrangements to ensure that the objectives of the plan are achieved and that it remains sustainable over the longer term.

1.6 Benefits of a Travel Plan

1.6.1 A wide range of benefits can be accrued from the implementation of a TP, including a lower demand for car parking, improved health and wellbeing of staff, as well as reduced environmental effects in the vicinity of the site in terms of air quality, noise and congestion.

1.6.2 A broader range of benefits that can be achieved from the implementation of TP initiatives include:

- Improving accessibility by ensuring that walking, cycling and public transport measures are built into the design from the outset;
- Helping to reduce greenhouse gas emissions by ensuring that developments are accessible and reduce the need for car use;
- Improving the quality of life for staff through time savings achieved as a result of less congestion and reduced stress levels;
- Reducing the number of car trips that would be predicted for the site without a TP; and
- Providing staff with access to a full range of facilities and services.

1.7 Best Practice Guidance

- 1.7.1 This TP has been prepared with reference to TfC TP Guidance, as well as Planning Practice Guidance 'Travel Plans, Transport Assessments and Statements in Decision Taking' document published online by the Department for Communities and Local Government (DCLG).

Travel for Cambridgeshire

- 1.7.2 TfC (2013) (<http://www.tfw.org.uk>), formerly known as Cambridgeshire Travel for Work Partnership (TfW), is a not-for-profit partnership and is a nationally and internationally recognised scheme which has helped develop effective best practice in the workplace Travel Planning arena for the Department for Transport (DfT).

- 1.7.3 TfC is dedicated to working with Cambridgeshire employers to deliver and promote sustainable and healthy travel to work through providing sustainable travel solutions.

- 1.7.4 The TP Guidelines produced in January 2013 by TfC, have been used where applicable in the preparation of this TP.

1.8 Report Structure

- 1.8.1 Following this section the remainder of the report is structured as follows:

- **Section 2** outlines the site context in terms of highway access, pedestrian connectivity, cycle connectivity and public transport links.
- **Section 3** outlines the site location and development proposals.
- **Section 4** provides indicative travel patterns for future employees of the site.
- **Section 5** provides the aims and objectives of the TP.
- **Section 6** outlines the targets of the TP.
- **Section 7** discusses proposed physical measures and initiatives that could be implemented to influence a mode shift away from the private car.
- **Section 8** discusses how the TP will be managed.
- **Section 9** discusses how the TP will be implemented, monitored and reported.

2 Site Accessibility and Baseline Conditions

2 Site Accessibility and Baseline Conditions

2.1 Introduction

- 2.1.1 This chapter will review the existing and proposed transport conditions in the vicinity of the development site. More specifically, the chapter will provide a description of the existing site operation and location, a review of the existing and proposed walking, cycling and public transport facilities in the vicinity of the site and a description of the existing and proposed highway network.

2.2 Site Description

- 2.2.1 The site, which is currently undeveloped, is located approximately 3.5 kilometres from Cambridge city centre within CBC, which comprises medical facilities and research and development facilities. Addenbrooke's Hospital forms part of the wider CBC Campus.
- 2.2.2 Dame Mary Archer Way, from which the development will take its access, borders the site to the north, while the eastern boundary is defined by land identified for future development. The southern boundary, which the cycleway follows, is defined by a ditch while an underground tank and pumping station define the western boundary.
- 2.2.3 A site location plan is illustrated on **Figure 1** included at **Appendix A**.

2.3 Walking and Cycling Catchment Areas

- 2.3.1 As the site will form part of CBC, there are a number of existing pedestrian facilities which would encourage travel by foot. The Institute of Highways and Transportation (IHT) document '*Providing for Journeys on Foot*' (2000) recommends a maximum walking distance of up to two kilometres for trips to work. It should however be noted that there are pedestrians who will travel in excess of this distance and thus it should be considered indicative. Residential areas south of Cherry Hinton Road and those at Bell School, Clay Farm, Glebe Farm and in Trumpington are located within the maximum recommended walking distance to the site. In addition, the Park and Ride site on A1307 Babraham Road is within walking distance. Trumpington Meadows and the Trumpington Park and Ride are situated just outside of the two kilometre distance, but are still destinations where people could walk to/from if required. A two kilometre isochrone is illustrated on **Figure 2** included at **Appendix A**.
- 2.3.2 In terms of cycling, a distance of up to five kilometres is generally considered to be the recommended maximum distance for the average cyclist to travel to and from work. It should however be noted that there are cyclists who will travel in excess of this distance and thus it should be considered indicative. On this basis, all areas described in paragraph 3.4.1 are within cycling distance as well as residential areas as far as Trumpington Meadows, Grantchester, Newtown, Cherry Hinton, Hauxton, Stapleford, Little Shelford, Great Shelford and those to the south of Cambridge city centre. A number of Park and Ride sites and the railway station are also located within five kilometres of the site. A five kilometre isochrone is illustrated on **Figure 3** included at **Appendix A**.
- 2.3.3 The existing cycling and pedestrian facilities are illustrated on **Figures 4** and **5** and are included at **Appendix A**.
- 2.3.4 The websites detailed provide route planning specifically for walking (www.walkit.com/cities/cambridge/) and cycling (www.cyclestreets.net).

2.4 Existing Pedestrian and Cyclist Network

CBC Cycle and Pedestrian Network

- 2.4.1 Addenbrooke's Campus and CBC is a major destination for cyclists within the region of 3,000 people arriving by bicycle on a daily basis. A substantial number of cycle parking spaces are provided on the Campus, which are largely full during the daytime. The Campus has three main cycle racks which are located near to the entrances to the main hospital, the Rosie Maternity hospital and the Addenbrooke's Treatment Centre. There are a large number of smaller cycle racks and facilities located at the entrances to various other buildings across the Campus.
- 2.4.2 There are a number of controlled pedestrian and cyclist crossing facilities within CBC and on the roads surrounding the site which are provided in the form of Pelican and Puffin crossings, for use by pedestrians only, and Toucan crossings, for use by both pedestrians and cyclists. The nearest controlled crossing facility to the site is provided on all arms of the Dame Mary Archer Way / Robinson Way signalised 'T' junction located some 495 metres to the northeast.

Dame Mary Archer Way

- 2.4.3 A footway is provided along the northern side of Dame Mary Archer Way along with on-road cycle lanes however no controlled or uncontrolled crossings are currently provided across Dame Mary Archer Way with the exception being at the junction with Robinson Way. Lighting is provided along the length of the carriageway on the northern side whilst on the southern side it is only present at the junction with the Papworth Access. Cycle facilities are provided off road through the junction with Addenbrooke's Road and Francis Crick Avenue.
- 2.4.4 The Definitive Map, which illustrates public rights of way information, confirms that no public footpaths or bridleways are present within the site boundary. The map does however illustrate that Footpath 47 runs along Dame Mary Archer Way and connects with Francis Crick Avenue to the west and Robinson Way to the east.

Francis Crick Avenue

- 2.4.5 On-road cycle lanes are provided along both sides of Francis Crick Avenue. Lighting covers the carriageway, cycle lanes and footways.
- 2.4.6 A pedestrian refuge, with tactile paving and dropped kerbs, is provided on the Francis Crick Avenue arm of the Addenbrooke's Road / Francis Crick Avenue / Dame Mary Archer Way three-arm roundabout. This allows pedestrians to cross in two movements, making it safer and easier to cross the road

CGB

- 2.4.7 A path for use by both pedestrians and cyclists is provided alongside the CGB which links directly into CBC at Francis Crick Avenue and provides connections to Clay Farm and Trumpington to the southwest and Cambridge city centre, Cambridge Railway Station and other residential areas to the north. Although this route is well maintained and only trafficked by those buses utilising the CGB, significant sections are not lit and therefore although a highly desirable route during daylight hours, it may be off putting to some during the hours of darkness

Sustrans Cycle Routes

- 2.4.8 A local off-road route follows the southern boundary of the site and along the adjacent southern and eastern boundaries of the adjacent land to be developed and provides links from Dame Mary Archer Way to the National Cycle Network (NCN) Route 11, located to the west of the site
- 2.4.9 National Cycle Network Route 11 links Great Shelford with Waterbeach via Cambridge city centre. It does extend past Great Shelford and Waterbeach, however the provision of the route is intermittent as sections have yet to be completed. The route, once complete, will cover a distance of 91 miles linking Harlow in Essex with Wigginhall St Germans near Kings Lynn in Norfolk.

Permissive Footpath

- 2.4.10 A permissive footpath is present to the south of the Bell School site boundary. To the west the footpath links into the local cycle route to the south of the site and to the east links to A1307 Babraham Road. The footpath has no formal surface and is unlit.

Wider Pedestrian and Cycle Network

- 2.4.11 There are a number of on and off road cycle routes provided within CBC which connect to the wider cycle network, such as CGB, Addenbrooke's Road, A1134 Long Road and A1307 Hills Road.

Country Park

- 2.4.12 With the creation of a new 121-acre country park located immediately to the west of the Campus, a number of footpaths and cycle paths are provided which connect Clay Farm, the National Cycle Network Route 11, CGB and Addenbrooke's Road. The first phase (28.6 acres) was opened this year.

Addenbrooke's Road

- 2.4.13 Off road pedestrian and cycle facilities are provided on the northern side of Addenbrooke's Road as well as with on-road cycle lanes on both sides of the carriageway. Lighting is provided along this road

- 2.4.14 Staggered Puffin crossing facilities with dropped kerbs and tactile paving are provided on the Addenbrooke's Road arms of the A1301 Shelford Road / Addenbrooke's Road signalised crossroads, while a Toucan crossing facility is provided on the A1301 Shelford Road (North) arm.

A1134 Long Road

- 2.4.15 A1134 Long Road, which runs in a broad east to west direction and acts as the northern boundary of the Addenbrooke's Campus, provides a shared footway / cycleway facility. This facility connects with the route alongside the CGB some 655 metres west of the junction with Robinson Way. Dropped kerbs and a central island are provided across Robinson Way at its junction with A1134 Long Road
- 2.4.16 A staggered Pelican crossing facility is provided on A1134 Long Road approximately 65 metres west of the junction with Robinson Way, whilst a Toucan facility, for use by both pedestrians and cyclists is provided approximately 165 metres east of the junction.
- 2.4.17 Dropped kerbs and tactile paving are provided at the A1309 Trumpington Road / A1134 Long Road signalised 'T' junction to assist pedestrians.
- 2.4.18 Adrian Way provides a further pedestrian connection from CBC to A1134 Long Road, and whilst Adrian Way is not part of the cycle network the road is used by cyclists.

A1307 Babraham Road

- 2.4.19 A shared footway / cycleway facility is provided on the eastern side of A1307 Babraham Road linking the site with the Park and Ride. Further links are provided to Babraham and Grant Park via a network of footpaths.

A1307 Hills Road

- 2.4.20 Uncontrolled crossings comprising central refuges and dropped kerbs with tactile paving are provided on all arms of the A1307 Hills Road / A1307 Babraham Road / Fendon Road / Addenbrooke's Access four-arm signalised roundabout. The dropped kerbs also assist cyclists in accessing the on-road cycle routes from those off-road. Footways and on-road cycle lanes are provided on either side of Fendon Road. These facilities provide a link to the main Addenbrooke's Campus access.

Pedestrian and Cycle Routes into Cambridge City Centre

- 2.4.21 There are excellent pedestrian and cycle links between the site and Cambridge city centre, with well maintained and lit footways and on and off-road cycle lanes provided on both sides of A1307 Hills Road and A1309 Trumpington Road.
- 2.4.22 Using the route planning tool on Google maps, the quickest walking and cycling routes from the site to Cambridge Railway Station and Cambridge city centre have been identified. The tool suggests that from the site these would be either along A1307 Hills Road or the CGB. The times and distance for each journey for each mode is set out in Table X.X below.

Table 2.1: Journey Time and Distance Summary to Railway Station and City Centre

Route	Cambridge Railway Station				Cambridge City Centre			
	Pedestrians		Cyclists		Pedestrians		Cyclists	
	Time	Distance	Time	Distance	Time	Distance	Time	Distance
A1307 Hills Road	40 mins	3.2 km	-	-	55 mins	4.5 km	15 mins	4.5 km
CGB	40 mins	3.2 km	12 mins	3.7 km	59 mins	4.8 km	16 mins	5.0 km

- 2.4.23 The site can be considered highly accessible by bicycle and by foot with a significant number of cycle routes both off and on-road provided along with well maintained footways and an extensive network of footpaths, thus encouraging trips to the site to be made by modes other than the private car.

2.5 Existing Public Transport Provision

Bus Services

- 2.5.1 Access to bus based public transport is measured with reference to the number of services and bus stops available within a reasonable walking distance of the site. The IHT guidance 'Guidelines for Planning for Public Transport in Developments' states that for new developments, 'the maximum walking distance to a bus stop should not exceed 400 metres and preferably be no more than 300 metres'. A reasonable walking distance is generally regarded to be 400 metres for accessing bus based public transport.
- 2.5.2 The nearest bus stops to the site are located on Robinson Way, close to the Rosie Maternity Hospital. These stops are approximately 620 metres from the development; however future infrastructure improvements will reduce this distance to 490 metres. Both stops provide waiting passengers with timetable information, real time information, seating and shelter to protect from inclement weather. The location of the stop in relation to the development site is illustrated on Figure 6 included in Appendix A.
- 2.5.3 Table 2.2 below summaries the services available from the closes bus stop to the site, on Robinson Way, adjacent to the Rosie Maternity Hospital. Existing bus stops and bus services are illustrated on Figure 6 in Appendix A.

Table 2.2: Summary of Bus Services Serving Robinsons Way close to Rosie Maternity Hospital (Correct as of January 2016)

Route Number	Route Description	Frequency			Operator
		Monday-Friday	Saturday	Sunday	
16A	Great Thulow - Balsham - Fulbourn - Teversham - Long Road - Cambridge	1 per day	1 per day	No Service	Stagecoach
75	Cambridge - Haslingfield - Orwell - Tadlow	1 per day	1 per day	No Service	Go Whippet
Citi 7	Cambridge - Sawston - Duxford - Saffron Walden	Every 20 mins	Every 20 mins	*Every 30 mins	Stagecoach
Busway A	Trumpington - Central Cambridge - Longstanton - St Ives	Every 15 mins	Every 15 mins	No Service	Stagecoach
Busway C	Somersham - St Ives - Longstanton - Central Cambridge - Rail Station	1 per day	No Service	No Service	Go Whippet

*The Citi 7 service operates on a 30 minute basis on a Sunday servicing the bus station at Addenbrooke's.

- 2.5.4 Additional services are available from the bus station at the hospital, located at the main access to the Addenbrooke's Campus off A1307 Hills Road. The bus station is located some 860 metres northeast of the site. It is considered that as a result of the high frequency of bus services serving the bus station people would be willing to walk further than the 400 metres guidelines. The walking distance is illustrated on Figure 7 included in Appendix A. The routes serving the bus station provide additional links with the Park and Ride sites, Cambridge city centre and the railway station as well as a number of residential areas.

Table 2.3: Summary of Bus Services Serving Addenbrooke's Bus Station (Correct as of January 2016)

Number Route	Route Description	Frequency			Operator
		Monday - Friday	Saturday	Sunday	
13	Cambridge - The Abingtons - Linton - Haverhill	Every 60 mins	Every 60 mins	Every 60 mins	Stagecoach
13A	Haverhill - Linton - The Abingtons - Cambridge	Every 60 mins	Every 60 mins	No Service	Stagecoach
13B	Haverhill - Cambridge	1 per day	No Service	No Service	Stagecoach
13C	Haverhill - Cambridge	1 per day (Schooldays only)	No Service	No Service	Stagecoach
16A	Cambridge - Long Rd - Teversham - Fulbourn - Balsham - Great Thurlow	1 per day	No Service	No Service	Stagecoach
31	Cambridge - Stapleford - Fowlmere	6 per day	6 per day	No Service	Whippet Coaches
99	Cambridge - Milton Park & Ride - Babraham Road Park & Ride	Every 10 mins	Every 10 mins	Every 15 mins	Stagecoach
114	Addenbrooke's - Beehive - Grafton - Cambridge City Centre	Every 60 mins (WC)	Every 60 mins (BGBC)	No Service	Whippet Coaches (WC) / Big Green Bus Company (BGBC)
132	Cambridge - Duxford - Saffron Walden	No Service	No Service	Every 120 mins	C G Myall & Son
Citi 1	Arbury - City Centre - Addenbrooke's - Cherry Hinton - Fulbourn	Every 10 mins	Every 10 mins	Every 30 mins	Stagecoach
Citi 2	Addenbrooke's - City Centre - Science Park (- Milton)	Every 10 mins	Every 10 mins	Every 30 mins	Stagecoach
Citi 7	Cambridge - Sawston - Duxford - Saffron Walden	Every 20 mins	Every 20 mins	Every 30 mins	Stagecoach
X13	Cambridge - Linton - Haverhill - Kedington	Every 60 mins (Evening Only)	No Service	No Service	Stagecoach
13	Cambridge - The Abingtons - Linton - Haverhill	Every 60 mins	Every 60 mins	Every 60 mins	Stagecoach

- 2.5.5 Up to date bus information related to bus times, routes and stops for all bus operators can be found on Traveline's East Anglia website (www.travelineeastanglia.co.uk).

Cambridge Guided Busway (CGB)

- 2.5.6 The CGB opened in 2011 and comprises four routes, A, B, C and R. The CGB serves Cambridge city centre, Cambridge railway station and Addenbrooke's Hospital as well as the Science Park, Trumpington, St Ives and Huntingdon. The routes of the CGB are illustrated on Figure 8 included at Appendix A.
- 2.5.7 The nearest bus stops to the site are served by CGB Route A which operates between St Ives and the Park and Ride site at Trumpington. Route A serves the hospital, Cambridge railway station and the city centre and operates Monday to Saturday with a highly frequent service every 15 minutes during the day and every 30 minutes in the evening. The last bus is around 20:00 hours. Journey times from the stop are approximately nine minutes to Cambridge railway station, 24 minutes to the city centre and six minutes to the Park and Ride site at Trumpington.
- 2.5.8 Busway C also serves those stops nearest the site however this occurs only once per day Monday to Friday.
- 2.5.9 More information related to the CGB can be found at the following website www.thebusway.info.

Park and Ride

- 2.5.10 There are five Park and Ride sites situated around Cambridge, of which four of the sites; Milton, Trumpington, Madingley and Babraham, have direct bus links with CBC.
- 2.5.11 Babraham is the closest of the Park and Ride sites, located some 830 metres to the southeast of the development. Access from this Park and Ride to the site can be undertaken by bus or by foot with a journey time of five minutes by bus or 30 minutes on foot.

Patient Courtesy Bus

- 2.5.12 The patient courtesy bus is a free service and is available to make it easier for both patients and visitors to travel around the Addenbrooke's Campus. The bus can hold a maximum of eight people at any one time or six people with wheelchair access. The service operates on a circular basis starting and finishing at the main hospital car park. The routes also serves the pick-up point at the reception area of Block R, the entrance to the Oncology reception and the waiting area at the main entrance to Outpatients. Additional stops can be made by request. The bus operates approximately every ten minutes Monday to Friday between 07:30 hours and 16:00 hours, after which a limited service is available until 17:00 hours. More information can be found at the following link www.cuh.org.uk/corporate-information/finding-us/patient-courtesy-bus.

Rail Services

- 2.5.13 Cambridge Railway Station is located approximately 2.3 kilometres north-east of the site on Station Road. The station is situated on the London Kings Cross to Kings Lynn mainline. Other direct services are available to London Liverpool Street, Ipswich, Norwich, Birmingham New Street and Stansted Airport. The station is operated by Abellio Greater Anglia with services generally operating seven days a week between 04:44 hours and 00:10 hours. More information can be found at www.abelliogreateranglia.co.uk. A plan illustrating the local rail network is included at Appendix D.
- 2.5.14 The station is located outside of the maximum distance of 800 metres as recommended by the IHT for walking to and from a railway station it is however readily accessible by bus, bicycle and taxi. There are a large number of highly frequent bus services which provide a direct link between the Campus and the railway station. The station also offers 'Plusbus' tickets which provides discounted bus tickets if bought with a rail ticket prior to travel. Car hire facilities are also available at the station.
- 2.5.15 There are a number of cycle routes between the station and the site with the most direct being along Hills Road which has an on road cycle lane. A second route is available through utilising the 'access track' which runs parallel to the CGB.
- 2.5.16 The station provides 896 cycle parking spaces and 374 car parking spaces. In addition, a number of facilities are provided for passenger use, including an ATM, pay phones, a post box, publicly accessible Wi-Fi, toilets, baby changing facilities, refreshment facilities and shops, national key toilets, trolleys and waiting rooms.

Car Sharing

2.5.17 CamShare, an online journey matching service for people working, living and travelling in Cambridge is publicised by Addenbrooke's and CBC to their staff and visitors in encouraging car sharing for journeys to the site. This service assists in finding travelling companions for those travelling to and from CBC. It is a simple process whereby those wishing to car share complete a form and a computerised system matches people undertaking similar journeys. The existing Addenbrooke's car sharing scheme provides spaces via a permit group within the staff multi-storey car park.

2.5.18 Abcam currently implement a similar system via Travel Plan Plus, the overseeing sustainable travel organisation, at Cambridge Science Park. The system assists those working on the park and in the north of Cambridge to match journeys.

Summary

2.5.19 The site can be considered accessible by public transport with highly frequent bus services within reasonable walking distances of the site servicing well maintained bus stops which also provide Real Time Information. Excellent access is provided to the rail network with direct connections provided to Cambridge railway station by bus, walking and cycling. Therefore, those working or visiting the site are provided with a choice of sustainable travel mode rather than the private car.

2.6 Highway Network

Overview of Existing Highway Network

2.6.1 The existing highway network can be characterised by two distinct route characteristics, these being the routes to / from Cambridge city centre which include A1039 Trumpington Road, A1307 Hills Road and the A1307 Babraham Road and the strategic routes such as Addenbrooke's Road and A1039 Huxton Road, linking to Junction 11 on the M11. A plan showing the primary vehicular routes to the site are illustrated on Figure 9 included at Appendix A

Addenbrooke's / CBC Vehicular Access

2.6.2 The vehicular accesses to the Addenbrooke's Campus are taken from the A1307 Hills Road / A1307 Babraham Road / Fendon Road / Addenbrooke's Access four-arm signalised roundabout, A1134 Long Road / Robinson Way priority 'T' junction, A1134 Long Road / Adrian Way priority 'T' junction and Addenbrooke's Road / Francis Crick Avenue / Dame Mary Archer Way three-arm roundabout.

Vehicular Site Access

2.6.3 Vehicular access to the site will be taken from the southern side of Dame Mary Archer Way, which runs in a broad east to west direction between its junction with Robinson Way to the north and Francis Crick Avenue and Addenbrooke's Road to the west. Francis Crick Avenue connects with Robinson Way further to the north. The junction will be provided in the form of a priority 'T' junction with ghost right turn lane.

CBC Campus

Robinson Way

2.6.4 Prior to the expansion of CBC, Robinson Way acted as the Campus perimeter road and runs around the edge of the hospital providing vehicular access onto A1134 Long Road at the north of the Campus in the form of a priority 'T' junction with ghost right turn lane. Robinson Way also connects with the main vehicular access to the Campus on A1307 Hills Road at the A1307 Hills Road / A1307 Babraham Road / Fendon Road / Addenbrooke's Road four-arm signalised roundabout.

Francis Crick Avenue

2.6.5 Francis Crick Avenue provides a north-south link between Robinson Way and Addenbrooke's Road forming part of a new perimeter road with Dame Mary Archer Way.

Dame Mary Archer Way

2.6.6 Dame Mary Archer Way was opened in December 2013 and provides a new link road at CBC. It connects Addenbrooke's Road and Francis Crick Avenue to the southern side of the hospital and to the east connects with Robinson Way adjacent to the Rosie Maternity Hospital. The aim of this road is to serve Multi-Storey Car Park 2

(MSCP2) in the future once Papworth Access Road is constructed as well as the frontage of further future site developments accessing to this road.

- 2.6.7 The Dame Mary Archer Way and Francis Crick Avenue form a new perimeter road which allows the downgrading of Robinson's Way, if considered appropriate.

Addenbrooke's Road

- 2.6.8 Addenbrooke's Road continues in a broad east to west direction after its three-arm roundabout with Francis Crick Avenue and Dame Mary Archer Way, providing access to the Clay Farm residential development and connecting with both A1301 Shelford Road and A1309 Hauxton Road which continues south from its junction with Addenbrooke's Road connecting with Junction 11 of the M11. This road provides the most direct connection for the site to the strategic road network.

- 2.6.9 Prior to its implementation in October 2010, traffic utilised A1309 High Street, A1134 Long Road and A1307 Hills Road to access the Campus. To prevent the diversion of traffic from Trumpington village centre, as part of the CBC Phase 1 planning application a system using vehicle registration plate recognition technology was proposed to identify through traffic and issue penalty notices to offending drivers. The system was activated in January 2016.

Adrian Way

- 2.6.10 Adrian Way is a short road linking A1134 Long Road with the internal road network on CBC. Adrian Way forms a priority controlled T junction with Long Road, and in order to prevent this route from being an attractive rat-run, there is no right turn exit permitted into Long Road. This access is relatively lightly trafficked.

Multi-Storey Car Park 2 (MSCP 2)

- 2.6.11 Vehicle access to the multi-storey car park is being provided in two stages. Stage One, which has been completed consists of the construction of a loop road around the southern, western and northern sides of the car park building connecting to Robinson Way on the eastern side. The entrance to the car park is positioned on the northern side of the loop, with the car park exit located on the western side of the loop. Stage Two is detailed in the future conditions section.

Wider Highway Network

A1134 Long Road

- 2.6.12 A1134 Long Road forms the northern boundary of the Addenbrooke's Campus and runs in a broad east to west direction connecting with A1307 Hills Road at a signalised crossroad junction some 490 metres east of the junction with Robinson Way and A1309 Trumpington Road at a signalised 'T' junction approximately 1.3 kilometres to the west of the Robinson Way junction.

A1309 Trumpington Road / A1309 High Street / A1309 Hauxton Road

- 2.6.13 A1309 Trumpington Road, A1309 High Street and A1309 Hauxton Road run in a broad north to south direction and provide a strategic route for journeys to and from Cambridge city centre whilst also providing connections with Junction 11 of the M11 and the Park and Ride site at Trumpington.

A1307 Hills Road

- 2.6.14 A1307 Hills Road runs in a broad north to south direction. It acts as a strategic route for journeys to and from Cambridge city centre whilst also continuing south of the access junction as A1307 Babraham Road.

A1307 Babraham Road

- 2.6.15 A1307 Babraham Road provides access to the Babraham Road Park and Ride site before connecting with the A11.

Fendon Road

- 2.6.16 Fendon Road runs in a broad southwest to northeast direction and connects with A1134 Long Road, A1134 Mowbray Way and A1134 Queen Edith's Way at a four-arm roundabout. From this junction links can be made to the A1303 Newmarket Road which connects with the A14 at Junction 35.

M11

- 2.6.17 The M11 motorway runs in a broad north to south direction some 2.6 kilometres south-east of the site and provides a strategic link with London and the south, areas to the north of Cambridge and the Midlands.

2.7 Existing Access to Facilities and Amenities

- 2.7.1 There are a number of existing facilities and amenities on Campus which serve developments including Addenbrooke's Hospital. The majority of the services are situated at the main concourse at Addenbrooke's hospital as illustrated on **Figure 7** included at **Appendix A**.
- 2.7.2 The main Addenbrooke's Concourse is an approximate 660 metre walk from the site when utilising a shortcut through the hospital building. The services provided at this location include a newsagents, bank, shops, hairdressers, travel agents, dry cleaners, coffee shop and restaurants.
- 2.7.3 On Campus there is also the Frank Lee Leisure and Fitness Centre, which is approximately 900 metres from the north eastern edge of the site.
- 2.7.4 A nursery is located on the Campus making it an ideal location for parents who work at the site. The nursery is purpose built and houses five home bases, each designed specifically for babies, toddlers and pre-school children, as well as a spacious and secure external area in which children can play and explore the outdoors. The nursery is located approximately one kilometre to the north of the site on to the east of Robinson Way.

2.8 Future Pedestrian and Cyclist Facilities

CBC Pedestrian and Cycle Network

- 2.8.1 The specific improvements to be implemented include an area of public realm at the heart of the Campus called the Circus, which is located to the south of the MRC LMB building and adjacent to the Forum development. It will link in to the proposed Piazza (replacing Keith Day Road) which will be a pedestrianised area along the central corridor linking CBC and the existing Addenbrooke's Hospital, ensuring that the two developments are fully integrated. This route will connect with the existing pedestrian network on site. The Circus will comprise a large, circular open-air space rather like a village green where occupiers and visitors to the Campus can relax. It is due to open late 2016.
- 2.8.2 Future committed pedestrian and cycle improvements are shown on **Figure 10** in **Appendix A**.

Bell School Site

- 2.8.3 The redevelopment of the Bell School site includes for the proposals for the provision of a new Toucan crossing to the south of the site access onto A1307 Babraham Road. To the west of the Toucan crossing, the existing permissive footpath which runs to the south of the Bell School development will be upgraded to provide a segregated three metre wide cycleway and a two metre footway to the east. To the west, this route reduces to a three metre wide shared surface connecting into the site along the southern boundary. The route then splits into two providing two connections to the local cycle route to the south eastern corner and to the eastern boundary of the site.

City Deal Schemes

- 2.8.4 A number of pedestrian and cycle schemes have been proposed for implementation as part of the City Deal (further information about the City Deal Scheme is detailed in the Policy Section); there are five agreed areas for concentration during the first five years, from 2015 to 2020 of the programme, of which two include cycle improvements. The pedestrian and cycle schemes of relevance to the site are detailed below and shown on **Figures 11** and **12** in **Appendix A**.

- Cross-city cycle improvements
 - Cycle provision on A1307 Hills Road;
 - Cycle provision included within bus priority on A1307 Hills Road;
 - A1307 Hills Road / A1134 Long Road / A1134 Queen Edith's Way junction- Advanced green / all green phases and better cycle facilities;
 - Remodel Addenbrooke's roundabout to a Dutch style design;
 - Remodel Mowbray Road / Cherry Hinton roundabout to a Dutch style design;

- Improved cycle provision Cherry Hinton High Street, A1134 Queen Edith's Way and A1134 Long Road;
 - Remodel Perne Road / Cherry Hinton roundabout to a Dutch style design; and
 - Cycle provision included within bus priority on Addenbrooke's to Cherry Hinton Way.
- Chisholm Trail cycle links / Chisholm Trail bridge
 - A walking and cycling route from Cambridge Central Station to the planned Science Park Station, and a link between the Addenbrooke's and the St Ives Busway cycling routes

Cambridge City Hills Road Segregated Cycle Scheme

- 2.8.5 The Cambridge City Hills Road Segregated Cycle Scheme has been approved, and is currently being constructed. In brief the scheme includes raising cycleways along both sides of A1307 Hills Road between A1134 Long Road and Cherry Hinton Road. More specifically the proposals include:
- Wide cycle lanes on Hills Road between Long Road and Cherry Hinton Road;
 - A new type of bus stop; and
 - The removal of two-way cycle lanes on the west side pavement.

Transport Delivery Plan

- 2.8.6 A number of cycle schemes have been proposed for implementation as part of the Transport Delivery Plan implementation (further information about the Transport Delivery Plan is detailed in the Policy Section). Within the documents it details two transport schemes which are of relevance to the site. These consist of cycle improvement along the entire route of Queen Edith's Way. There is also a scheme for the provision of lighting along the CGB to make this route more attractive for cyclists. This scheme are within the 2015/2016 and 2016/2017 budgets.
- 2.8.7 All of the above improvements will assist in encouraging trips by modes other than the private car.

2.9 Future Public Transport Facilities

Cambridgeshire Guided Busway (CGB)

- 2.9.1 The intention is for the CGB to ultimately travel through the expanded Campus, via the Circus and Piazza, to the Addenbrooke's bus interchange to provide good quality access to CBC and the existing Addenbrooke's Campus. The route will be the subject of future discussions between CUH and CCC.
- 2.9.2 In order to provide direct access to the CGB, a dedicated CGB stop is proposed to the south of the Forum development to serve CBC. It will be located within the pedestrian friendly Circus area of public realm. This stop would be designed to be in keeping with the area of public realm and would provide high quality bus stop facilities. Prior to this being constructed, the CGB will continue serve the existing bus stops located on Robinson Way, providing access to early phases of development. This is shown on **Figure 13 in Appendix A**.

Bus Rerouting

- 2.9.3 Consideration has been given to diverting the Citi 8 service operated by Stagecoach as part of the Clay Farm buildout, however the bus operator has confirmed that the route could be diverted along Dame Mary Archer Way on its return to Cambridge after travelling through the Clay Farm residential development. This would require a new bus stop to be provided on Dame Mary Archer Way. This is shown on **Figure 13 in Appendix A**.

Greater Cambridge City Deal Schemes

- 2.9.4 The Greater Cambridge City Deal (further information about the City Deal Scheme is detailed in the Policy Section), has five agreed areas for concentration during the first five years, from 2015 to 2020 of the programme, of which there are a few bus improvement schemes of relevance to the site which are further detailed below and shown on **Figures 11 and 12 in Appendix A**.
- A1307 Bus Priority between Cambridge and Haverhill;
 - Additional park and ride facility along A1307 between Linton and A11 or an additional 500 spaces at Babraham

park and ride;

- Bus priority on Hills Road; and
- Bus priority from Addenbrooke's to Cherry Hinton Way.

2.10 Future Highway Network

MSCP 2 on CBC

- 2.10.1 Once the Papworth access road is constructed, which will run directly from Papworth Hospital to Dame Mary Archer Way, a two-way access road will link the southern loop of the car park with Robinson Way to form Mid Street. The northern part of the loop will be a one-way escape route onto Robinson Way, which itself will become a shared surface with vehicular activity to the north of the car park.

CBC Phase 1

- 2.10.2 A Section 73 application (14/2094/S73) was approved on 5 March 2015 to vary condition 63 (to extend the timeframe for submission and agreement of Off-Site Highway Works). Condition 63 is for the outline permission for CBC Phase 1 which relates to offsite highway works. Permission has been sought for the variation of Condition 63 to agree an alternative pedestrian focused design for the Addenbrooke's roundabout and the provision of contributions to upgrade the Fendon Road roundabout. These are shown on **Figure 14 in Appendix A**.
- 2.10.3 No occupation of CBC Phase 1 can take place until the following two schemes have been implemented.
1. *A1307 Hills Road / A1307 Babraham Road / Fendon Road / Addenbrooke's Access Four-Arm Roundabout*
- 2.10.4 A scheme for this roundabout has been approved which will be pedestrian focused. The changes include:
- Five signalised controlled crossing points around the connecting roads;
 - Pedestrian islands on the road arms will be slightly enlarged and graded for level access;
 - Advanced stop boxes (orange boxes for cyclists to position themselves ahead of waiting traffic);
 - A section of on road cycle lane is provided to the eastern most carriageway; and
 - The footway surrounding the roundabout will be made dual use for pedestrians and cyclists.
- 2.10.5 All highway assessment modelling for this junction has been based on this approved scheme.

2. A1134 Queen Edith's Way / Fendon Road / Mowbray Road

- 2.10.6 Within the Section 73 application it states that the offsite highways work to improve pedestrian connectivity at the A1134 Queen Edith's Way / Fendon Road / Mowbray Road four-arm roundabout have been facilitated. There is no approved scheme currently but a scheme must be agreed by the Local Planning Authority within 24 months, and the work carried out in accordance with the agreed scheme within 36 months of March 2015.

2.11 Future Access to Amenities and Facilities

- 2.11.1 The Forum development will provide support facilities for the Campus, which includes a private hospital, education centre and a quality hotel with a variety of restaurant, banqueting and conferencing facilities as well as a small retail shop and a GP practice. This development is approximately 550 metres north of the site. This is shown on **Figure 7 in Appendix A**.

2.12 Summary

- 2.12.1 The site can be considered highly accessible and will be further enhanced in the future as a result of future proposals. The site has highly frequent bus services within reasonable walking distances of the site servicing well maintained bus stops which also provide Real Time Information. Excellent access is provided to the rail network with direct connections provided to Cambridge railway station by bus, walking and cycling. There are also a range of facilities and amenities on the wider Campus within reasonable walking distance. Therefore, those working or visiting the site are provided with a choice of sustainable travel mode rather than the private car.

3 Development Proposals

3 Development Proposals

3.1 Introduction

- 3.1.1 The following paragraphs describe the scale and nature of the development proposed. This includes a review of the access for vehicles, pedestrians and cyclists, parking facilities for both vehicles and bicycles and the servicing arrangements.

3.2 Development Proposals

- 3.2.1 The development proposals are for the provision of a building with a gross floor area of approximately 11,495m² for research and development purposes. It is proposed that the building be occupied by Abcam, who will relocate from their existing site on Cambridge Science Park.
- 3.2.2 Generally, working hours at Abcam are between 08:30 hours and 17:00 hours however within certain areas of the business these hours are flexible. Within the logistics department some shift work takes place so that these coverage between 07:30 hours and 18:00 hours.
- 3.2.3 The design of the site has been such that access for pedestrians and cyclists is given priority whilst the visual impact of the building and parking is kept as low as possible through innovative design and landscaping.
- 3.2.4 A surface car park with 144 spaces will be provided to the southwest of the building for use by staff and visitors to the development. Within the spaces to be provided, a total of nine spaces will be designated for use by the mobility impaired.
- 3.2.5 A total of 200 cycle parking spaces will be provided at the site for staff and visitors, situated close to the building entrance.
- 3.2.6 A plan illustrating the proposed site layout is included at **Appendix E**.

3.3 Access Arrangements

- 3.3.1 The access arrangements for pedestrians, cyclists, public transport users and vehicles are described in the following paragraphs.

Pedestrian and Cycle Access

- 3.3.2 Access to the development for pedestrians and cyclists will be made from a number of points. Access will be available from Dame Mary Archer Way, the perimeter road, the car park and the area of green space sited to the west of the development. On-road cycle paths will be provided on the internal roads of the development, which will link to existing external facilities. A number of shared facilities will also be provided for use by both pedestrians and cyclists. Footways will also be provided within the development linking to existing external facilities.
- 3.3.3 Cycle parking in the form of Sheffield type stands will be provided to the south of the building near to the rear entrance.
- 3.3.4 The existing footway / cycleway provided on the southern side of the Dame Mary Archer Way at the junction with Addenbrooke's Road and Francis Crick Avenue will be extended some 15 metres to connect with the footway at the front of the development.
- 3.3.5 Dropped kerbs and tactile paving will be provided on both the northern and southern sides of Dame Mary Archer Way at the junction with Francis Crick Avenue and Addenbrooke's Road to provide an uncontrolled crossing facility for pedestrian accessing the site from the west. The existing splitter island on Dame Mary Archer Way will be modified to allow pedestrians to wait in the centre of carriageway. This will include installing tactile paving and dropped kerbs.
- 3.3.6 To assist those pedestrians travelling from the east, a footway will be provided along the southern side of Dame Mary Archer Way between the site access and a new uncontrolled pedestrian crossing facility. The new crossing will be provided in the form of dropped kerbs, tactile paving and a central refuge to assist pedestrians who are unable to cross in one complete crossing.

Public Transport Accessibility

- 3.3.7 The nearest bus stop to the site is located some 620 metres walking distance from the site on Robinson Way, however following infrastructure improvement this distance will reduce to 490 metres. Consideration could be given to diverting

the Citi 8 service operated by Stagecoach along Dame Mary Archer Way on its return to Cambridge after travelling through the Clay Farm residential development. A bus stop would need to be provided on Dame Mary Archer Way.

Vehicular Access

- 3.3.8 It is proposed to provide a vehicular access to the development from Dame Mary Archer Way in the form of a priority 'T' junction with ghost right turn lane. This will be located east of the eastern building boundary and provide access to the service yard and car park. This access will in the future also form one of the two accesses to the wider CBC Phase 2 development and thus has been designed to cater for the increased level of traffic in the future.
- 3.3.9 When determining the best possible location for the access onto Dame Mary Archer Way consideration has been given to the location of the Papworth Hospital / Dame Mary Archer Way signalised 'T' junction and the Addenbrooke's Road / Francis Crick Avenue / Dame Mary Archer Way three-arm roundabout in terms of ensuring that the access does not impact upon the operation of either junction and thus inhibit any trips being made by emergency vehicles through these junctions.
- 3.3.10 The road leading from the access will in the future form the perimeter road linking the two proposed access to the wider CBC Phase 2 development.

Disabled Access

- 3.3.11 Gradients across the development have been designed to be DDA compliant and are designed to ensure that step-free access for the disabled is maintained where possible. Disabled parking is provided within the adjacent surface car park with step free access provided where possible.

3.4 Servicing and Deliveries

- 3.4.1 A dedicated service yard will be provided to the rear of the building and these vehicles will access / egress the site from the perimeter road to the south of the building via the new junction on Dame Mary Archer Way.

Delivery Management Measures

- 3.4.2 In order to ensure that deliveries to the site operate in an efficient and effective manner with minimal impact on the local highway network delivery management measures have been identified for adoption as part of the development proposals. Reducing to a minimum, the noise and air quality impact of delivery vehicles is a key objective of the plan. Suggested delivery management measures for adoption include:
- A service management plan should be adopted to ensure that the proposed servicing arrangements operate in a safe and efficient manner;
 - A vehicle booking system should be adopted, which would be used to ensure that servicing activity does not occur during the network peak periods and that no more than two small or one large service vehicles are on-site in any 15-minute period during the rest of the day;
 - The service management plan should also include details of preferred routes to and from the development which minimise the impacts of servicing and delivery activity on surrounding residential areas and the City Centre;
 - Where possible, it should be ensured that delivery vehicles are close to capacity, perhaps by coordinating and consolidating deliveries, to minimise the frequency of deliveries; and
 - Promote take-back or waste packaging by delivery vehicles in order to reduce waste collection frequencies.

Implementation and Ongoing Management

- 3.4.3 Delivery management measures will be implemented and monitored on an ongoing basis to ensure the minimal impact of HGV traffic.

4 Indicative Travel Patterns

4 Indicative Travel Patterns

4.1 Introduction

- 4.1.1 This section provides details of the likely staff and visitor travel patterns expected at the site and have been used to inform the development of targets.

4.2 Travel Patterns

- 4.2.1 The expected travel patterns for the development have been calculated within the Transport Assessment which accompanies the planning application and are detailed in **Table 4.1** below.

Table 4.1: Total Daily (24 hour) Person Trips for the Development (based on 11,495m²)

	Arrivals	Departures	Two-Way
Proposed All Staff and Visitors	677	684	1,360

- 4.2.2 **Table 4.1** above confirms that over the course of the day a total of 1,360 two way person trips would be made by those working and visiting the development.

4.3 Mode Share

- 4.3.1 The existing Abcam Travel Plan for their site at Cambridge Science Park confirms that currently some 40.8% travel to the site by car alone, whereas the Addenbrooke's Annual Travel Survey for 2014 identified that for sites on CBC this figures was approximately 26.5% therefore suggesting that CBC is more sustainable due to its greater links to the public transport network. Therefore, as Abcam would be relocating to CBC, the mode share figures identified in the Addenbrooke's Annual Travel Survey for 2014 have been deemed appropriate and realistic in identifying the travel behaviour likely to occur for the Abcam upon relocation and have therefore been used for the assumed baseline mode shares.
- 4.3.2 This section highlights the assumed baseline mode shared for both staff and visitors to the site. The resulting mode shares for staff and visitors are shown in **Table 4.2** below.

Table 4.2: Assumed Baseline Mode Shares

Mode	Staff & Visitor Mode Share
Walk	13%
Cycle	33%
Bus (including CGB)	25%
Car Driver	26.5%
Car Passenger	1.5%
Motorcycle	1%
Total	100%

5 Travel Plan Aims and Objectives

5 Travel Plan Aims and Objectives

5.1 Introduction

- 5.1.1 To ensure consistency on the wider CBC, the aims and objectives for this TP will adopt the current '*Caring for our Campus Commuters: Access to Addenbrooke's Plus*' TP, with an overall aspiration of reducing the reliance on the use of the private car by staff. When the Addenbrooke's TP is revised this TP will adopt the updated aims and objectives.

5.2 Aims

- 5.2.1 The aim of this TP is to:

- Influence the travel behaviour of staff and visitors to encourage the uptake of sustainable travel, reducing the reliance on the use of the private car.

5.3 Objectives

- 5.3.1 In order to achieve the aim set out above, the TP will be supported by a number of objectives. The main objectives of this TP are the same as those from the Addenbrooke's TP and are as follows:

- To reduce the need to travel;
- To increase travel choices, making them safe, kind and accessible for all;
- To reduce demand for car parking and so reduce traffic congestion, both on Campus and on the surrounding road network, caring for our community;
- To encourage healthy transport options; and
- To reduce the environmental impact arising from the travel needs of the Campus.

5.4 Summary

- 5.4.1 The aims and objectives of this TP will be reviewed prior to Abcam's occupation of the development to ensure that they relate to those set out in the Addenbrooke's TP implemented at the time and to ensure that they consistent with Abcam's approach to Travel Planning.

6 Indicative Targets

6 Indicative Targets

6.1 Introduction

- 6.1.1 This chapter sets out the indicative targets which the TP will aim to achieve.

6.2 Travel Plan Targets

- 6.2.1 The TP target set out in the Addenbrooke's TP focus on staff driving alone with the aim to reduce traffic congestion both on Campus as well as the surrounding area. The target of this TP is as follows:
- To reduce and maintain the number of staff driving to work in single occupancy motor car to 25% by 2017.
- 6.2.2 Abcam will adopt the future mode share targets set out in this TP until the development is fully operational. Once occupied and operational a baseline travel survey will be undertaken to derive a target specific for Abcam.

7 Proposed Measures and Initiatives

7 Proposed Measures and Initiatives

7.1 Introduction

- 7.1.1 This section identifies facilities, measures and initiatives that could be implemented at Abcam to reduce the need for travel and encourage the use of non-car modes. Initiatives and measures are presented for staff and visitor and are outlined in this chapter.
- 7.1.2 It is proposed that Abcam will largely adopt the measures and initiatives within the existing Addenbrooke's TP as well as continuing to implement those which they currently implement at their site at Cambridge Science Park. The measures and initiatives detailed below should assist in ensuring targets are achieved and reduce the reliance on single occupancy.
- 7.1.3 The majority of the measures will be developed by the CBC TP Working Group, who oversee the implementation of sustainable travel across CBC as well as the TP Co-ordinator (TPC) for Abcam. The role of the TPC is detailed in Chapter 8 of this report.

7.2 Potential Measures and Initiatives for Staff

- 7.2.1 This section describes a series of initiatives and measures which Abcam could undertake and those which are already being implemented at the Cambridge Business Park site and will be transferred to the new site on CBC.

Promotion and Marketing

Travel Information Packs

- 7.2.2 Sustainable travel options to the site will be promoted within an introductory 'Travel Pack' that could be given to all members of existing staff prior to relocating and to all new staff upon starting at the site. The Travel Pack will be compiled by the TPC and could include as a minimum:
- Travelling to CBC introductory leaflet;
 - Details of the Abcam TPC;
 - Public transport (rail, bus and CGB) timetables, fare information and route maps;
 - Cycle route maps including key residential areas and Cambridge Railway Station and central Cambridgeshire Cycle map showing cycle paths, quiet roads suitable for cycling, details of the Bicycle Users GROUP – Walking Action Group (BUG-WAG). Local bike shop contact details, cycle to work voucher and information on how to reduce bike theft;
 - Information about taking a bike on a train;
 - Information on the availability of pool bikes;
 - Information on the monthly prize draw;
 - Wellbeing events for cyclists information;
 - Latest Wellbeing newsletter;
 - Walking information;
 - Car sharing details such as CamShare promotional leaflet;
 - Smarter Driving information on how to reduce fuel use and carbon emissions from driving; and
 - Details of local taxi firms.
- 7.2.3 Providing staff with a Travel Pack will inform them of the alternative transport options available before relocating and allow staff the opportunity to choose a sustainable mode of transport rather than resorting to travelling by car alone. The pack will also inform any new staff prior to the start of their employment. Inductions will be carried out monthly.

Travel Plan Notice Board

- 7.2.4 A notice board could be used to promote the TP and sustainable travel options for staff and visitors could be located in a communal area so that staff as well as visitors can benefit from the information. As a minimum the board could include:
- Details of the car share scheme;
 - Public transport timetables and route maps, along with local bus stops and walking times to the stops;
 - Cycle route map and contact details for the BUG-WAG;
 - Walking information;
 - Pool bike availability;
 - Healthy breakfast promotion;
 - Details of wellbeing events for cyclists;
 - Information on the monthly prize draws;
 - Results of the weekly cycle count;
 - Information on the Global Corporate Challenge; and
 - Details of local taxi firms.
- 7.2.5 The notice board could be used to promote the health and financial benefits of sustainable travel as well as promote health campaigns to further encourage walking and cycling. Health campaigns could include the British Heart Foundations 'The Beat Code', '30 a day', or 'Walk to Work Week'. Promotion of financial benefits of public transport such as typical cost saving which could be achieved; for example how much you could save in a year, could also be highlighted on the notice board.
- 7.2.6 To courage enthusiasm for cycling and walking, a yearly cycle / pedometer completion could be held to spark staffs interest in sustainable travel. Other events could include 'Bike Week'. Sustainable travel events for the development will be organised by the TPC. The TPC will be responsible for raising awareness and securing a space in the building for advertising these events, such as a travel notice board and then implementing the events. In addition the TPC will update the notice board on a regular basis.

Walking and Cycling

Cycle Facilities

- 7.2.7 Secure, covered cycle parking for 200 bicycles will be provided on site to encourage both staff and visitors to access the site by bicycle. Cycle parking will be conveniently located and clearly visible. In addition, lockers and shower facilities will be provided within the building for staff.
- 7.2.8 Spare cycle locks and high visibility jackets could also be available on request from management for staff to use to encourage cycling to work.
- 7.2.9 A pool of bicycles will be provided for staff to use for business travel.

Cycle to Work Scheme

- 7.2.10 Abcam currently have a Cycle to Work scheme in place which will be continued at the site. This scheme operates through the provision of voucher provided to staff. The TPC will promote this option to staff.

Healthy Breakfast

- 7.2.11 Several healthy breakfast have been provided for all those who walk or cycle to Abcam. This will be continued following relocation to CBC.

Adult Cycle Training

- 7.2.12 Staff would be provided with the opportunity to improve cycling skills and cycling safety awareness via cycle training seminars, to provide and enhance cycling confidence for staff that travel by bicycle. Abcam have held two cycling seminars over the past few years which will therefore continue at CBC. This training could be linked in with other organisations on CBC and at Addenbrooke's.

Cycle Repair Service

- 1.8.2 A cycle repair service for staff is available on Campus every Wednesday between 11:00 hours to 14:30 hours to carry out on the spot repairs, service work and sell refurbished bikes, bike accessories and safety equipment. This service could be promoted to raise awareness of cycle repair services for staff on site. The service and level of provision should be reviewed due to the increase in the number of cyclists travelling to the CBC Campus. Additional arrangements could be negotiated to cater for the site. The Addenbrooke's TP Action Plan highlights that they are working to relocate and expand the bike service to five days a week. Assistance with the expansion and relocation of this service could be provided.

Bike Doctor

- 1.8.3 A bike doctor will visit the site every three months to provide a bike service for staff.

Wellbeing Event

- 1.8.4 Abcam currently undertake wellbeing events, such as Smoothie Bikes, Scaletrix Bike Challenge, lunchtime bike rides, Cycle Stretch workshops and safe cycle workshops. These will be continued following relocation to CBC.

Global Corporate Challenge

- 1.8.5 Abcam take part in the Global Corporate Challenge (GCC) which runs between May and September. Activities undertaken during the GCC actively encourage staff to become more active through cycling, swimming or walking.

Weekly Cycle Counts

- 7.2.13 The number of cyclists travelling to Abcam is currently counted on a weekly basis to monitor demand of spaces and facilities. This will continue following relocation to CBC.

On-Site Cycle Repair Kit

- 7.2.14 A cycle repair kit will be provided on site for example at reception which would be available for all staff. The TPC will be responsible for monitoring stock.

Bicycle Security Marking

- 7.2.15 As the Police do not offer any bike security marking events in Cambridge, the TPC should provide information on the Bike Register scheme which aims to assist the recovery of stolen bikes. The TPC will also encourage members of staff to secure their bikes against bike theft. Bike marking events will be carried out which would be organised by the TPC.

Bicycle User Group – Walking Action Group (BUG-WAG)

- 7.2.16 A Bicycle User Group-Walking Action Group (BUG-WAG) is already present at Addenbrooke's which could be further promoted and encouraged by the TPC. The TPC would also attend the BUG for CBC. BUG-WAG will allow employees to meet to discuss safe routes, operate a bike buddy scheme where less experienced cyclists can learn from more experienced cyclists, meet people who are travelling from similar locations and ensure that inexperienced cyclists do not travel alone.

- 7.2.17 Abcam currently have their own cycle club which actively promotes cycling with the Cambridge area. The club is aimed at all cycling abilities and go on cycle trips during Monday lunchtimes. This group will continue following the relocation to CBC.

Individual Walking Facilities

- 7.2.18 Lockers and changing facilities will be provided to encourage staff to walk to and from the site. Shared high visibility jackets, branded umbrellas and attack alarms could be provided to staff to use to encourage walking to work or purchase their own at a discounted / subsidised price.

Improved Signage to the Site

- 7.2.19 To assist people travelling to the site by sustainable modes clear signposting on Campus to the site should be provided.

Weekly Update Meeting (WUM) Emails

- 7.2.20 Sustainable travel information is included in WUM emails issued to all staff.

Public Transport

Discounted Public Transport Tickets

- 7.2.21 TfC offer discounted travel by rail for staff offering a 10% discount off rail season tickets for destination stations in Cambridgeshire, which would be applicable for staff travelling to the site.

- 7.2.22 In addition, local bus service discounts could be provided which could include discounted tickets and trial initiatives. This could include free travel for staff travelling to work on public transport within Cambridgeshire for one month during the first six months following relocation / of new employment. Bus operator discounts could be promoted.

Interest Free Loans

- 7.2.23 Interest free loans could be provided for season ticket purchase for staff commuting by rail.

Effective Car Use

Car Sharing

- 7.2.24 A car sharing scheme is aimed at promoting multi-occupancy vehicular access to and from the site, potential creating a significant reduction in the number of vehicular trips to and from the site as well as reducing car parking demand.

- 7.2.25 A private car share database for Abcam's employees could be set up using Liftshare.com, as well as the provision of priority parking for staff who utilise this option.

- 7.2.26 The promotion of CamShare, which is an online journey matching service for people working, living and travelling in Cambridge which helps find travelling companions for those travelling to and from Campus. It is publicised by Addenbrooke's and CBC to their staff and visitors in encouraging car sharing for journeys to the site. Addenbrooke's uses this system and is open to everyone who works on CBC and therefore it could allow a broader catchment for potential car sharers on site. It is a simple procedure requiring a form to be filled in a computerised system helps match people completing similar journeys. The existing Addenbrooke's car sharing scheme provides allocated spaces within the staff multi-storey car park. Staff on site could utilise the existing car share scheme which provides priority parking for staff who take up this option.

- 7.2.27 Car sharing could be encouraged through the use of notice boards and websites to match people wishing to car share. The TPC will also continue to promote car sharing to staff.

- 7.2.28 Car sharing could also be encouraged when two or more staff are travelling to the same location for business, where public transport options are limited. This could be promoted within Abcam via the TP notice board.

- 7.2.29 A monthly car sharing prize draw could be implemented to encourage car sharing.

Car Club

- 7.2.30 It is understood that ZipCar (formally Streetcar) used to operate a car club from the existing NCP multi-storey car park on the existing Campus, however this contract was terminated in November 2011 due to the lack of demand. A car club could be a more viable option once CBC has expanded, therefore options will be looked at for the provision of a car club on the Addenbrooke's site, working closely with the University of Cambridge Health partners.

- 7.2.31 A ZipCar site is currently available at Clay Farm, adjacent to the marketing suite which is approximately 1.2 kilometres west from the site which could be used if necessary. In the Addenbrooke's Annual Action Plan within the TP it states that they are currently investigating the provisions of a car club/s on Campus for staff.

Car Parking Demand Management

- 7.2.32 The 144 car parking spaces located within the adjacent car park would be controlled by a car parking permit system. The criteria for obtaining a permit are set out in **Table 5.1** below.

Table 5.1: Abcam Car Parking Permit Priority System.

Priority	Parking Pass Colour	Criteria
1	Red	Car sharing, must be on site to carry out their role, live more than two miles away
2	Orange	Childcare arrangements for primary school children or younger, live more than two miles away
3	Yellow	Live more than two miles away
4	Blue	All others

Pool Cars

- 7.2.33 Environmentally friendly pool car/s could be introduced for staff on site if there is a viable number of work related car journeys.

Other Measures and Initiatives

Smarter Working Practices

- 7.2.34 Working practices could be reviewed to minimise the need to travel especially in the peak hours. This could be in the form of introducing flexible working hours, condensing a five day week into four days and home working.
- 7.2.35 In addition, conference and video calling facilities for meeting will continue to be provided.

Monthly Prize Draws

- 7.2.36 Any employee that travels to work by any means other than driving alone in a car qualifies to be entered into the Monthly Prize Draw. A £50 voucher is given away every month. This will continue to be undertaken at CBC.

Guaranteed Ride Home Scheme

- 7.2.37 A guaranteed ride home scheme is operated by Abcam to assist with those who travel by sustainable modes of transport in an emergency. This will be continued following relocation to CBC.

7.3 Potential Measures and Initiatives for Visitors to the Site

- 7.3.1 Outlined below are a number of different measures and initiatives for visitors to the site which could be adopted.
- 7.3.2 Visitors travelling to Abcam could be made aware of the sustainable travel options. They could be encouraged to access information about travelling to the site by sustainable means through the CBC website and the Abcam website as well as any correspondence set. The websites could detail information as follows:
- Location map highlighting nearest bus stops (indicating walking times from Abcam) and bus routes / times to Addenbrooke's and CBC;
 - Railway station information such as location of and train services available at Cambridge and Great Shelford railway stations, with specific emphasis on the bus services available from the stations to CBC;
 - Cycle and walking information including the cycle facilities available for visitors such as the location of the cycle racks; and
 - Local taxi firm details and contact numbers.

- 7.3.3 Any correspondence from Abcam could be sent out via email or post containing essential travel information and a link to the travel section on the website, with the main emphasis highlighting the sustainable travel modes available for journeys to Abcam.

7.4 Annual Action Plan

- 7.4.1 An Annual Action Plan which clearly sets out tasks, as well as designating people with the responsibility for running these tasks (such as the TPC) and providing a timescale over which these tasks should be completed. The Action Plan should be reviewed annually, enabling the targets set out in the TP to be monitored.
- 7.4.2 Although Abcam are not due to occupy the development until 2018, the development will initially adopt the Action Plan included at **Appendix F**, the Action Plan will however be reviewed by the TPC prior to occupation to ensure that it reflects the operational requirements of Abcam at the time of occupation. Thereafter the Action Plan will be updated every 6 months.

8 Travel Plan Management, Implementation, Monitoring and Reporting Management

8 Travel Plan Management

8.1 Introduction

- 8.1.1 This section outlines how the travel plan will be secured, managed, implemented, monitored and reported.

8.2 Travel Plan Co-ordinator

- 8.2.1 Abcam currently have a TPC in place who is the main driver for travel to work initiatives and the main point of contact for staff. This role is currently undertaken by Rebecca Molloy, Head of Global Safety. The role utilises approximately a third of her working time.
- 8.2.2 The TPC in place at the time of relocating to CBC and any subsequent TPC will be required to provide contact details to the Local Authority.
- 8.2.3 The TPC should have a reasonable knowledge of the local transport facilities in the area. They should be approachable, amenable to suggestions and possess a high level of interpersonal skills, as they will be required to converse with outside bodies such as public transport operators and the Local Authority.
- 8.2.4 The TPC for the building will be responsible for the following:
- To be the first point of contact for questions for staff, visitors and contractors about travel;
 - To raise awareness of sustainable transport modes to all users, working closely with the wider site TPC;
 - To promote the annual travel survey to staff, which is carried out to monitor the progress of the TP towards its targets;
 - To distribute key information resources to all user groups, such as cycle maps, walking maps, bus timetables and car club information; and
 - To collate an annual report of all TP promotional work carried out to be given to the TfW.
- 8.2.5 The TPC will be encouraged to join and report to the CBC TP Co-ordinating Group. This group is currently known as the Cambridge University Health Partners (CUHP) transport and sustainability group. The CUHP is therefore encouraged to actively work with this group along with CBC employers to develop best practice in encouraging sustainable travel to the Campus and Abcam.

8.3 Implementation

- 8.3.1 The TPC will implement those measures set out in the Action Plan and any additional measures which come to light in the intervening period.

8.4 Monitoring

- 8.4.1 The TP is an evolving document that will take into account changes in staff and visitor profiles and travel patterns. The TPC will review the plan on a regular basis and develop the measures and initiatives to make the most effective use of the plan.

Staff and Visitor Travel Survey

- 8.4.2 Staff and visitor travel surveys will be overseen by the TPC in order to maintain the effectiveness of the plan and to gain an overview of the effectiveness of the various measures implemented. The first staff travel survey must be carried out within six months from the first date of occupation to understand baseline modes of travel to and from the site.
- 8.4.3 Thereafter Abcam will be expected to take part in the Addenbrooke's Annual Travel Survey. This survey will take place on the first Thursday in October and collect detailed information relating to the travel associated with the entire site. Information to be collected will include:
- Survey of staff to understand how they travel to work;
 - Staff views on using particular modes of transport; and
 - Staff views on potential TP initiatives.

- 8.4.4 Following each annual survey, the TP will be reviewed to understand the success of the TP in accordance with the agreed targets, methodology and programme.

Cycle Counts

- 8.4.5 In order to monitor cycling on site, cycle counts will be undertaken weekly, noting information related to time of year and weather condition to help understand cycle patterns.

Postcode Mapping

- 8.4.6 Postcode mapping will be carried out throughout the year to understand where staff and visitors are traveling from.

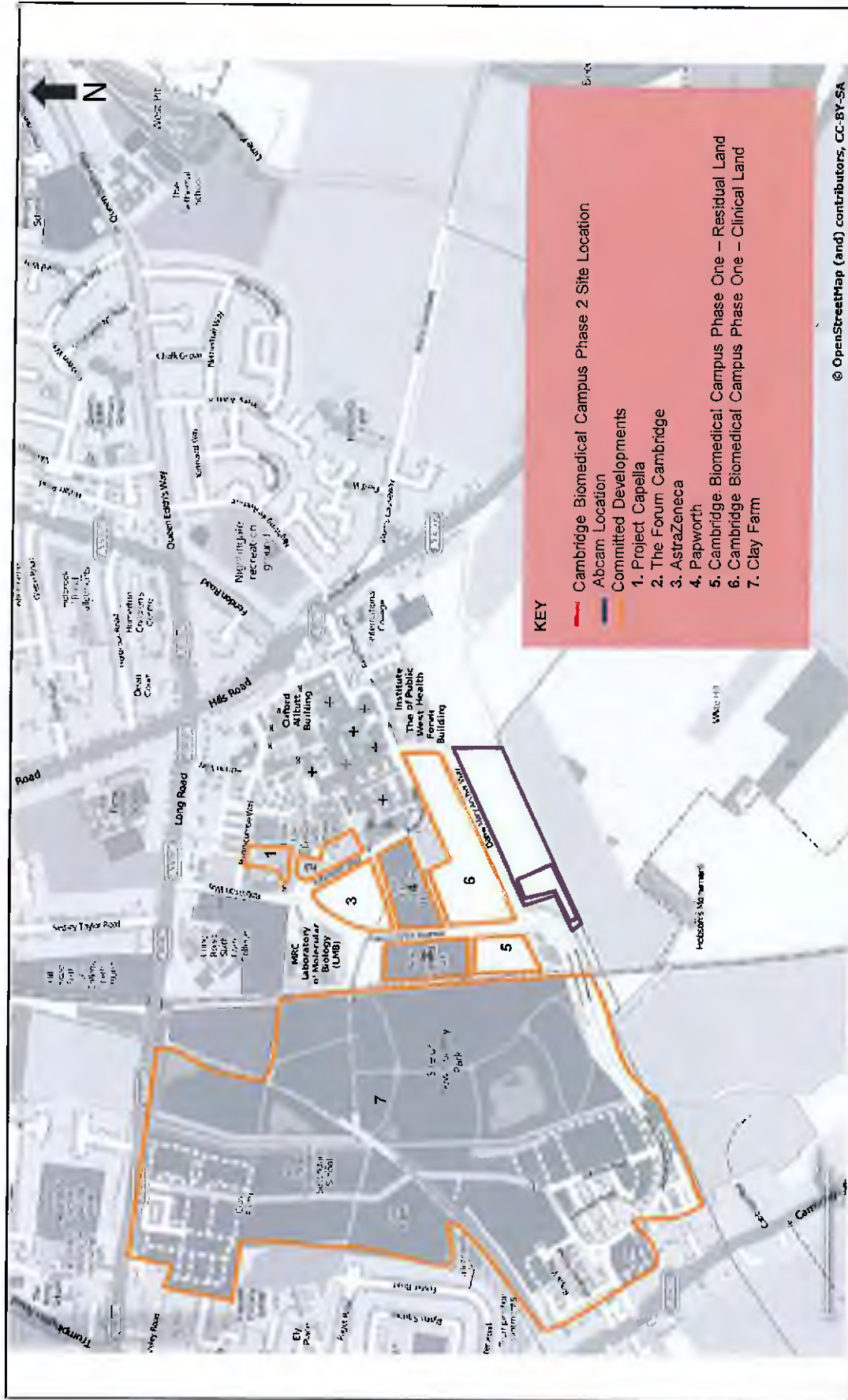
Analysis of Travel to Work Monthly Draws

- 8.4.7 Analysis and monitoring of the participation of the monthly prize draws to understand how the participation numbers vary from month to month.

8.5 Reporting and Reviewing

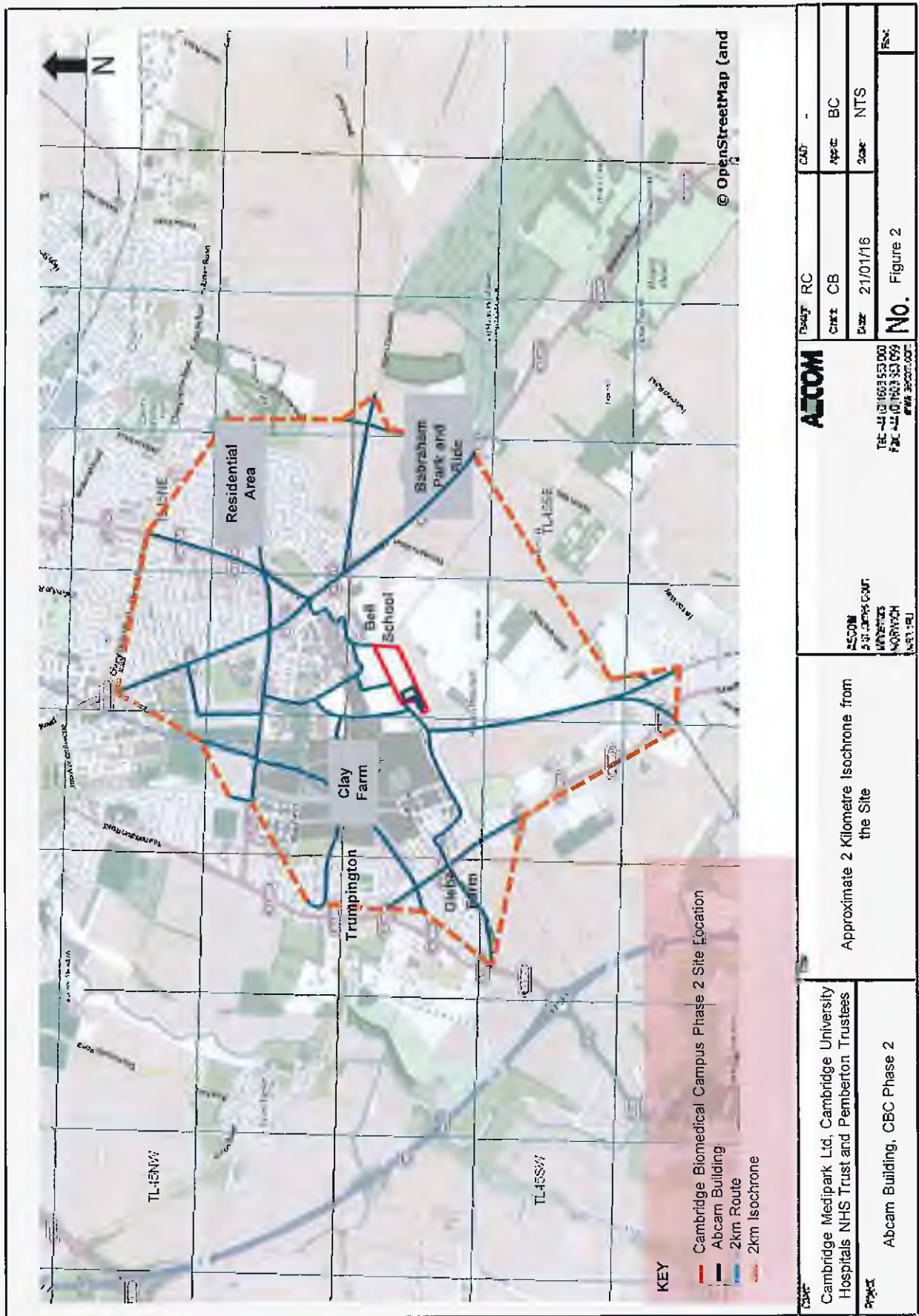
- 8.5.1 A review of the Annual Travel Survey will culminate in an Annual Monitoring Report to include details and results of the travel survey, monitoring and review. This report will be provided to the City and County Councils and the CBC TP Co-ordinating Group within two months of completion of the monitoring and review process. Reasonable amendments to measures set out in the TP will be made to ensure the targets are met.
- 8.5.2 The Annual Monitoring Report process is required to be carried out each year for a period of five years after full occupation (unless otherwise agreed with the TP Co-ordinating Group and the Local Authorities). Monitoring will then continue for a further five year period at a frequency to be agreed either by the CBC TP Co-ordinating Group or Local Authorities.
- 8.5.3 The results of the Annual Monitoring Report for the site and any revisions of the TP will be published and presented to staff in order to assist in maintaining enthusiasm for the TP and the targets.

Appendix A – Figures

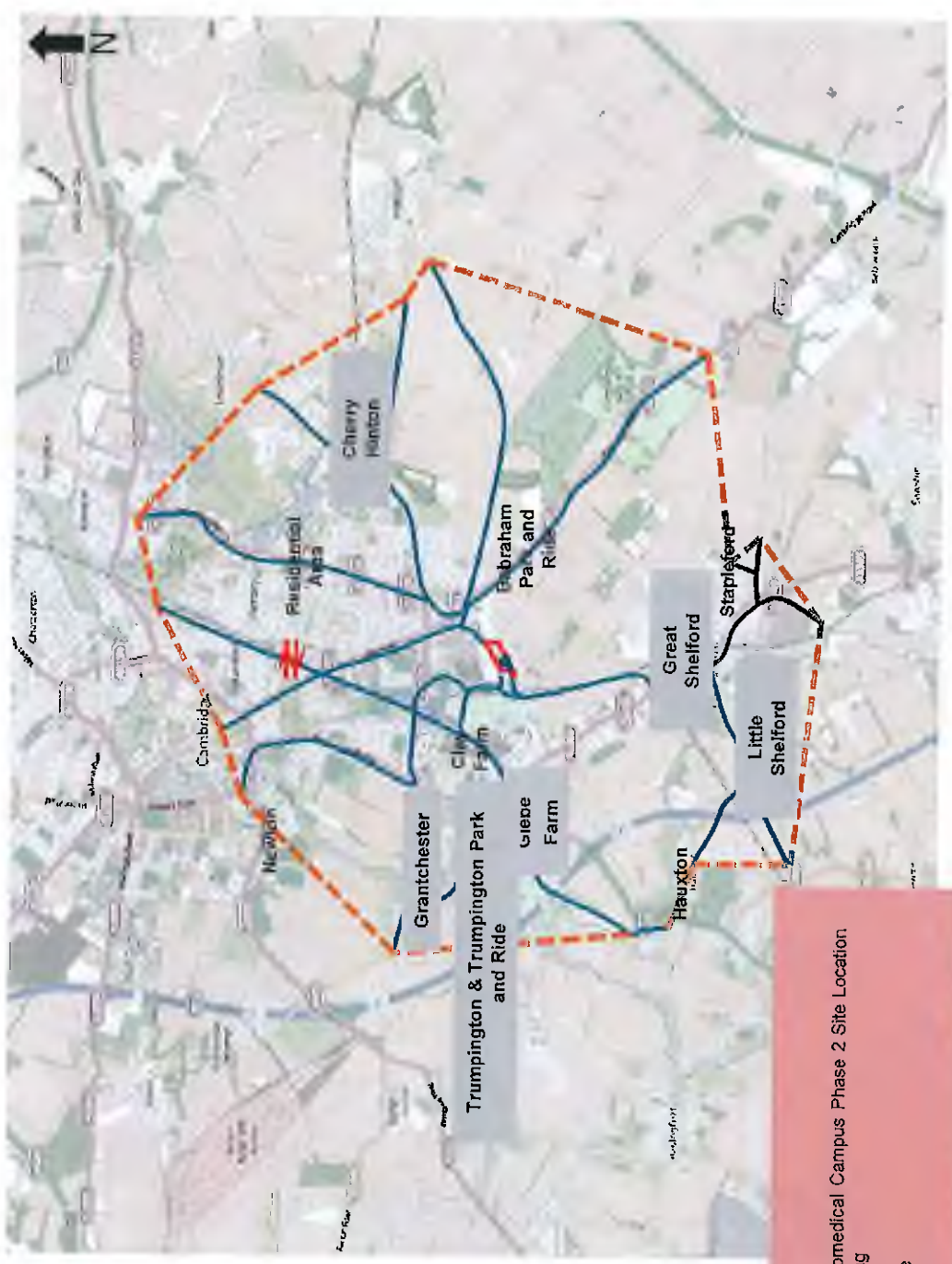


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<p>Client Cambridge Mediapark Ltd, Cambridge University Hospitals NHS Trust and Pemberton Trustees</p> <p>Project Abcam Building, CBC Phase 2</p>	Site Location Plan		<p>ALCOM</p> <p>ALCOM 3 St James Court Woodhouse Leeds LS2 9PL</p> <p>Tel: +44 (0)1937 553 000 Fax: +44 (0)1937 553 059 www.alcom.co.uk</p>	<p>Design: RC</p> <p>Client: CB</p> <p>Date: 21/01/16</p> <p>Scale: NTS</p>
	Site Location Plan		<p>ALCOM</p> <p>ALCOM 3 St James Court Woodhouse Leeds LS2 9PL</p>	<p>Date: 21/01/16</p> <p>Scale: NTS</p>
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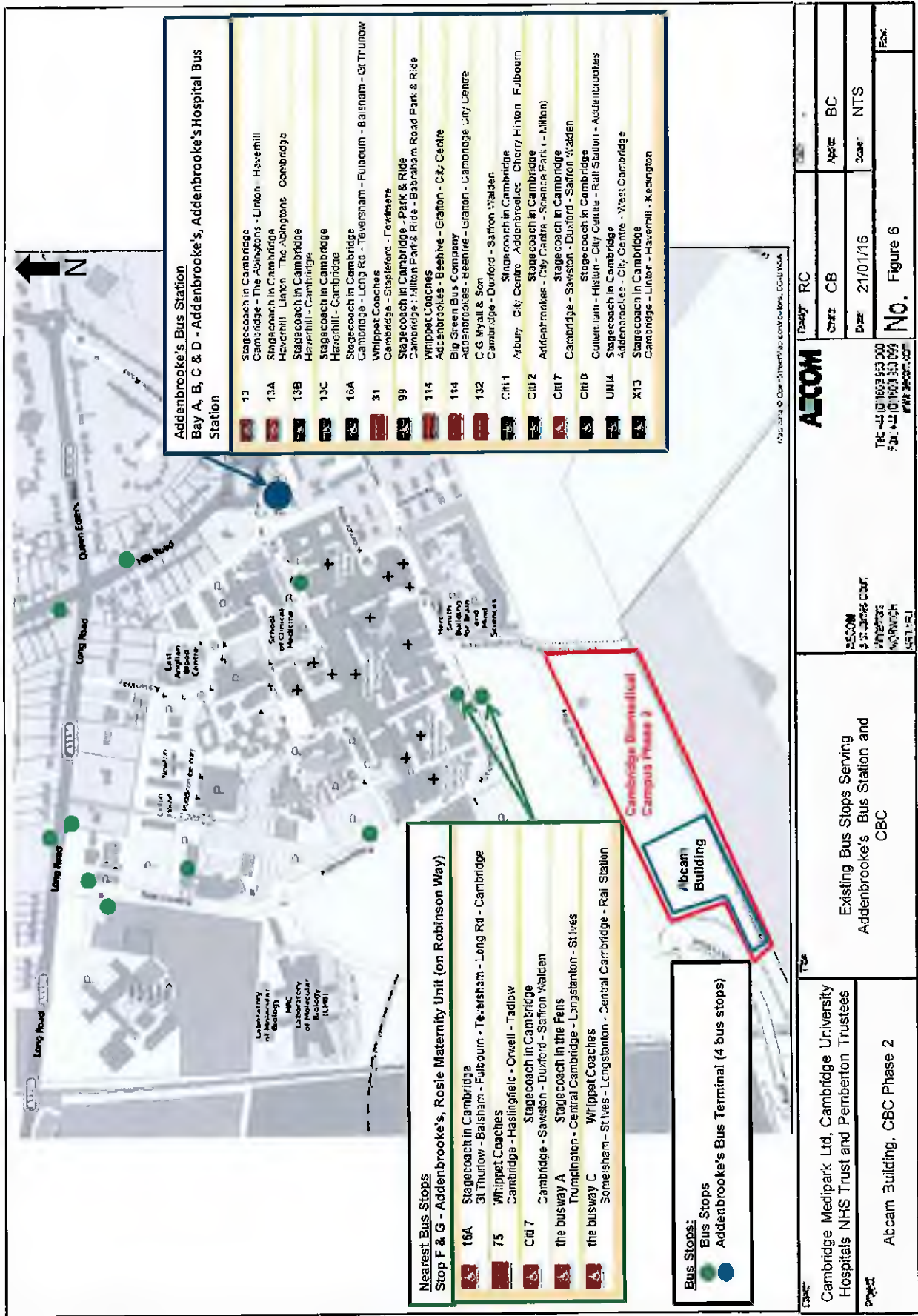
- KEY**
- Cambridge Biomedical Campus Phase 2 Site Location
 - Abcam Building
 - 5km Route
 - 5km Isochrone
 - Train Station

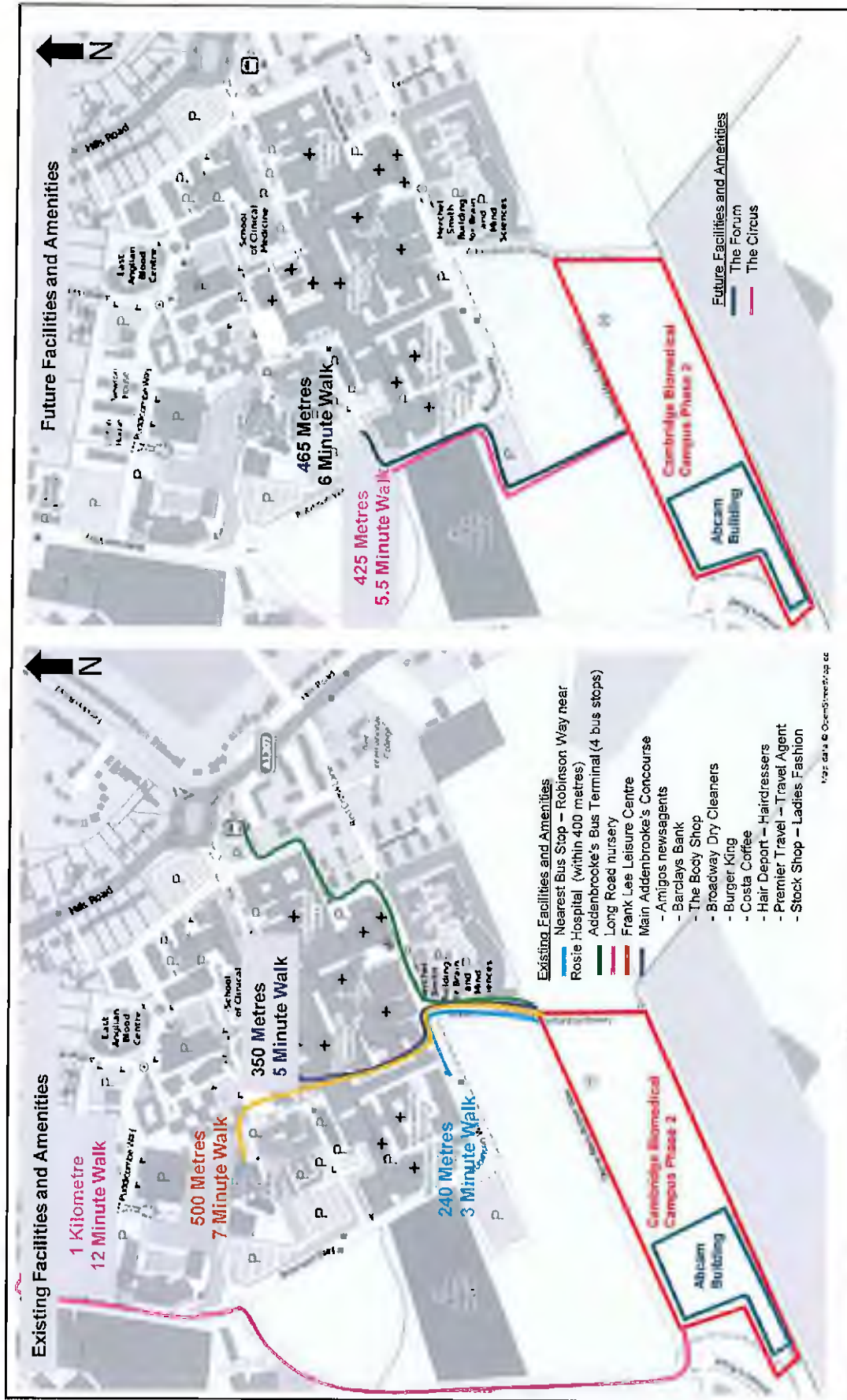
<p>Cambridge Medipark Ltd, Cambridge University Hospitals NHS Trust and Pemberton Trustees</p> <p>Abcam Building, CBC Phase 2</p>	<p>Approximate 5 Kilometre Isochrone from the Site</p>		<p>ACCOM</p> <p>35 St. John's Court Woburn, Bedfordshire MK42 0JH Tel: 01455 510000 Fax: 01455 510001 Email: info@accom.co.uk</p>		<p>Drawn: RC</p>	<p>Scale: NTS</p>
	<p>Cambridge Medipark Ltd, Cambridge University Hospitals NHS Trust and Pemberton Trustees</p>		<p>21/01/16</p>		<p>Client: CB</p>	<p>App: BC</p>
	<p>Cambridge Medipark Ltd, Cambridge University Hospitals NHS Trust and Pemberton Trustees</p>		<p>21/01/16</p>		<p>Drawn: RC</p>	<p>Scale: NTS</p>
	<p>Cambridge Medipark Ltd, Cambridge University Hospitals NHS Trust and Pemberton Trustees</p>		<p>21/01/16</p>		<p>No. Figure 3</p>	



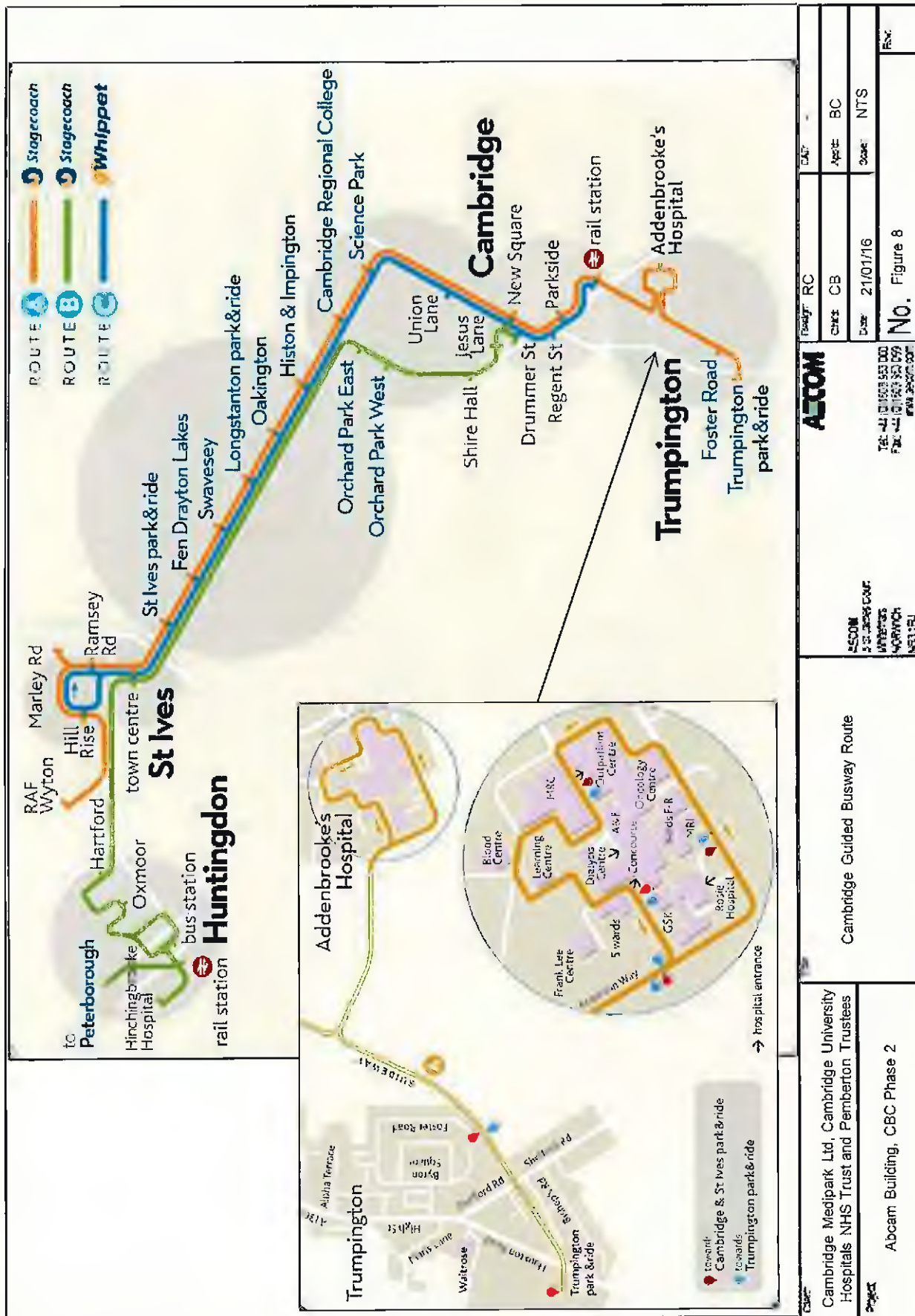
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Client		Cambridge Medipark Ltd, Cambridge University Hospitals NHS Trust and Pemberton Trustees		TBS		Project		Abcam Building, CBC Phase 2	
				Existing Cycle Facilities in the Vicinity of the Site		ACCOM		55 JARVIS CWR	
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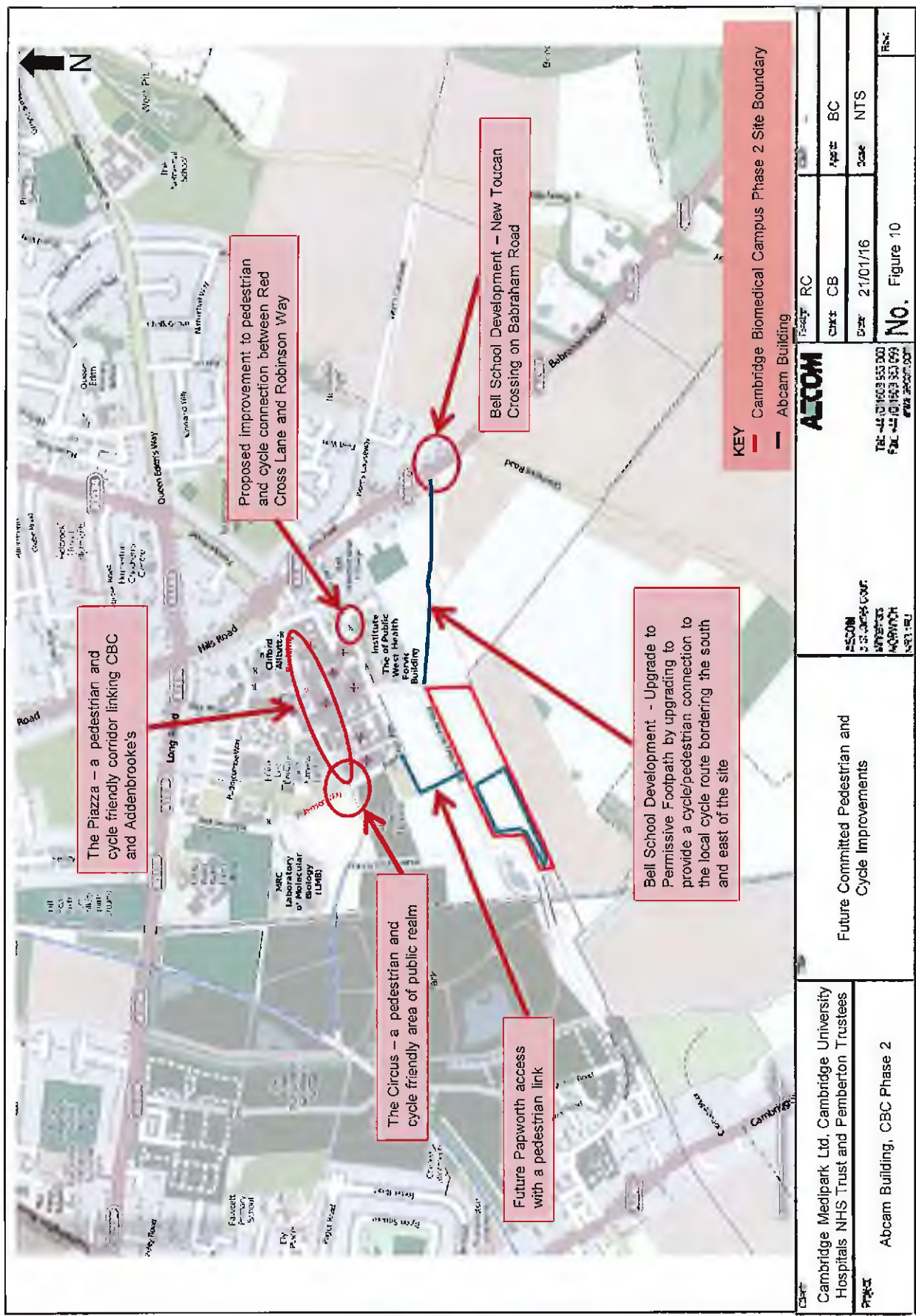
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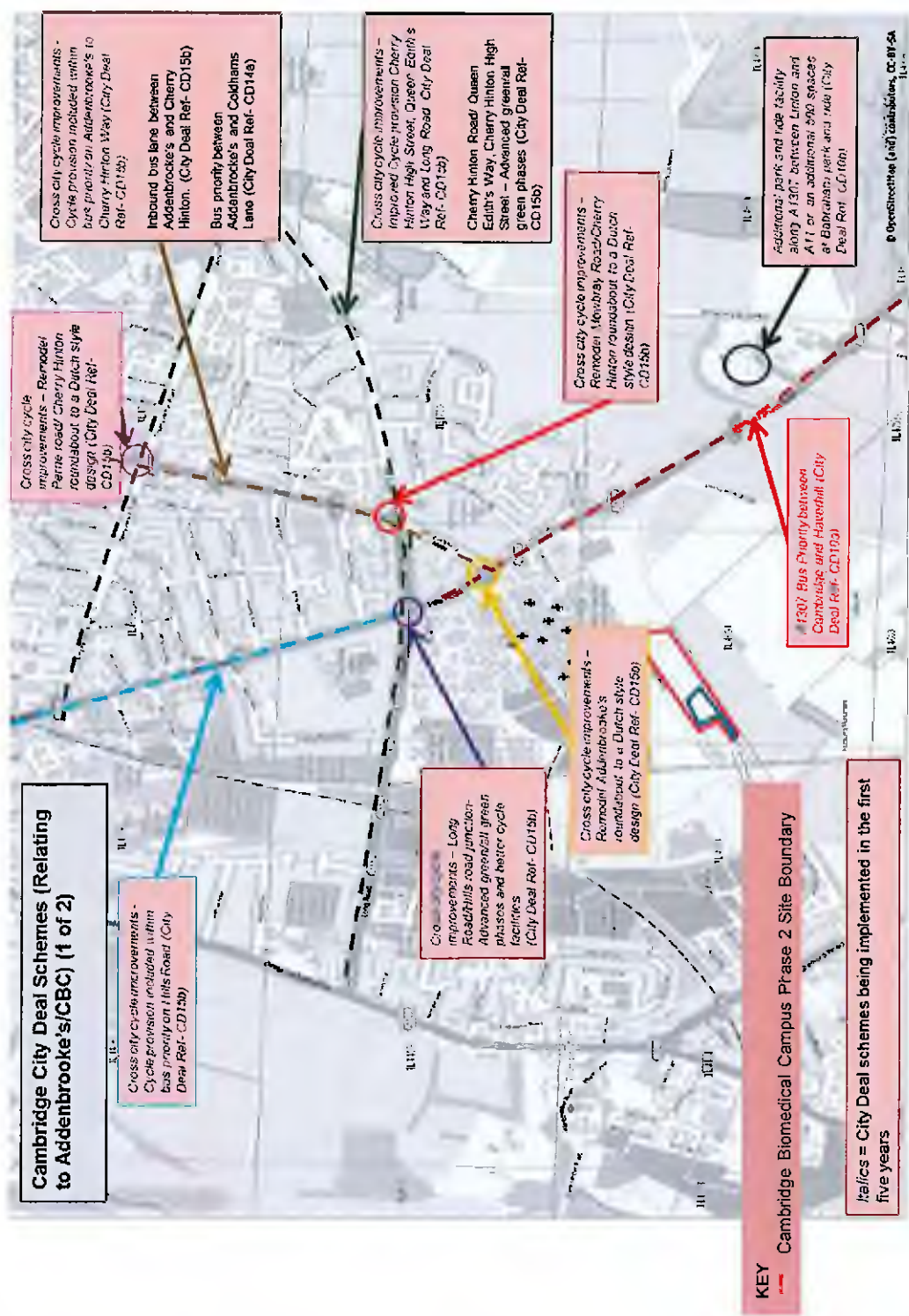
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Cambridge Medipark Ltd, Cambridge University Hospitals NHS Trust and Pemberton Trustees	Primary Vehicular Routes	ACCOM 9 St James Court Whitings Norwich NR1 2RJ	TEL: 01603 553 000 FAX: 01603 553 059 email: 35500100@nhs.uk	RC	
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Client		Future Committed Pedestrian and Cycle Improvements		ALCON 033 3005 000 033 3005 000 033 3005 000 033 3005 000		Safety RC	
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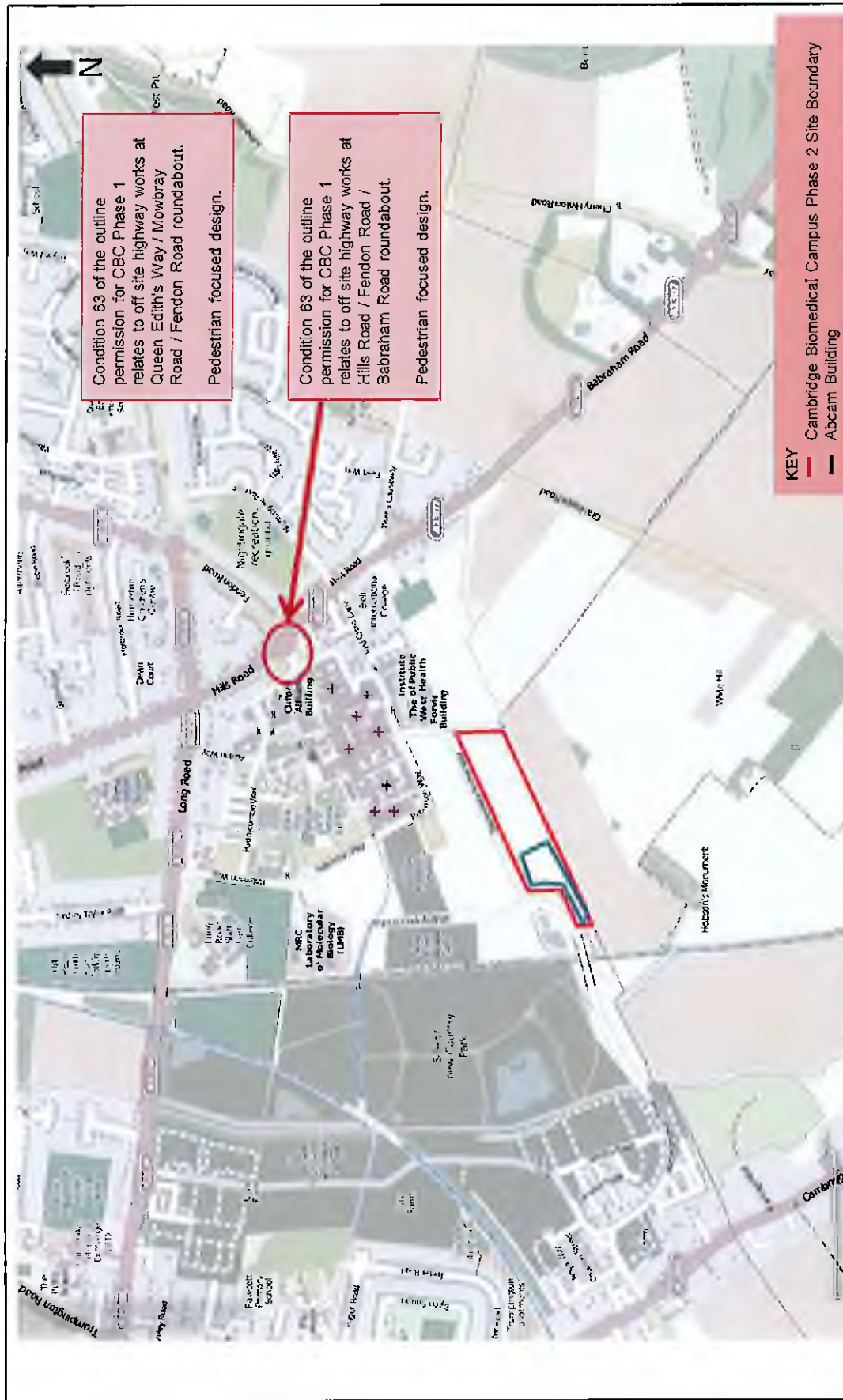


KEY

Cambridge Biomedical Campus Phase 2 Site Boundary

Italics = City Deal schemes being implemented in the first five years

<p>Cambridge Medipark Ltd, Cambridge University Hospitals NHS Trust and Pemberton Trustees</p>	<p>Cambridge City Deal Schemes Relating to CBC</p>	<p>ATCOM</p> <p>5 St James Court Whitworth Manchester M4 6AW UK Tel: +44 (0)161 953 0000 Fax: +44 (0)161 953 0599 Email: info@atcom.com</p>	<p>Party: RC</p> <p>CM# CB</p> <p>Date: 21/01/16</p> <p>NTS</p>
<p>Abcam Building, CBC Phase 2</p>	<p>No. Figure 11</p>	<p>Page: 11</p>	<p>Page: 11</p>



Cambridge Medipark Ltd, Cambridge University Hospitals NHS Trust and Pemberton Trustees	Future Highway Network			
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Abcam Building, CBC Phase 2	Date: 21/01/16			
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Appendix B – Abcam's Existing Travel Plan

Travel Plan

abcam[®]
discover more

Abcam Travel Plan



Contents

Statement of Support	3
1.0 Introduction.....	4
1.1 What is a travel plan?	4
1.2 Reason for Travel Plan at Abcam:.....	4
1.3 Scope of the Travel Plan:.....	4
2.0 Roles and Responsibilities	5
3.0 Organisation Review	6
4.0 Baseline Information and Consultation	9
5.0 Objectives, Targets, Actions and Costs	15
6.0 Monitoring.....	19
7.0 Summary.....	19

Statement of Support

Abcam is a successful global company with its headquarters based in Cambridge. With over 400 employees on our Cambridge site. We are an expanding business which strives to support our staff's travel to work. Abcam runs a comprehensive wellbeing programme which directly links into travel to work initiatives. The company is committed to looking at alternative modes of transport other than single car journeys.

Approximately 33% of our staff cycle to work and although our statistics are above national average we believe this can be further improved. Abcam actively encourages cycling to work by providing new cycle parking, cycling incentives, regular bike maintenance sessions and safe cycling seminars.

We have worked with the TP+ to carry out postcode mapping, this has been used to analyse where staff live and whether car sharing is an option. Abcam have introduced a Guaranteed Ride Home Scheme which shows the commitment from senior management at Abcam.

A monthly prize draw for all staff that use an alternative mode of transport other than single car use is in place. This is very popular and over 65 employees participate in the draw every month.

Senior management are very supportive and believe that it is important to invest in travel to work initiatives and support our staff in safe travel while commuting to work. The Abcam Travel for Work Plan is fully supported by senior management and as the company grows and expands Abcam will continue to invest and support in travel to work initiatives.

1.0 Introduction

1.1 What is a travel plan?

A company travel plan is a strategy for managing the travel generated by your organisation, with the aim of reducing its environmental impact. Travel plans typically combine measures to support walking, cycling, public transport and car sharing. These are reinforced with promotion and incentives and by the management of workplace parking. Travel plans also include action to reduce the need to travel, such as telecommuting. They can focus on both commuter and business travel.

1.2 Reason for Travel Plan at Abcam:

Abcam want to make a formal statement about their commitment to travel to work. The company has invested and supported in travel to work and feel it is important to have a comprehensive travel plan in place so that future incentives and objectives can be achieved.

The company is expanding and covers over three sites on the Cambridge Science Park which in the future will be housed in one purpose made building within the Cambridge area. During the planning stages of the new building travel for work will be considered and improved on. Senior management are very supportive and believe that it is important to invest in travel to work initiatives and support our staff in safe travel while commuting to work. Although Abcam have already have good cycling facilities and work well with the travel plan plus partnership and we believe this can be further improved upon in the future.

Abcam was awarded five grants from a joint venture between Travel Plan Plus and Cambridgeshire County Council during 2013, 2014 and 2015. In 2013 the first grant was for a 30 place cycle shed and the second one for two pool bikes. In 2014 we received a grant for the installation of showers in unit 200 and the fourth grant for a cycling event held in Jan 2015 (Dr Bike and Healthy Breakfast). In 2015 Abcam also received a grant for an additional 30 place bike shelter which has been installed between units 200 & 204. We have a final grant pending currently for two more pool bikes. The grant application process requested that a travel plan be put in place.

1.3 Scope of the Travel Plan:

The travel plan will cover all three buildings that Abcam occupies on the Cambridge Science Park.

- Unit 330 is our main office building which also houses the logistics department. Approximately 265 people work with this unit.
- Unit 204 contains our laboratories and approximately 78 people work within the laboratories and offices in this unit.
- Due to expansion of the business we now occupy unit 200. Within this unit we have approximately 98 people who work within our Marketing team. Some of the unit is

also used for our marketing store. This site was refurbished in 2014 and travel to work was considered during the refurbishment process. An additional shower is currently be installed in the unit.

Each site has shower facilities and cycle parking on site. There is constant movement between the three building and Abcam own two pool bikes which make this easier and more convenient.

Mainly the working hours are between 8.30-17.00 however within certain areas of the business these hours are flexible. Within the logistics department some shift work takes place so that there is coverage between 7.30am and 18.00.

Car parking is limited on all our sites which means that there are not enough car parking spaces for each employee. Therefore it is important to support travel to work initiatives.

2.0 Roles and Responsibilities

2.1 Roles and Responsibilities

The following Abcam employees have Travel Plan responsibilities:

Jim Warwick, Chief Operations Officer: Jim is the overall site manager and is very supportive of travel to work initiatives.

Rebecca Molloy, Head of Global Safety: Rebecca is the travel plan coordinator and is the main driver for travel to work initiatives and is the main point of contact with the Travel Plan Plus partnership. Rebecca works part time and approximately a third of her time is used to work on travel to work and wellbeing.

Danielle Miller, Operations Director: Danielle heads up Operations which includes health and safety. Wellbeing and travel to work fall under the health and safety umbrella.

Health Champions: On the Cambridge site there are 2 health champions. The health champions look at awareness around wellbeing. Each health champion is committed to contributing approximately 1 hour a month to travel for work. This may be increased when running wellbeing events.

As Abcam is planning a new build within the Cambridge area, the time commitment will increase and considerable time and effort will be required to ensure that the correct plans are put in place for future travel to work initiatives for the new build. A project team is in place to manage the new build project.

3.0 Organisation Review

3.1 Organisation Background

Abcam is a global organisation which has ten sites around the world. The company was founded in Cambridge by the former CEO Jonathan Milner in 1998 and has grown to approximately 950 employees worldwide. Abcam is one of the largest retailers of research antibodies in the world. Abcam not only sells research and development reagents but also provides a high degree of scientific information and characterisation information associated with each antibody, such as Western blot images, and immunohistochemistry. Abcam delivers reagents to R&D laboratories and companies globally using worldwide couriers however packaging sizes have reduced over the years and so becoming more environmentally friendly. Local deliveries from the Cambridge office are carried out using bike couriers.

The Cambridge site is the headquarters and is the biggest site. It is located on the Cambridge Science Park and spans across three sites on the park. Approx. 412 people work between the three sites.

3.1.1 Development Plans

Abcam is ever expanding and now occupies three sites in the Cambridge Science Park, however our vision for the future will be to house all Cambridge employees in one building. Potential sites and architect plans are being drawn up which will include increase number of showers, lockers, drying rooms and cycle parking. Current local transport links and future developments plans for local transport links will be considered when deciding on a potential site for Abcam's new headquarters building.

3.1.2 Existing initiatives that can help the travel plan

Cycle Parking	Increased cycle parking by installing 2 x 30 place cycle shelters. This was partly funded by a grant through a joint venture between travel plan plus and Cambridge county council.
Pool Bikes	For use by our employees. They are used by visiting overseas employees, employees going to local meetings or for general cycling. – We hope to increase the amount

	of pool bikes from 2 to 4 in 2016.
Monthly prize draw	Any employee that travels to work by any means other than driving alone in the car can qualify. A £50 voucher is given away every month.
Cycle seminars	Abcam have held 2 cycling seminars over the past few years (general safe cycling and cycling at night). These were carried out by outspoken.
Healthy breakfast	Several healthy breakfasts have been provided for all walkers and cyclists.
Dr Bike	Free bike maintenance sessions are provided every 3 months.
Travel Plan Plus event	A lunchtime session was hosted by travel plan plus which included providing information and trialling the pool electric bikes.
Wellbeing event: Smoothie Bike, Lunchtime cycle to Milton, Cycle stretch workshops, scaletrix bikes, cycle challenge, safe cycling seminars.	Cycling makes up a large proportion of our wellbeing events. Events such as smoothie bikes, scaletrix bike challenge, lunchtime cycle to Milton Country Park, cycle stretch workshop, safe cycle workshops have taken place within the last year.
Car sharing	During September 2013, a prize draw was carried out for anyone that car shared during the month.
Global Corporate Challenge (GCC)	Abcam took part in the 2014 and 2015 GCC which ran between May – September 2014/2015. It actively encouraged people to become more active through cycling, swimming or walking. Activities throughout this time period ran to encourage cycling and walking to work wherever possible. Abcam hopes to take part in this again in 2016.

Guaranteed Ride Home scheme (GRH)	Abcam has a guaranteed ride home scheme in place to help with cyclists and people car sharing in an emergency.
Cycle to work voucher scheme	The voucher scheme has been running very successfully for many years. All new starters can join the scheme and all other employees are able to join the scheme when they review their flex benefits on an annual basis.

3.1.3 Business Travel

Abcam is a global company with ten sites based throughout the UK, US and Asia. Communication between sites is key and therefore there is considerable international travel that takes place. Marketing and conferencing is also an important factor for our business so therefore resulting in international travel. Top level authorisation is required when booking international travel and each trip is justified before the trip is booked. Where possible airport cars are shared between employees.

There are good video conferencing and telephone conferencing facilities on all sites and these are in regular demand. New technology is always being looked into to aid with communication between the global sites.

Travel between the two UK sites (Cambridge and Bristol) takes place either by car or train. Fast train links from Cambridge to London and London to Bristol make it an easy journey to take.

Pool bikes are available in Cambridge and these are often hired out by visitors from other sites for use in Cambridge during their visit.

4.0 Baseline Information and Consultation

4.1 Site Assessment

Abcam is based on 3 sites on the Cambridge Science Park; unit 200, 204 and 330. A permit system is in operation in each car park to ensure that only employees or visitors park in our car parks.

Unit 300

Building size	Number of people working in building	Cycle parking spaces	Car parking spaces	Visitor car parking spaces	Disabled Car parking spaces
28,000	265	100	103	3	2

Unit 204

Building size	Number of people working in building	Cycle parking spaces	Car parking spaces	Visitor car parking spaces	Disabled Car parking spaces
18,000	73	30	31	0	0

Unit 200

Building size	Number of people working in building	Cycle parking spaces	Car parking spaces	Visitor car parking spaces	Disabled Car parking spaces
14,000	98	17	55	0	0

4.1.1 Location

Located north of Cambridge city centre, Cambridge Science Park boasts excellent transport connections, giving commuters and visitors a range of healthy, cheap and environmentally friendly travel options.

The Cambridge Science Park is served by two stops for The Busway, the guided bus route between Huntingdon, St Ives and central Cambridge.

There are cycle paths which connect the park to the cycle path that runs alongside the guided busway as well as cycle paths that head in the center of Cambridge and to the northern Cambridge villages.

The Science Park is also on the normal bus route which runs into the center of Cambridge. The nearest stops are at the main entrance of the park on Milton road or along King Hedges Road.

4.1.2 On site Facilities:

The following facilities are available in all Abcam's buildings:

- Showers
- Changing rooms
- Lockers
- Cycle parking
- Pool bikes for loan

4.2 Survey

Abcam have taken part in the annual travel to work survey ran by Travel Plan Plus since 2010. During this time the number of participants has risen from 33% in 2010 to 62% in 2015. This represents 1264 one way trips. The survey results are used in many different ways and we hope to increase participation in future surveys.

4.2.1 Method

All Cambridge based employees are asked to take part in the survey. This is communicated via email and Abcam expresses the importance of taking part in the survey. Email reminders are sent to encourage staff to participate and offers a prize draw for 3 participants. The results once published are then shared with staff in the H&S newsletter as well as being posted on the health and safety share point site.

4.2.2 Results

Here are the results from the 2014 TFW survey:

<i>Mode</i>	<i>2010</i>	<i>2011</i>	<i>2012</i>	<i>2013</i>	<i>2014</i>	<i>2015</i>	<i>All TP+ Employers 2014</i>
Bicycle	25.64%	36.24%	37.34%	38.68%	31.69%	33.3%	21.57%
Car Share	14.42%	9.62%	7.86%	10.06%	12.63%	13.49%	8.83%
Drive (alone)	44.87%	39.37%	38.65%	41.19%	40.78%	35.44%	53.98%
Home working	1.60%	0.22%	0.44%	0.47%	0.25%	1.58%	2.62%
Motorbike	0.96%	0.89%	2.18%	1.57%	0%	1.12%	0.81%
Other	0.00%	0.22%	0.00%	0.00%	-	-	-
Other Workplace	1.28%	0.22%	0.87%	0.47%	0.38%	0.0	1.10%
Public Bus	1.28%	4.70%	2.40%	1.57%	5.56%	6.15%	4.89%
Staff Bus	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.09%
Train	2.88%	0.45%	2.84%	1.26%	1.26%	2.23%	1.37%
Walk	7.05%	8.05%	7.42%	4.72%	7.45%	6.33%	4.75%
Number of one way trips	307	452	467	652	825	1264	10481
Participation (no of respondents as a percentage of total staff)	33%	42%	41%	55%	56%	62%	35%

4.3 Postcode Mapping

Postcode mapping was carried out by Travel Plan plus in May 2013 and in May 2014, this information has been used to analyse where people live and how far they commute to work. It has been particularly useful to look into car sharing options for the company.

Additional postcode mapping has been carried out to look at different site options for the new build. Two different postcode mappings have been requested, one looking at the north of Cambridge and one based from the biomedical campus in the south of Cambridge. This has helped us look at where people are commuting from and what travel to work options are available for employees. This is displayed in the Pen in Unit 330.

4.4 Analysis of survey and mapping

Survey Analysis

The participation rate was good at 62%, slightly higher than last year. This is useful data for Abcam to base our actions for 2016 and shows a high level of consistent engagement with the process. The shortest journey recorded is 0.5mile and as a number of people provided this as their distance includes people travelling by foot, bike, drive alone and car share. The longest journey of 202 miles was travelled by someone driving alone.

Cycling:

Cycling levels have been maintained this year at 33.3% which is excellent and above the average in the area.

The average cycle distance is 2.42 miles; the postcode mapping shows that a large percentage of our employees live within this 2.42 mile radius of the current office location.

Car sharing:

Car sharing is up to over 13.5% (10% in 2014) and is above the TP+ area average. The average distance travelled by car sharers is 19.97 miles. This is an area that Abcam can work on in the future and as there is increased demand on car parking spaces we believe that car sharing can help with this problem. We plan to set up a TFW yammer group and carry out postcode breakfasts to help get potential car sharer together.

Drive alone:

This is by far the biggest percentage which is 35.44% but is still below the survey average. This has decreased from 2014 which shows that employees are using more sustainable means to travel to work. This is the hardest section of employees to target. The average distanced travelled by driving alone is 12.58 miles. As you can see from the results below, 5.76% of employees are currently driving alone less than 2 miles to work, this distance is very short and is within cycling or walking distance. Up to 11.06% of all employees driving alone live within 5 miles of the office, again this is a target area for us to work on and through promotional schemes and working with employees we could make a difference here.

Drive alone - percentage of respondents and distance	Less than 2 miles	5.76%
	2.1 - 5 miles	11.06%
	5.1 - 10 miles	21.66%
	10.1 - 20 miles	29.03%
	20.1 - 30 miles	15.44%
	30.1 - 40 miles	7.37%
	More than 40 miles	9.68%

Homeworking:

Home working accounted for just 1.58% of respondents, which is an increase on last year's figures. The survey average is 2.48% so this is an area which Abcam needs to consider in the future. Currently homeworking is not really promoted at Abcam but this is changing and is being more widely done. Better IT technology allows better connectivity to the office, a homeworking DSE assessment system and homeworking policy are now in place.

Public Bus:

Bus use has increased dramatically over the past year with 6.51% of staff now using public bus to travel to work. This is higher than the TP+ average this year. This is another area for development within Abcam and subsidised travel costs are being considered.

Train:

Current figures for train travel are just above 2.23%. Many of our employees may not live near a convenient rail route and at present travelling from Cambridge Station to the TP+ area can add a great deal of time to a journey.

However this should increase once the new station planned for the Science Park (scheduled for 2017)

Walk:

2014's survey results show a large increase in the percentage of staff walking to work, now at 6.33% This is more consistent with the 2010-2012 figures. The average distance walked to work is 1.91 miles.

Travel Planning:

35.43% of employees know that Abcam have a travel plan and over 70% know who to contact regarding travel issues.

Continual promotion of travel initiatives will give employees positive awareness of travel initiatives in 2016, and will help to encourage responses to the 2016 survey.

Mapping results:

Looking at the postcode mapping there are large clusters of employees living within 1 and 5 miles of Abcam. This would explain why a large percentage of employees cycle or walk to work. There are also clusters among the northern villages which are within cycling distance from the Science Park. The postcode mapping has also been used to see if car sharing can be encouraged, so looking at who lives where and whether people live on routes into work.

Car Park Management:

Due to a shortage of car parking spaces, a car park management scheme using a permit system will be introduced at Abcam. The following will be introduced:

Different coloured parking permits depending on whether a driver fits into one of the following categories:

Priority	Parking pass colour	Description
1	Red	Car sharing, must be on site to carry out their role, live more than 2 miles away
2	Orange	Childcare arrangements for primary school children or younger, live more than 2 miles away
3	Yellow	Live more than 2 miles away
4	Blue	All others

This will be rolled out in 2016, to help manage the demands on the car park.

5.0 Objectives, Targets, Actions and Costs

Objective	Target	Action/Measure	Timescale	Responsibility	Monitoring	Cost
To reduce pressures on the car parking spaces	<p>To increase cycling and walking to work to avoid overcrowding of car parks.</p> <p>To provide showering facilities in all buildings, to refurb some of the older shower facilities</p> <p>Put car parking management system in place – ensure priority parking for car sharing, employee with young families, employees who cannot work from home or work flexibly,</p>	<p>Cycle counts- carried out weekly in unit 330.</p> <p>Running cycling events- seminars, training etc.</p> <p>Regular free bike maintenance for employees (every quarter)</p> <p>Health breakfasts for cyclists and walkers.</p> <p>Monthly prize draw for anyone that travel to work for more than half the month using a method other than driving alone.</p> <p>Travel to work information included in new starters</p>	Ongoing throughout 2016	<p>Facilities, H&S Manager</p> <p>Head of Global Safety</p> <p>Operations Director</p> <p>SLT</p> <p>Health Champions</p>	<p>As numbers of employees increase the number of car parking places stays static. Ensuring that everyone is able to park in the car park or in the cycle shelters.</p>	<p>Wellbeing budget £1000 per quarter.</p> <p>Monthly budget for prize draw £50</p> <p>Cost of refurbishment of showers</p> <p>Cost of new coloured parking permits, line painting and labelling of car park</p>

	employees that live less than 2 miles from site will not automatically be issued with a priority parking space (see car park management section of the travel plan)	<p>induction- new inductions carried out monthly.</p> <p>Cycle to work voucher scheme.</p> <p>Pool bikes available for use by employees and visitors.</p> <p>Wellbeing booklet available for all employees- travel to work information is included.</p> <p>Policy outlining new car park management system – training out to existing and new employees.</p> <p>Run free quarterly Dr Bike sessions for cyclists</p>				<p>spaces.</p> <p>Cost of 2 more pool bikes (£968)</p> <p>Dr Bike – approx. £240 per quarter</p>
Increase wellbeing resulting in a healthy workforce	<p>To promote walking and cycling wellbeing events.</p> <p>Consider participation in global corporate challenge (GCC) for</p>	<p>Participation in all cycling events in cambridge.</p> <p>Advertisement of local cycling events and wellbeing initiatives within the cambridge area.</p>	<p>Ongoing- wellbeing events ran every quarter at Abcam</p>	<p>Health Champions</p> <p>Head of Global safety</p>	<p>Lower sickness levels- this is monitored every month by the HR department.</p> <p>More engagement of</p>	<p>£1000 per quarter is allocated to wellbeing events</p>

	2016. Q3 events – roller racing, Dr Bike, Mindfulness sessions, Supporting travel plan plus in local events					staff-	
Increase response rates for 2016 survey	To increase our response rate in 2016. (63% in 2015)	Better promotion and awareness of the survey – possible introduction of prizes. Aim for increase of approx. 10%.	September - October 2016	Travel Plan coordinator and health Champions	Analysis of results will show if this has been effective.	Cost of prizes.	
Increase awareness around travel to work	Ensure all staff are aware of what TP+ can offer such as discounts, events etc. Advertise cycle to work scheme in July 2016, during flex benefit open period. – look at options of opening this up all year	Regular updates in the WUM and wellbeing newsletters. Travel to work information included in new starters induction Working closely with TP+ Running promotions and awareness Wellbeing booklet available for all employees- travel to	Ongoing and more effort required in July 2016.	Head of Global safety Health Champions		Limited costs associated with this.	

		work information is included.				
To work with planners and designer on the new building to ensure travel to work is considered during the design stage.	To ensure travel to work initiatives are included in the design of the new building allowing better promotion of travel to work.	Travel plan to put in with planning permission outlining are aims for the new building.	2015 design stage. Occupy new build 2018.	Abcam project group Operations Director		Build costs unknown at the moment.

6.0 Monitoring

9.1 Monitoring

Travel for Work survey	to take part in the travel to work survey in 2016 (Oct)
Periodic review with Travel Plan Plus	Holding regular meetings with Travel Plan Plus (ever quarter)
Update action plan	Update action plan every 6 months,
Cycle counts	Carry out cycle counts, noting weather conditions and time of year (weekly).
Analysis of travel to work monthly draw participants	Analysis of who is taking part in the monthly prize draw and the numbers each month (i.e. does it change during the winter/summer)
Revise targets	Annually revise targets and set new milestones. Actively trying to reduce numbers of employees driving to work alone.
Postcode mapping	Post postcode mapping drawings and travel plan.
Cambridge Science Park TFW steering committee	To attend quarterly meetings arranged by TP+

7.0 Summary

The interest in travel to work has increased over the past two years at Abcam and this is due to the expansion of the business and the commitment to wellbeing. Abcam believes that wellbeing directly affects how engaged people are in their work and together engagement and wellbeing enables outstanding performance. At Abcam travel to work has been directly linked in with wellbeing and the profile around travel to work has been raised.

The company has expanded rapidly in the last year which has an impact on the facilities that are on offer. With the help of TFW grants Abcam has been able to improve facilities that have had a direct impact on travel to work. Senior management are very supportive of all the travel to work initiatives and have provided funds to run regular wellbeing events which included travel to work events. Abcam have worked with Outspoken training to provide cycle seminars, Dr Bike sessions as well more fun bike events such as smoothie and scaletrix bikes. The travel plan coordinator has also worked closely with Travel Plan Plus to look at

what initiative and incentives can be put in place to encourage travel to work by means other than driving alone. A monthly prize draw has proved to be very popular with over 50 people taking part each month throughout the winter months increasing to over 65 in the summer.

Abcam has invested in a global wellbeing event, GCC is running during the summer months which we will hope will have a direct impact on travel to work. We feel if we can encourage people to be more active and try new ways to exercise; we are hoping that employees that current drive to work alone will consider walking or cycling to work.

With the potential of a new headquarters being built in Cambridge it is a very exciting phase in Abcam's history and as part of this development travel to work can be further improved through better facilities, awareness and training.

Appendix C – Addenbrooke's Travel Plan

Cambridge University Hospitals **NHS**

Part of the Addenbrooke's Trust



Caring for our Campus Commuters:
Access to Addenbrooke's Plus

Addenbrooke's Hospital | Rosie Hospital



Contents	
Foreword	3
Introduction	4
Scope of Access to Addenbrooke 's <i>Plus</i>	4
Objectives & targets	5
Partnerships	6
Delivering the plan and monitoring progress	7
Our background	8
Our future	9
Current situation by mode	10
Summary of Action Plans	15
Appendix 1: Modal shift	22
Appendix 2: Abbreviations and definitions	23

Foreword

Cambridge University Hospitals NHS Foundation Trust (CUH) and the wider Cambridge Biomedical Campus (CBC) is a location that generates intense travel activity with over 19,000 staff and visitors travelling daily to and from the site. The Campus is currently in a period of exceptional sustained growth and development. With an already very strong demand for effective and sustainable transport infrastructure this consequently needs to increase in response to future pressures on the local road network, parking capacity, community health and wellbeing in addition to the impact on the local and global environment.

Well managed, healthy and environmentally sustainable travel choices are important aspects of the Campus's continuing recognition as an international centre of innovation and excellence in healthcare.

The CBC comprises many different organisations. This fully revised Travel Plan recognises, even more than its predecessors, the importance of a partnership approach in delivering sustainable travel choices to everybody seeking to access the Campus – staff, patients and visitors alike.

This Travel Plan builds on the achievements and work carried out to date to reduce single occupancy motor car trips to and from our site. It is a priority action within the Trust's Sustainable Development Management Plan (SDMP) and a commitment for many of our Campus partners. The Plan sets out our continued objectives of minimising motorised traffic whilst developing, facilitating and promoting more sustainable and healthy travel choices available to Campus staff, patients and visitors.

Our records show that we have made good progress in achieving these objectives but we recognise that many will require the use of a motor car to travel to work for shift patterns or where there is little or no other travel choices available. However, with the cost of fuel getting more expensive, it is likely that keeping these vehicles on the road is putting extra pressure on household budgets. Finding a partial alternative to driving a motor car as a single occupant stands to not only save money, but also, to help keep our environment in a healthier condition. This Plan is an essential contribution to making this happen.

To support all those who travel to the Campus to find an alternative to the motor car journey, we as a Campus, want to create a safe and kind environment to ensure that anyone adopting, or trying to travel to the Campus in a more sustainable manner feels looked after, respected and appreciated for their choice. Plus giving up the motor car may not only save people money, but will also keep people healthier!

Alternative sustainable travel choices to the motor car are available and we encourage everyone to get involved and participate in the various initiatives which will be promoted through this Plan and Think Green (see page 6).

Lead Partner: Cambridge University Hospitals NHS Foundation Trust
Campus Partners: Addenbrooke's Charitable Trust, AstraZeneca, Cambridgeshire & Peterborough NHS Foundation Trust, Cambridge Regional College, Cancer Research UK, East of England Ambulance NHS Trust, GlaxoSmithKline Plc, Key Health (Addenbrooke's) Limited, Kids Unlimited, Medical Research Council, NHS Blood and Transplant, Papworth Hospital NHS Foundation Trust, Sanctuary Housing, University of Cambridge



Introduction

CUH and its place within the CBC is all about looking after people – our patients, our staff, our partners and our local community – our commitment is to improve the health and wellbeing of our communities, promoting good corporate citizenship and social responsibility by developing hospital and research facilities on our Campus in a sustainable and environmentally friendly way.

Parking space on Campus is limited and the nearby roads can get congested. We encourage all Campus staff, patients and visitors to use sustainable methods of travel. We realise that it is not possible in all instances and circumstances, however the aims of this Plan is to encourage those that use the motor car not to travel as a lone car driver by providing and promoting alternatives to ensure a greater element of travel choice is available.

Scope of Access to Addenbrooke's Plus

The 'Access to Addenbrooke's' travel plan has been a local Cambridge University Hospitals NHS Foundation Trust plan since 1997, aiming to influence the behaviour of our staff, our patients and our stakeholders. The Trust's physical location and the close collaboration with neighbouring site organisations ensures important integration in the shaping and delivery of provision, with the more formal establishment of the Cambridge Biomedical Campus travel plan. This successful partnership approach is made much more explicit in this new Plan appropriately entitled *Access to Addenbrooke's Plus*.

The land-use planning obligations underpinning the CBC master plan provide a further opportunity for the organisation to integrate our sustainable transport aspirations with those of our Campus partners and other stakeholders. Through this we have developed the 'Caring for our Campus Commuters: Access to Addenbrooke's Plus' as a central integrated document that all other CBC partner organisations can 'hook' into.

The Plan will provide support and encouragement for sustainable travel methods from the outset. We will work with organisations involved in development of the CBC to assist and support their move to the Campus encouraging their sign up and support of this Plan.

We realise given that there is a diverse range of organisations on the existing CBC, all of which have separate legal identities, that a one size travel plan will not fit all the organisations.



However all individual organisations are encouraged to support the Summary of Actions (page 15), and where appropriate, should propose complementary action plans to support the delivery of the strategic objectives and targets contained within this Plan.

This Plan will be valid for 3 years from January 2014 .



Travel Plan Objectives

The objectives of the original plan established in 1997 remain the same, namely:

- **To reduce** the need to travel
- **To increase** travel choices, making them safe, kind and accessible for all
- **To reduce** demand for car parking and so reduce traffic congestion, both on Campus and on the surrounding road network, caring for our community
- **To encourage** healthy transport options
- **To reduce** the environmental impact arising from the travel needs of the Campus.

The scope of this Travel Plan is wider than previous versions and now covers:

- Staff commuting to and from all organisations on the Campus
- Patients and visitors (on site conferences and courses, business visitors)
- Travel on business ~ including training
- Deliveries across the Campus
- Construction sites across the Campus

A key performance measure will be established to help us determine how much carbon we are generating through our travel activities which ultimately contribute towards climate change.

Travel Plan Targets

Targets for this Plan focus on staff lone car drivers and all motor car travel for patients, visitors and residents as we aim to reduce the traffic congestion, both on Campus and on the surrounding road network, caring for our community. The targets extend beyond the planning obligation agreement for the extended Campus confirming our aim to lead by example.

Our targets are:

- To reduce and maintain the number of staff driving to work as a single occupancy motor car to 25% by 2017.
- To reduce the share of patients and visitors travelling to the Campus by motor car (single and multiple occupancy) to 75% by 2017.

(See Appendix 1 on page 20 for progress on improving our Campus Modal Shift)

Partnerships

Travel planning activity on the Campus is underpinned by strategic partnerships and relationships with our various partners including site occupants, developers, local government, service providers and charitable organisations.

Campus partnerships have developed and grown over time and we now look to engage with future occupants before they reside on Campus. We aim to provide support and encouragement for sustainable travel methods from the outset, working with organisations to assist with their travel planning for staff, patients and visitors.

Campus partners of this Travel Plan include:

- Cambridge University Hospitals NHS Foundation Trust (Lead)
- Addenbrooke's Charitable Trust
- AstraZeneca
- Cambridgeshire & Peterborough NHS Foundation Trust
- Cambridge Regional College
- Cancer Research UK
- East of England Ambulance NHS Trust
- GlaxoSmithKline Plc
- Key Health (Addenbrooke's) Limited
- Kids Unlimited
- John Laing Plc
- Medical Research Council
- NHS Blood and Transplant
- Papworth Hospital NHS Foundation Trust
- Sanctuary Housing
- University of Cambridge

Our community and operational partners include:

- Cambridge Cycling Campaign
- Cambridge City Council
- Cambridgeshire County Council
- Countryside and Liberty Property Trust
- Cross Country Trains
- First Capital Connect
- Freedom Travel
- Go Whippet
- Greater Anglian Trains
- C G Myall & Son
- Richmond's Coaches
- Stagecoach East
- Stansted Express
- Sustrans
- Travel for Work Partnership

Communicating our aims

Launched in 2008, CUH's 'Think Green' Campaign is the mechanism by which both the Trust and partners communicate to staff and stakeholders regarding sustainability. The aim of the Campaign is to support the delivery of the objectives as set out in the CUH SDMP in addition to the transport related objectives and actions set out in this Plan.

The Campaign will be the primary brand used to deliver sustainable travel options to Campus users through a variety of media in our aim to reduce our carbon footprint and reduce the number of single occupancy motor car journeys to Campus.



Take action for a sustainable future
Cambridge University Hospitals

Delivering the Plan

The appending Action Plan to this document is supported by partners with the aim to deliver the actions appropriate to their organisation whilst supporting staff, patient and visitor sustainable travel solutions, thus reducing congestion in and around Campus and achieving a successful modal shift in line with our agreed targets.

To support delivery each partner, prior to occupation on Campus, will identify a Travel Plan Coordinator who will take the leading role in implementing the Plan and its associated actions.

Due to the number of organisations residing on Campus and to support the coordinated approach, the quarterly Campus-wide Site Liaison Meetings, will act as a Campus-wide Travel Plan Coordinating Group creating a forum to support coordinators and enable discussion and the sharing of best practice.

Monitoring Progress

The annual Campus travel count survey, which utilises technology to count movements on Campus, means that the Trust can accurately monitor the progress of the modal shift being made as a result of the implementation of travel plan initiatives across Campus.

CUH and partners, through the Travel for Work Partnership, will survey staff in order to gather feedback from the users of different modes to determine whether we are meeting their requirements, in addition to collating their suggestions for improvement.

A concise monitoring report will be prepared to identify the progress of the Travel Plan on an annual basis. This will be completed within two months of the results of the annual travel survey being made available.

The monitoring report will:

- Identify the context to the monitoring exercise in terms of changes to staff/visitor/patient numbers in the preceding year, Campus development build out and occupation at the time of the monitoring exercise, details of changes to infrastructure (e.g. new bus stops or services or increased levels of cycle parking and car parking provision)
- Provide a summary of the results of the campus-wide annual multi-modal surveys and provide comparison with data from previous years
- Summarise changes in business travel patterns from the pool vehicle and grey fleet usage
- On the basis of the above results, provide an overview of progress towards the Travel Plan objectives and targets and identify the successful and less successful of individual measures and why
 - Update the Action Plan to identify measures to be implemented in the next two year period
 - Review the targets to ensure they are still valid

The findings of the report and the updated Action Plan will be reported to the Sustainability Steering Group and Campus partners.



Our Background

CBC is home to one of the largest and best known NHS Foundation Trusts in the country with a world-class research reputation, CUH. CUH is a leading national centre for specialist treatment; a government-designated comprehensive biomedical research centre; one of only five academic health science centers' in the United Kingdom, and a university teaching hospital with a worldwide reputation.

CBC is on the southern fringe of Cambridge; around five kilometres from the city centre and includes Addenbrooke's and the Rosie Hospitals. In 2012/13 Trust activity included more than 528,000 visits to outpatients, 179,000 day cases and inpatients admissions, 98,000 Emergency Department attendances and 5,000 births (Trust annual report 2012/13).

The CBC is recognised as one of the largest traffic generators within Cambridge and Cambridgeshire and currently over 20,000 return person trips are made to and from the Campus each day with this figure due to increase in the coming years due to the planned expansion of the Campus.

The travel plan to date has been delivered in phases, with each phase focussing on different elements that contribute to the overall objectives. This successful incremental change has created an environment where sustainable travel is now very much part of Campus life.

Phases one and two: Taking action for ourselves (1997-2001)

- Introducing a variety of initiatives including arrangements to control car park management.
- Helped found the Travel for Work Partnership.
- Providing additional cycle parking and interest-free loans for the purchase of cycles and motorcycles.

Phase three: Partnership working (2001)

- Delivering a first of its kind (for the NHS) interchange bus station, in partnership with Cambridgeshire County Council, supporting a Trust operated direct bus route to the Campus from the Trumpington Cambridge Park & Ride site. Stagecoach Cambridge also partnered with the Trust to provide subsidised weekly staff bus tickets during this phase.

Phase four: Reviewing progress and communicating our actions (2003)

- Launch of a programme aimed at integrated communication.
- Awareness raising of the Access to Addenbrooke's travel plan and encouraging patients and visitors to travel to the Campus by means other than the private car.

Phase five: Planning related infrastructure development and improvements (2007)

- Addenbrooke's Road opened in 2010 providing enhanced highway access to the M11 motorway. The road will play an integral part in the local road network delivering access to Clay Farm and Globe Farm developments, with an estimated 21,500 vehicles using the road daily by 2023.
- The Cambridgeshire Guided Busway opened in 2011 providing improved bus and cycle links to the Campus. Services run from St Ives to Trumpington providing a direct, traffic-free route between the Trumpington Park & Ride, the Campus, and Cambridge railway station with several stops around the hospital including outpatients and the Addenbrooke's Treatment Centre.

Phase six: Equality of infrastructure for Campus commuters (2013)

- Co-operation, co-ordination and collaboration with our site partners.
- Preparation for the growth of the Campus, standardising the design of infrastructure to reflect the Master Planning process.
- Developing and implementing the Way finding project ensuring a coordinated approach with the Campus developments to ensure maximum benefits for all.

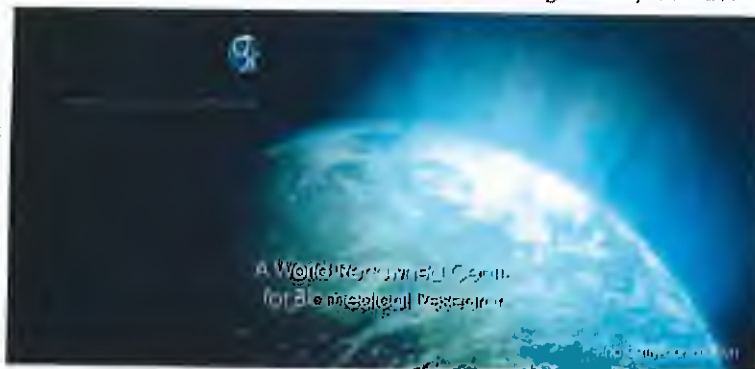
Our future

The Trust's document 'Vision to reality - 21st century patient care at Cambridge University Hospitals' sets out the ambition for our future 'The 2020 Vision'. The objectives of this vision is to:

- Expand local hospital services to meet population growth
- Develop specialist services both regional and national - including space for the relocation of Papworth Hospital to the Cambridge Biomedical Campus
- Promote and develop NHS and other clinical teaching
- Promote existing public sector biomedical research
- Allow for the expansion of other on-site clinical support services
- Develop existing links with commercial clinical research to investigate new treatment procedures/protocols for the long-term benefit of patients in the Cambridge area, the UK and abroad.

It is anticipated that in future over 17,000 people will be working on the Campus and it is recognised that with such a wide range of diverse organisations which are already in place or planned for the future, there needed to be a framework for development which integrates each of the developments into a master plan

which gives coherence and identity to the Campus. In 1999 the Trust and its strategic partners (Medical Research Council, University of Cambridge, Countryside Properties and Liberty Property Trust) obtained outline planning permission for our master plan to develop the Cambridge Biomedical Campus into a 140 acre 'medical city'.



The master plan has been carefully prepared with sustainability as an integral part and it gives a strong urban structure for the Campus, underpinning its relationship with Cambridge city centre. Occupying almost the same area as the University does in the city; the Cambridge Biomedical Campus will echo the layout of the city streets and the colleges with their courts. It will have an architectural framework which ties it into the city centre rather than setting it apart as is currently the case.

The Trust's 2020 Vision includes significant proposals to re-design the main entrance area to allow the guided buses to pass directly through the centre of the Campus. Coupled with the existing on-site bus station, these proposals will ensure that in the longer term, the Campus is at the centre of an integrated transport interchange.

Ensuring intelligent car parking strategies for the Campus remains a priority in order to ensure that we manage the available spaces in such a way not to compromise our ability to achieve agreed car modal shift targets. The Campus development provides us with the



opportunity to upgrade, integrate and renew the quality of travel support infrastructure ensuring that staff and visitors alike feel cared for, respected and appreciated for their travel choice.

In the future we aim to designate the Campus as a Low Emissions Zone, improving the air quality both in and around Campus for our community.

Current situation by mode

Walking and bicycling



Staff

The proportion of staff cycling to work has increased from 7% in 1993 to 31% in 2013.



Patients and visitors

The Campus recognises that it is not always possible for patients and visitors to access Campus by walking or bicycling. However, there are a number of options available in Cambridge for those who are able, examples include short term bicycle hire from the train station and a number of dedicated bicycle and pedestrian routes that link to the site.



All Trust building entrances are under review to ensure DDA compliance, in addition we will review any walkways across Campus where it is felt further improvements could be made.

Various cycle and walkways lead to the Campus including a section of the National Cycle Network which links the Campus with the community of Great Shelford. This cycle route marks the 10,000th mile of the National Cycle Network and was opened in September 2005 by Sir John Sulston.



There are over 2,500 bicycle parking spaces currently provided on site for around 35% of staff and visitors that cycle to Campus. As part of this plan we are reviewing the number of bicycle parking spaces in addition to the number of bicycles on Campus to ensure suitable capacity is available for demand.

Each future development on the Campus will further contribute to the amount of quality cycle parking facilities (including additional access controlled facilities for staff).

The Campus has an active Bicycle User Group and Walking Action Group (BUG WAG) which aims to improve the safety, popularity and enjoyment of bicycling and walking to, from and around Campus.

The Trust works in partnership with the Papworth Trust and supports its charity, OWL Bikes. OWL Bikes provides vocational training for disabled and disadvantaged people and they operate a weekly bicycle surgery on Campus as well as assisting with cycle parking management by refurbishing and recycling purged bikes.



Bus travel



Staff

The proportion of staff travelling to work by bus has risen from 4% (144 individuals) in 1993 to 27% (2424 persons) in 2013.



Patients and visitors

The proportion of patients and visitors travelling to Campus by bus has risen from 3% in 1993 to 11% in 2013.

Addenbrooke's has its own bus interchange which provides bus links to and from all parts of Cambridge and much of the surrounding area with over 60 buses an hour serving the Campus on weekdays. The Bus Station is located directly off the Hills Road entrance roundabout and provides a sheltered and well lit area for passengers to wait for their service. Real-time bus information has recently been made available on information screens within the Addenbrooke's Outpatients entrance hall and the Addenbrooke's Treatment Centre reception.



The Cambridgeshire Guided Busway service includes several stops on Campus including the Outpatients and the Treatment Centre. All Stagecoach buses that operate on the Cambridgeshire Guided Busway run on 100% bio fuel (from food industry by-products).

The Campus is also well served by buses from the Park & Ride sites located at Madingley Road, Milton, Trumpington and Babraham Road.

Train travel



Cambridge train station is the closest rail facility, located about 2.6 kilometres north of the main Campus entrance (8 minute bus trip, a 25 minute walk or a 10 minute bicycle ride). The station is served by local and strategic rail services and is well served by buses from Addenbrooke's running on a 'turn-up and go' frequency schedule between 07:00 and 18:00 weekdays. A reduced service operates on weekend and public holidays.

The Cambridgeshire Guided Busway offers buses to the rail station every 15 minutes with journey times of only 4 minutes.

We expect the number of visitors arriving by train to increase in the future as the Campus expands with the arrival of new partners and the additional provision of a hotel and large

By motorcycle



A small proportion of staff, patients and visitors travel to Campus by motorcycle.

The Campus has a number of areas for parking motorcycles which will increase with the opening of the new multi-story car park in June 2014.



By car



Staff

In 1993, 74% of staff working on the Campus drove to work. By 2012 this proportion has fallen to 37%, of whom 7% car share.



Patients and visitors

A very high proportion of patients and visitors travel to the Campus by car – 82% in 2013. The Trust recognises that it may be difficult to achieve significant changes for many patients and their visitors although we will continue to work on developing the options. For professional and other business visitors to the Campus there is room for a significant improvement.

The Campus is situated on the southern fringe of Cambridge and has good road links with most main routes in and around the city.

Parking facilities on the Campus are carefully managed and focus is very much placed on promoting alternative transport options. Multi-storey car parks have been provided as part of the Campus development to ensure redistribution of parking. These facilities have indirectly contributed to lessening congestion from Hills Road during certain periods. These car parks are high quality facilities that operate a 'pay on foot' system with concessions in place for certain staff and patient groups.



The needs of disabled individuals have been incorporated into the visitor car parks in addition to those travelling with small children with the provision of disabled and adult with child bays. A patient courtesy bus is available to make it easier for patients and visitors to get around the expanding Campus. The service runs on a regular 20 minute schedule from the multi-storey car parks and stops at four locations near popular entrances. The service is free and the bus is wheelchair accessible.

Staff are encouraged to join CamShare, an online journey matching service that finds travelling companions for all travelling to and from the Campus. Since the launch of the scheme many members of staff have registered and now share their commutes to work whilst receiving priority parking on site.

The Campus recognises that it is likely to remain difficult to achieve significant changes for patient and related visitor travel however we will look to identify possible opportunities through this Plan.

As part of this Plan we will work across the Campus to encourage professional and business visitors to take up alternatives to the single occupancy motor car, such as better promotion of the good public transport network or the more extensive use of tele-conferencing or video-conferencing options through more effective meeting and event management.

Tele-conferencing and video-conferencing

Teleconferencing facilities are available to all Campus partners with varying degrees of use. The facilities within CUH are available for use by Trust staff and Campus partners within its three videoconferencing rooms in addition to Multi Disciplinary Team facilities. These facilities are used frequently and currently operate at 70% of capacity.

Other related technologies such as Skype (using voice services over existing data networks) are in use cross-Campus to reduce the need to travel and operating costs.

Working from home

There are a large number of staff who currently work from home across many Campus partners. There is a variety of access levels to support this, from email availability through to full server access with laptops or desk top computers provided, as applicable. All staff where suitable, with agreement from their managers can explore the option of working from home.



Pool bicycles



As a high proportion of external meetings held locally to Campus, CUH obtained three electric bicycles for staff to use.

Further promotion is required to increase the uptake of these pool bicycles and this Plan will investigate the opportunity of sharing these electric bicycles with other Campus partners.

A number of partners, including the MRC, have standard pool bicycles available for staff to use for local meetings.

Pool cars and vans

CUH and Campus partners have a range of vehicles available, cars and vans, for staff business use when attending external meetings or in line with carrying out their duties.

This Plan looks to improve the energy efficiency of lease or pool hire vehicles, and introduce more economical and sustainable fuels where feasible.



Taxis



In 2013 there were 1212 journeys made by taxi by CUH staff a decrease of 20% from 2012.

CUH and Campus partners use taxi services for a number of purposes from transporting staff, patients and visitors to courliering items where courier suppliers are unable to provide the service required or within a required timeframe.

For the majority of staff the use of taxis is not the norm and they are only used in circumstances where they are the only safe and direct means of reaching the venue, the vehicle is being shared between a number of passengers, where prior approval has been given; such as on-call staff.

Patient Transport



In 2012 there were 60,000 trips arranged by CUH Patient Transport up 16% in two years.



CUH provides transport for patients, subject to eligibility criteria.

Patient transport vehicles operate with appropriate staff and equipment as patients have diverse needs, CUH has access to a range of vehicles such as ambulances with wheelchair-securing facilities, stretcher vehicles, high-dependency units and taxis.

Prior booking of patient transport enables the efficient use of transport resources, however demand is growing.

Through this Plan a number of actions will look to target this increasing area, training staff and reviewing the fleets used to carry out patient journeys.

Couriers

A number of different courier firms are used across Campus for local, national and internationally. Collections and deliveries are carried out by a variety of modes deliveries and freight and air delivery for international requirements.



As part of this Plan, CUH and Campus partners will investigate how we can work together to share courier services, where feasible, ensuring those courier services used have as low a carbon footprint as possible.

Deliveries

The CUH Service yard lies in the centre of the campus and plays a very important role in the smooth running of CUH and a number of Campus partners. This relatively small space which not only looks after deliveries and goods-in but also waste management, Incineration and recycling collection.

During 2014 a review project will see the re-painting of the zoning areas which will help with the facilitation of the consolidation of deliveries into single larger drops with overnight options – Improving logistics and supply dependability, easing congestion and reducing transport carbon emissions.



Summary of Action Plans

The actions detailed within this *Summary of Action Plans* relate primarily to CUH as Lead Partner, however, CUH will endeavour to work with our partners and their identified Travel Plan Coordinators for collaborative initiatives and projects as appropriate.

Walking - Actions		Completion
Improve street lighting for pedestrian safety		In progress
Standardise design of footways to reflect materials palette proposed by Master Planning process		In progress
Work with Grounds Maintenance to ensure walk and cycle ways are gritted during inclement weather in accordance with the CUH Adverse Weather Policy		Ongoing
Construct standardised and upgrade existing pedestrian crossings		2014
Improve pedestrian 'way finding' on Campus through improved signage		2014
Plan new pedestrian routes based on a whole route approach to ensure no discontinuities along the route - paying particular attention to the needs of people with mobility difficulties		2016
Construct new footpaths on the Campus (Robinson Way) to link with existing on and off site connections		2017
Improve the main drive ensuring that some road space is re-allocated for pedestrian use within delivery of 2020 development plan		2020



Bicycle - Actions		Completion
Reinvigorate the Bicycle User Group and Walking Action Group (BUG-WAG)		In progress
Promote electric pool bikes for shorter distance city journeys		In progress
Promote cycling between the Campus and Cambridge Rail Station		In progress
Promote adult cycle training		In progress
Identify alternative funding options for improving the cycling infrastructure		In progress
Work with OWL to relocate and expand their cycle surgery/shop services on the Campus to five days per week		In progress
Work with Sustrans to introduce more cycle routes locally to the Campus creating more options and improved routes for cyclists		In progress
Work with Cambridge City and Cambridgeshire County Council to introduce more cycle lanes and routes locally to the Campus creating more options and improved routes for cyclists		In progress
Review distribution and location of cycle parking provision		2014
Provide clearly signposted cycle parking, with directional signage to direct to additional capacity close by		2014
Review existing capacity and distribution of changing facilities, secure storage (lockers) and drying space for staff who cycle to Campus		2014
Work with VINCI Park regarding the installation of electric bicycle charging points		2014
Work with Cambridgeshire County Council in relation to the lighting of the cycleway (along the Cambridgeshire Guided Busway route)		2015
Work with Cambridge City Council and Cambridgeshire County Council in relation to the 'Chisholm Trail' cycle way		2015
Work with Cambridge Cycling Campaign to enhance Campus route options and improve Campus infrastructure for cyclists		2015
Increase cycle parking provision by 500 spaces by 2017 over and above any existing cycle parking provision (and any further cycle parking provided as part of new developments, from a baseline of 1,940 spaces) to include facilities for bicycles with trailers		2017
Standardise the design of cycle parking facilities to reflect materials palette proposed by Master Planning process - to include integral CCTV and access control for all staff cycle parking areas		2020



Bus Services - Actions		Completion
Continue to support the County Council backed Cambridgeshire Guided Busway to increase patronage on existing services		In progress
Work with County Council and public transport operators to enhance public transport accessibility from the local catchments		In progress
Continue to have an input into operational and business strategy groups of the Cambridge Park and Ride		In progress
Provide assurance to public transport operators that the developments associated with 2020 will not have a detrimental impact on the service they provide		In progress
Re-locate Long Road Sixth Form College bus stops to improve pedestrian safety at the College locality		2014
Work with the County Council to expand the real time information to all Campus bus stops		2014
Work with public transport operators to promote smartcard technology for bus ticket purchasing		2014
Review and improve on-site bus stop and bus waiting facilities		2014
Review on-site bus stops and station for safety and improve conditions where required and feasible		2014
Update knowledge of key locations that staff commute to Campus from and draw up a business case for investing in a dedicated commuting service		2014
Explore the potential for accessibility charges to the Campus for public transport operators as part of the site expansion		2015



Rail Services - Actions		Completion
Continue to provide discounted season train tickets in conjunction with train operating companies and Cambridgeshire Travel for Work Partnership		In progress
Continue to provide staff with interest-free loans for season tickets purchases		In progress
Improve marketing of train travel as a viable commuting and business travel option in light of improved bus interchange facilities at Cambridge Railway Station		In progress
Explore the opportunities available from the new Cambridge Science Park Rail Station		2015
Work with Cambridgeshire County Council and Cambridge City Council to introduce orbital bus movements to and from campus		2017



Motorcycle - Actions		Completion
Review distribution and location of motorcycle parking provision		2014
Plan for new motorcycle parking within the Multi-story Car Park 2		2014
Review existing capacity and distribution of changing facilities for staff to commute to Campus by motorcycle		2014
Review existing capacity and distribution of secure storage (lockers) and drying space for staff who commute to Campus by motorcycle		2014

Car - Actions		Completion
Continue to levy a daily charge for staff parking		In progress
Improve information available on alternative travel modes to the Campus and explore utilising social media		In progress
Update and implement the Parking Strategy and Parking Management Plan in relation to Campus developments		In progress
Implement road safety audit recommendations to improve road safety		In progress
Review the priority car parking groups		2014
Create a business case to extend the CUH 'no staff parking' boundary using review findings		2014
Install electric vehicle charging points in the Multi-story Car Park(s) for staff and pool car use from funding secured		2014
Review parking distribution and allocation across Campus car parks		2014
Re-tender the CUH pool car provision to include sustainably fuelled vehicles		2014
Investigate and implement the provision of car club vehicle(s) on Campus for staff, visitors and the local community use privately		2014
Explore the potential for linking automatic number plate recognition system for site access to DVLA database to see if vehicle carbon emissions can be a consideration for car parking charges		2016



Reducing the need to travel - Actions		Completion
Close integration with e-hospital project to explore opportunities within the programme		In progress
Encourage local authorities to improve Cambridgeshire broadband speeds to facilitate more e-business		In progress
Further promote and encourage staff home-working, tele-working initiatives and flexible working hours		In progress
Promote the use of more video-conferencing and share information across Campus partners		2014
Investigate the provision of web conferencing e.g. webinars and file sharing for interactive conferences, meetings and workshops		2015



Business travel - Actions		Completion
Encourage staff travel by bicycle or electric pool bicycle for local meetings		In progress
Encourage staff to travel by train and public transport for local, regional and national commutes		In progress
Promote the use of pool cars when business travel unavoidable		In progress
Removing travel warrants and encouraging pre-booking of cheaper public transport tickets via web-based train ticket companies		2014
Review pool car fleet arrangements with a view to progressively replace vehicles with carbon dioxide emissions of less than 120 grammes per kilometre and utilisation of sustainable fuels		2014
Investigate the options for a staff business travel journey planner, to enable staff to be directed to the options suitable for the journey they are undertaking		2014
Investigate the option to update the CUH Travel and associated expenses policy to include recompensating staff the public transport fare rather than private car/lease car mileage rate when business trips are completed by car where realistic public transport was available, feasible and lower cost		2015
Undertake an audit of business mileage and introduce stronger financial control of staff travel claims		2015
Investigate the introduction of policy to limit the lease cars made available as part of lease car scheme to be restricted to those with carbon dioxide emissions of less than 120 grammes per kilometre		2015
Patient Transport - Actions		Completion
Investigate and collate a baseline of Patient Transport for CUH		2014
Work with staff to encourage the sharing of patient journeys (where possible)		2014
Work with suppliers of Patient Transport to increase the efficiency and reduce the emissions of vehicles used		2015

Delivery – Actions		Completion
Investigate the possibility of reducing the number of vehicles accessing the Campus by co-ordinating deliveries. An audit will be undertaken to identify opportunities for co-ordination		2014
Investigate deliveries taking place out of hours to identify opportunities to condense deliveries into larger vehicles thus reducing vehicle movements on Campus		2015
Carbon emission and sustainability criteria to be incorporated into specifications for contracts that involve delivery of goods to the Campus		2015
Courier – Actions		Completion
Work with Campus partner organisations to see what opportunities there are to share courier services		2014
Work with County Council and Outspoken to identify opportunities to link into their EU funded project Cyclelogistics Ahead		2014
Investigate and pilot the joint working between couriers companies to deliver low carbon options for local collections and deliveries		2014
Communication – Actions		Completion
Develop and enhance communication channels between Campus partners		In progress
Provide individualised travel planning information for staff on request		In progress
Work with Campus partners to co-ordinate the travel plan and other 2020 Vision developments to deliver a cohesive Campus approach to sustainable travel solutions and maximise successful modal shift		In progress
Survey visitors to better understand travel behaviour		2014
Introduce new technology for patient letter production so that more information on sustainable travel options can be enclosed with patient appointments letters		2015
Update the Trust's communications strategy to plan and co-ordinate the approach to all these activities and initiatives		2014
Develop and implement the Way finding project ensuring that this work is co-ordinated with 'Access to Addenbrooke's plus' initiatives to ensure maximum benefit to both projects		2014
Our scope 2 carbon emission footprint to be remodelled to include measurement from: Business mileage and fleet Patient transport services Staff commuting Patient journeys to NHS sites Visitor journeys to NHS sites Courier services		2015

Appendix 1: Achieving successful modal shift:

Figure 1 – Campus Modal Shift: Modal choice (person trips) for journeys to Campus between 1993 and 2012 are as follows:

	Staff										
	1993	2005	2006	2007	2008	2009	2011	2012	2013		
Bicycle	697	1,307	1,558	1,833	2,311	2,312	2,564	2,430	2,791	31%	
Motorcycle	53	153	190	165	167	194	163	107	165	2%	
Car (single occupancy)	2,962	2,142	1,974	2,333	2,687	2,785	3,019	2,456	2,477	28%	
Car (Multiple occupancy)		210	450	280	438	321	383	571	571	6%	
Bus	144	1,424	1,580	1,570	1,752	1,983	2,171	1,948	2,424	27%	
Walk	136	639	577	752	917	1,079	581	543	569	6%	
	3,992	5,875	6,339	6,933	8,272	8,674	8,981	8,055	8,997	100%	

	Patients / Visitors										
	1993	2005	2006	2007	2008	2009	2011	2012	2013		
Bicycle	133	216	275	332	408	408	453	429	493	4%	
Motorcycle	114	27	33	33	29	34	29	19	29	0%	
Car (single occupancy)	7,224	3,555	3,478	3,219	3,447	3,473	3,145	3,383	3,230	27%	
Car (multiple occupancy)		5,139	5,083	5,495	5,984	6,813	6,308	6,468	6,468	55%	
Bus	259	780	807	861	956	1,067	1,169	1,049	1,305	11%	
Walk	91	209	235	309	374	439	277	315	310	3%	
	7,821	9,926	9,911	10,249	11,198	12,234	11,381	11,663	11,835	100%	

Source: Annual Campus Travel Count Survey (see page 7)

Appendix 2: Abbreviations & definitions

Abbreviations

CBC Cambridge Biomedical Campus

CUH Cambridge University Hospitals NHS Foundation Trust

SDMP Sustainable Development Management Plan

Definitions

Carbon footprint: The total amount of greenhouse gases produced to directly and indirectly support human activities over a specific period of time, usually expressed in equivalent tons of carbon dioxide (CO₂).

Car sharing: A scheme which partners up individuals who make similar car trips at similar times - to share travel, costs and reduce congestion.

Congestion: Congestion is a condition on road networks that occurs as use increases to the extent that free traffic flow is impeded.

Modal split: A traffic / transport term that describes the number of trips or (more common) percentage of travellers using a particular type of transportation.

OWL Opportunities Without Limits. Papworth Trusts charity, OWL Bikes, provides vocational training for disabled and disadvantaged people.

Public Transport: A system of vehicles such as buses and trains which operate at regular times on fixed routes and are used by the public.

S106 Agreement (planning obligations): Section 106 (S106) of the Town and Country Planning Act 1990 entitled 'Agreements Regulating Development or Use of Land' is a legally binding agreement between the Council, the developer and any other parties with an interest in the site to be developed.

Sustainable development: *"development that meets the needs of the present without compromising the ability of future generations to meet their own needs"*

Sustainable transport – It encapsulates:

- a reduced demand for travel
- an increased demand for walking and cycling, public transport, rail, and public transport oriented development
- planning decisions that are based on accessibility, rather than mobility, through the development or protection of urban transport systems that are low carbon and anti-sprawl
- increased vehicle efficiency, and the promotion and use of sustainable fuels for existing modes of transport.

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Appendix D – Local Rail Network Plan

Route Map



Appendix E – Proposed Site Layout

Appendix F – Action Plan

Abcam Travel Plan Action Plan

Area to Develop	Action	Responsibility	Timescales
Travel Plan Measures			
Baseline Travel Survey	The first baseline staff survey must be carried out within six months from the first date of occupation to understand baseline modes of travel to and from the site.	TPC	Within six months from the first date of occupation
Annual Travel Survey	Undertake annual Addenbrooke's Travel Survey to collect detailed information related to the travel associated with the site.	TPC	Takes place annually on the first Thursday in October
Annual Monitoring Report	Review the Annual Travel Survey and culminate in an Annual Monitoring Report setting out details and results of the travel survey, monitoring and review. This report should be provided to the City and County Council and the CBC Travel Plan Co-ordinating Group.	TPC	Report to be submitted with two months of the completion of monitoring and review process for a period of five years after full occupation (unless otherwise agreed with the Travel Plan coordinating group and the councils). Monitoring then continues for a further five year period at a frequency to be agreed with either the CBC Travel Plan Co-ordinating Group and for the Councils.
Update Travel Plan	Following each annual survey and Annual Monitoring Report the Travel Plan will be updated.	TPC	Annually following each annual survey and Annual Monitoring Report
Update and review Measures and Initiatives, and Action Plan	To update and review measures and initiatives annually and discuss with Travel Plan Co-ordinating Group.	TPC	Annually, as a minimum, and when necessary,
Promotion and Marketing			
Travel Information Packs and Staff Inductions	Promote sustainable travel options to the site through preparing an introductory 'Travel Pack' that will be given to all members of existing staff prior to relocating and to all new staff upon starting at the site.	TPC	Prior to opening of site and ongoing
Wellbeing Event	Continue to arrange and promote wellbeing events, such as Smoothie Bikes, Scaletrix Bike Challenge, lunchtime bike rides, Cycle Stretch workshops and safe cycle workshops. These will be continued following relocation to CBC.	TPC	Prior to opening of site and ongoing

Global Corporate Challenge	Continue to arrange, promote and take part in the Global Corporate Challenge (GCC) which runs between May and September. Activities undertaken during the GCC actively encourage staff to become more active through cycling, swimming or walking.	TPC	Prior to opening of site and ongoing
Weekly Meeting (WUM) Emails	Provide sustainable travel information in the WUM emails issued to all staff.	TPC	Prior to opening of site and ongoing
Walking and Cycling			
Cycling Facilities	Ensure that secure, covered cycle parking, lockers and shower facilities are provided on site. Non-standard cycle parking for alternative bikes such as bikes with trailers, subject to demand.	TPC	Prior to opening of site and ongoing
Weekly Cycle Counts	Continue to undertake weekly cycle counts to monitor demand of spaces and facilities.	TPC	From occupation of site and ongoing
Cycle to Work Scheme	Continue and promote the Cycle to Work scheme.	TPC	From occupation of site and ongoing
Healthy Breakfast	Promote and provide healthy breakfasts for all those who walk or cycle to Abcam.	TPC	From occupation of site and ongoing
Bicycle User Group-Walking Action Group (BUG-WAG)	Promote and encourage their own cycle club and the cycle trips as well as the Addenbrooke's Bicycle User Group-Walking Action Group (BUG-WAG).	TPC	From occupation of site and ongoing
Adult Cycle Training	Organise and promote cycle training seminars, linking in with other organisations on CBC and at Addenbrooke's.	TPC and CBC Travel Plan Coordinating Group	From occupation of site and ongoing
Bike Doctor visits	Promote the bike doctor service.	TPC	From occupation of site and ongoing
Individual Walking Facilities	Provide and maintain lockers and changing facilities on site.	TPC	Prior to occupation of site and ongoing

Effective Car Use				
Car Parking Demand Management	Control and manage the car parking spaces located within the adjacent car park by a car parking permit system.	TPC	Prior to occupation of site and ongoing	
Electric Car Parking Points	Provided in MSCP as part of build out of remainder of CBC Phase 2.	TPC	Prior to opening of remainder of CBC Phase 2.	
Other Measures and Initiatives				
Wellbeing Event	Continue to organise and promote wellbeing events, such as Smoothie Bikes, Scaletrix Bike Challenge, lunchtime bike rides, Cycle Stretch workshops and safe cycle workshops.	TPC	From occupation of site and ongoing	
Smarter Working Practices	Consider the purchasing of the latest technologies for conference/video calling facilities for meetings, and promoting the use of this within the business to reduce business travel.	TPC	From occupation of site and ongoing	

the 1990s, the number of people in the UK with a long-term condition has increased by 50% (Department of Health 2000). The prevalence of long-term conditions is expected to increase further as the population ages (Department of Health 2000). The impact of long-term conditions on the health care system is considerable. In the UK, long-term conditions account for 80% of the total health care costs (Department of Health 2000).

Long-term conditions are often managed by a range of health professionals, including general practitioners, nurses, pharmacists, physiotherapists, and dietitians. The management of long-term conditions is often complex, involving a range of treatments and interventions. The management of long-term conditions is often a long-term process, with patients requiring ongoing care and support.

The management of long-term conditions is often a complex task, involving a range of health professionals. The management of long-term conditions is often a long-term process, with patients requiring ongoing care and support. The management of long-term conditions is often a complex task, involving a range of health professionals.

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APPENDIX 3

Air Quality Monitoring Plan

Air Quality Monitoring Plan

AbCam and CBC2040

28 September 2016

Quality information

Prepared by

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Revision History

Revision	Revision date	Details	Authorized	Name	Position
1	28 th September 2016	Internally reviewed draft		Gareth Collins	Technical Director
2	30 th September 2016	Addressing Client Comments		Gareth Collins	Technical Director
3	4 th October 2016	Addressing Comments from Cambridge City Council		Gareth Collins	Technical Director

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Table of Contents

1.	Introduction	5
2.	Site Selection.....	5
3.	Technical Specifications of the Monitoring Equipment	5
3.1	Oxides of Nitrogen	5
3.2	Particulate Matter (PM ₁₀ and PM _{2.5})	5
3.3	Data Logging	6
3.4	Remote Calibration Capability	6
4.	Maintenance of the Monitoring Equipment.....	6
4.1	Quality Assurance and Quality Control (QA/QC)	6
4.1.1	Equipment Maintenance	7
4.1.2	Data Management, Validation and Ratification	7
5.	Data Reporting.....	8
6.	References	8
7.	Figures.....	9

Figures

Figure 1	GRP Enclosure Housing Continuous Monitoring Equipment	9
Figure 2	Indicative Location of Continuous Monitoring Unit for AbCam and CBC 2040	9

1. Introduction

This document sets out the monitoring strategy for the Abcam and Cambridge Biomedical Campus 2040 (Phase 2) developments. It sets out details of the siting, installation and operation of a continuous monitoring station equipped with EU-reference method analysers for nitrogen oxides and particulate matter (PM₁₀ and PM_{2.5}).

The proposed monitoring strategy comprises the installation of one continuous monitoring unit equipped with EU-reference method analysers for nitrogen oxides, PM₁₀ and PM_{2.5}. The equipment would be housed in a glass-reinforced plastic (GRP) air-conditioned enclosure, similar to the one pictured in Figure 1. The footprint of the GRP enclosure is approximately 1500 mm (length) x 650 mm (width) x 1500 mm (height).

2. Site Selection

It is proposed that the monitoring unit is installed at a location on the north-eastern edge of the proposed development site (see Figure 2). This approximate location has been selected on the basis of the findings of the Air Quality Assessment carried out for the Environmental Statement. A site visit will be necessary to determine the exact location for the monitoring unit and will be agreed with Cambridge City Council. The full justification, consistent with the recommendations in Defra's Technical Guidance (Defra, 2016), for the selection of this location is:

- The location is considered to be representative of future population exposure of the local area.
- The location is within the boundary of the CBC 2040 application site, which will enable the air quality impacts of the proposed development to be quantified
- The monitoring unit should be able to remain in this location for the full duration of the agreed monitoring period
- The ground is flat and level, and suitable for laying a foundation plinth upon which to stand the enclosure
- There is sufficient space for the monitoring unit and is not enclosed by buildings, structures or vegetation
- It is practical for a permanent continuous electrical supply to be connected to a station at this location
- The location is reasonably accessible for the safe delivery of calibration gas cylinders
- The location is considered to be safe with respect to site access for engineers and local site operators, road users and pedestrians, and the risk of vandalism should be small.

3. Technical Specifications of the Monitoring Equipment

3.1 Oxides of Nitrogen

Nitrogen oxides would be monitored via chemiluminescence, which is the approved EU method for the measurement of ambient NO and NO₂ concentrations. It is proposed that a Teledyne API T200 NO_x analyser or similar would be used. The analyser will be configured to record 15-minute average concentrations.

3.2 Particulate Matter (PM₁₀ and PM_{2.5})

PM₁₀ and PM_{2.5} would be monitored using a particulate analyser that has achieved the MCERTS for UK Particulate Matter certification and is approved by Defra as equivalent to the EU reference method. Approved instrumentation meeting these criteria includes Beta-Attenuation Monitors (BAM),

Thermo 1405F FDMS-TEOM, and Palas Fidas Model 200. The analyser will be configured to record 1-hour average concentrations.

3.3 Data Logging

All of the analysers will be connected to a GPRS web-logger system. This system automatically 'pushes' the raw data collected by the instruments to a web-based database at a pre-set time interval, where it is stored for processing. The web-logger requires mobile network coverage in order to operate correctly. In the event of an interruption to the mobile network connection or a fault with the web system each analyser has internal memory storage to retain the collected data until the connection to the web system is restored, at which point all data is pushed to the web database.

In addition, the web-logging system allows diagnostic checks to be carried out from a remote location. The checks will be carried out on a daily basis, which enables any faults or malfunctions to be identified quickly and corrective action to be taken in a timely manner.

3.4 Remote Calibration Capability

The NO_x analyser will be equipped with a remote calibration system to allow calibrations to be automatically scheduled and performed from a remote office location. The system will be scheduled to perform automated zero calibrations on a daily basis and span-gas calibrations every 3 days. Long-life sample line filters will be installed. These modifications should reduce the required frequency of Local Site Operator (LSO) visits from every 2-4 weeks to every 3 months.

4. Maintenance of the Monitoring Equipment

In order to ensure the correct functioning of the monitoring equipment it will be necessary to attend the site periodically to carry out routine duties, service and repair the monitoring equipment and carry out audits.

Routine duties such as changing filters, cleaning the sampling inlets, and checking instrument diagnostics will be undertaken by the LSO. The LSO is usually the first point of contact to investigate and troubleshoot simple faults that may be rectified without an engineer's intervention. The LSO should also report any faults found with the analysers or station infrastructure to the site owner and/or appointed service engineer. A LSO will be appointed to carry out routine duties on a 3-monthly basis, and as required for call-outs.

The analysers will be serviced every 6 months by a qualified service engineer to limit instrument breakdowns. A service and maintenance contract will be put in place and continued for the duration of the monitoring period. The service and maintenance contract will include the provision of emergency call-out so that in the event of an instrument breakdown the fault can be investigated and repaired in a timely manner. This contract will help to minimise data losses.

In addition to LSO visits and engineer's servicing, an audit of the monitoring station shall be carried out by an independent organisation on an annual basis. The auditing organisation will be accredited to perform QA/QC checks to ISO17025:2005.

The GRP enclosure is fitted with an air conditioning unit to maintain optimum conditions inside the enclosure for the monitoring equipment. The air conditioning unit will be serviced annually by a qualified engineer, and cover shall be in place for repairs in the event of breakdown.

4.1 Quality Assurance and Quality Control (QA/QC)

Rigorous quality assurance and control (QA/QC) are required to ensure data integrity and guarantee data quality. The QA/QC procedures detailed below will ensure that the collected data are representative of the ambient conditions in the local area and not subject to localised artefacts, and the measurements are of optimum accuracy and precision to meet the requirements of the monitoring programme.

4.1.1 Equipment Maintenance

The continuous monitoring station will be maintained in accordance with the standard procedures of the UK Automatic Urban and Rural Network (AURN), and the guidelines set out in Defra's Technical Guidance (Defra, 2016).

The NO_x analyser will be manually calibrated on a regular basis during LSO site visits to determine instrumental drift. The analyser will also be equipped with the capability to carry out remote calibrations. This system will be configured to perform zero calibrations on a daily basis and span calibrations every 3 days. A span calibration is performed by introducing nominally 450 parts per billion (ppb) of nitric oxide in nitrogen into the sampling system and then noting the instrument display response after the readings have stabilised. A zero calibration is then carried out by passing synthetic air or purified ambient air through the sampling system and noting the instrument display response after the readings have stabilised.

The calibration gases used will be traceable to national or international reference standards (e.g. UKAS, EN 45001) so that the concentration is accurately known.

The particulate monitor will be checked for correct operation during routine site visits. Sample filter changes will be carried out, as necessary, in accordance with the manufacturer's recommended schedule and Defra Technical Guidance.

All instruments will be serviced on a 6-month basis by the appointed service engineer. Maintenance schedules for the replacement of consumable parts, diagnostic checks and equipment repairs will follow the equipment manufacturer's recommendations.

On an annual basis the monitoring station will be audited by an independent organisation accredited to perform QA/QC checks to ISO17025:2005.

Details of all routine and non-routine LSO visits will be fully documented and retained for a minimum of 6 years from the end of the monitoring. Details of service visits (routine and call-out) will be fully documented to provide a record of any adjustments, modifications and repairs undertaken. These records will be retained for a minimum of 6 years from the end of the monitoring. Independent audit records will be retained for a period of 6 years from the end of the monitoring.

4.1.2 Data Management, Validation and Ratification

The raw data collected by the instruments will be automatically pushed to a web-based database via the web-logging system described previously. The raw data and diagnostics from the monitoring station will be reviewed on a daily basis to ensure that the equipment is running satisfactorily and without fault, and to identify any problems or malfunctions at an early stage.

The raw data will be validated on a weekly basis. This process involves applying the calibration factors to the raw data before screening the data to remove any obvious erroneous values. Errors may occur as a result of equipment failure / faults, human error, and power failures. Any suspicious data will be "flagged" for more detailed investigation during the ratification stage. At this point the data will be marked as "Provisional". The provisional dataset will form the basis of monthly summary reports. The original raw dataset will be retained in the event that these measurements have to be revisited at a later date.

The provisional data will be ratified on a monthly basis, which is consistent with the timescales applied by the AURN and London Air Quality Network. The process of ratification involves a more comprehensive examination of the data. Where necessary, the data will be rescaled to account for calibration drift, and to incorporate any adjustments made during service engineer's visits or site audits. The data ratification process is effectively a critical review of all information pertinent to the monitoring data in order to verify, amend or reject the data. Data ratification requires, amongst other things, the following information to be taken into account:

- Calibration records are checked to ensure they have been correctly recorded and applied to the raw data;
- Comparison of data for different pollutants and monitoring sites in the region to highlight anomalies, or to identify possible regional pollution episodes;

- Removal of spikes and spurious data records generated by the analysers (e.g. negative or out-of-range values);
- Correction for drift in the baseline, calibration factors and instrument sensitivity as indicated by the automatic daily calibration records;
- Any local sources or changes in the local area that may have impacted on monitored concentrations (e.g. roadworks, traffic diversions, bonfires);
- Observations made during any QA/QC audits and service and maintenance visits, such as cylinder concentration changes or adjustments made to the analysers.

Upon completion of the ratification process the provisional dataset will be marked as "Ratified". The ratified data will form the basis of the more detailed reports.

5. Data Reporting

Reporting of the results and key findings of the monitoring will be carried out on a monthly and annual basis. The reporting format is outlined below. All reports will be submitted to Cambridge City Council and CML.

Monthly summary reports will be prepared and submitted within four weeks of the end of the month. The report will be based upon ratified data and will contain the following:

- A tabulated summary of the key statistics:
 - Monthly mean NO₂, PM₁₀ and PM_{2.5} concentrations;
 - Comparison of the mean concentrations with the relevant long-term air quality standards;
 - Data capture rates for each pollutant;
 - The number of exceedances of the respective short-term air quality standards.
- Time series plots of monitored pollutant concentrations during the month
- A brief summary of any problems, faults, pollution episodes or other relevant observations during the quarter
- A brief discussion of the possible causes of any exceedances of the short-term air quality standards
- A summary of any LSO visits, engineer's site visits and independent audits carried out during the month

Annual reports will follow broadly the same structure as the monthly reports updated to include the results of all months of the year. Annual mean concentrations and exceedance statistics will be calculated and compared against the relevant UK Air Quality Objectives. Any exceedances of the objectives will be highlighted and the possible causes identified. The annual report will be completed within one month of the end of the annual period.

6. References

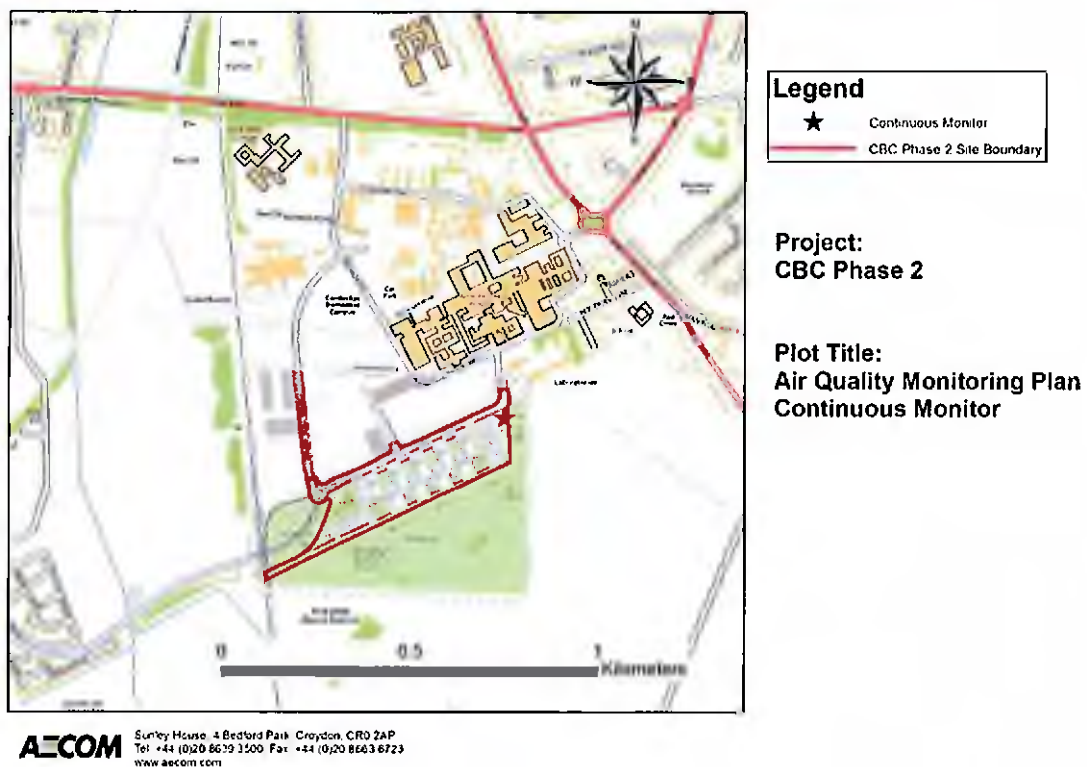
Department for Environment, Food and Rural Affairs (2016). Local Air Quality Management, Technical Guidance (TG16).

7. Figures

Figure 1 GRP Enclosure Housing Continuous Monitoring Equipment



Figure 2 Indicative Location of Continuous Monitoring Unit for AbCam and CBC 2040



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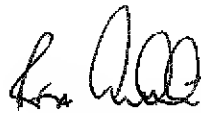


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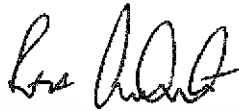
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DATED 30 September

2016

(1) ANTONY FRANCIS PEMBERTON

(2) ANTONY FRANCIS PEMBERTON
WILLIAM ROBERT BARTLE EDWARDS
EDWARD ANTHONY BROMET

(3) PETER RICHARD WINGATE PEMBERTON

(4) RICHARD FRANCIS ANTONY PEMBERTON

**DEED OF APPOINTMENT
AND RETIREMENT OF
TRUSTEES**

relating to

**The R F A Pemberton 1995
Settlement**

WRIGLEYS
— SOLICITORS —

DEED OF APPOINTMENT AND RETIREMENT dated *30 September* 2016

BETWEEN:

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- (2) The Appointor, **WILLIAM ROBERT BARTLE EDWARDS** of Hardingham Hall, High Common, Hardingham, Norfolk, NR9 4AE and **EDWARD ANTHONY BROMET** of Brook Hall, Wighill, Tadcaster, LS24 8BG (together "the Continuing Trustees");
- (3) **PETER RICHARD WINGATE PEMBERTON** of Maris House, 20 West Side Common, London, SW19 4UF ("the Retiring Trustee"); and
- (4) **RICHARD FRANCIS ANTHONY PEMBERTON** of Cantelupe House, Cantelupe Road, Haslingfield, Cambridge, CB23 1LY ("the New Trustee").

BACKGROUND

- (A) This Deed is supplemental to a settlement dated 13 June 1995 and made between (1) Antony Francis Pemberton and (2) Antony Francis Pemberton, Peter Richard Wingate Pemberton, Nigel Hugh Mosman Chancellor and Timothy James Lawson (known as the R F A Pemberton 1995 Settlement but hereinafter referred to as "the Settlement") and to all other deeds and documents expressed to have been made supplemental to the Settlement.
- (B) The Continuing Trustees and the Retiring Trustee are the present trustees of the Settlement.
- (C) The power of appointing new trustees of the Settlement is vested in the Appointor.
- (D) The Appointor wishes to appoint the New Trustee as a trustee of the Settlement to act jointly with the Continuing Trustees in place of the Retiring Trustee who wishes to retire and be discharged from the trusts of the Settlement.

- (E) It is intended that all property subject to the trusts of the Settlement will be transferred to or under the control of the Continuing Trustees and the New Trustee as soon as reasonably practicable following the execution of this Deed.

OPERATIVE PROVISIONS

1. Appointment of New Trustee in place of Retiring Trustee

In exercise of the power of appointment conferred by section 36 of the Trustee Act 1925 and of all other relevant enabling powers (if any), the Appointor hereby appoints the New Trustee as a trustee of the Settlement to act jointly with the Continuing Trustees in place of the Retiring Trustee who hereby retires and is discharged from the trusts of the Settlement.

2. Indemnity

2.1 The Continuing Trustees and the New Trustee hereby jointly and severally covenant with the Retiring Trustee at all times fully and effectually, but subject to sub-clauses 2.2 to 2.6 below, to indemnify the Retiring Trustee and his personal representatives in respect of all liabilities, actions, proceedings, claims, demands, taxes and duties, and all associated interest, penalties and costs, and all other costs and expenses whatever for or in respect of which the Retiring Trustee may be or become liable as trustee or former trustee of the Settlement ("the Liabilities").

2.2 The liability of the Continuing Trustees and the New Trustee shall extend only to the Liabilities in respect of which the Retiring Trustee would have been entitled to reimbursement out of the trust funds subject to the Settlement ("the Trust Fund") had he remained trustee of the Settlement on its present terms.

2.3 The liability of the Continuing Trustees and the New Trustee shall be limited to the value of the Trust Fund for the time being retained in the names or under the control of the trustees for the time being of the Settlement.

2.4 On the death of the New Trustee or a Continuing Trustee (not being sole trustee) the personal representatives of the deceased Trustee shall be discharged from all liability under this indemnity.

2.5 If the New Trustee or a Continuing Trustee ceases to be a trustee (otherwise than on death) that Trustee shall be discharged from all liability under this indemnity, if the persons who are trustees immediately after the Trustee ceases to be a trustee enter into an indemnity on terms similar to this indemnity (or another reasonable indemnity is provided).

2.6 This indemnity applies only to Liabilities notified to the trustees for the time being in writing within twelve years from the date of this deed.

2.7 This indemnity (and the transfer of the Trust Fund out of the name of the Retiring Trustee) is without prejudice to the right of the Retiring Trustee to recover from the Trust Fund or assets derived from the Trust Fund.

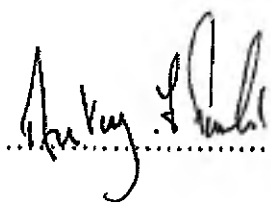
3. Counterparts

This Deed may be executed in two or more counterparts and execution by each of the parties of any one of such counterparts will constitute due execution of the Deed.

4. Delivery

This Deed is delivered by each party when (and shall not have effect until) it is dated.

SIGNED as a DEED by ANTONY
FRANCIS PEMBERTON in the presence
of

) 
)
)

Witness: Signature

..... 

Name

..... SOPHIE WALLIS

Address

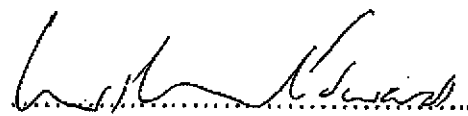
..... THE GRANGE WIMBORNE

..... NORFOLK NR 26 7 8G

Occupation

..... FARM SECRETARY

SIGNED as a DEED by WILLIAM
ROBERT BARTLE EDWARDS in the
presence of

) 
)
)

Witness: Signature
Name
Address
Occupation

SIGNED as a DEED by EDWARD
ANTHONY BROMET in the presence of

) 
)
)

Witness: Signature
Name
Address
Occupation

SIGNED as a DEED by PETER
RICHARD WINGATE PEMBERTON
in the presence of

)
)
)

Witness: Signature
Name
Address
Occupation

SIGNED as a DEED by WILLIAM
ROBERT BARTLE EDWARDS in the
presence of

)
)
)

Witness: Signature
Name
Address
.....
Occupation

SIGNED as a DEED by EDWARD
ANTHONY BROMET in the presence of

)
)
)

Witness: Signature
Name
Address
.....
Occupation

SIGNED as a DEED by PETER
RICHARD WINGATE PEMBERTON
in the presence of

)
)
)

Witness: Signature
Name
Address
.....
Occupation

SIGNED as a DEED by RICHARD
FRANCIS ANTONY PEMBERTON in
the presence of

)
) *[Signature]*
)

Witness: Signature *[Signature]*
Name *BOYTHE WALLIS*
Address *THE SPANRE.....NITHEXFIELD*
..... *SUFFOLK.....CB8 7SG*
Occupation *FARM SECRETARY*

DATED

25 September

2017

CAMBRIDGE CITY COUNCIL

and

CAMBRIDGESHIRE COUNTY COUNCIL

and

AF Pemberton and Others

and

Cambridge Medipark Limited

and

Cambridge University Hospitals NHS Foundation Trust

and

HSBC Trust Company (UK) Limited as nominee of Tesco Pension Trust

SECTION 106 DEED

relating to development of land South Of Dame Mary Archer Way Cambridge

Biomedical Campus Cambridge Cambridgeshire



Simon Pugh LLB

Solicitor

Head of Legal Services

Cambridge City Council

The Guildhall

Cambridge

CB2 3QJ

THIS DEED is made on the *25* day of *September* 2017

BETWEEN:

1. **CAMBRIDGE CITY COUNCIL** of The Guildhall Cambridge CB2 3QJ ("the **City Council**");
2. **CAMBRIDGESHIRE COUNTY COUNCIL** of Shire Hall Castle Hill Cambridge CB3 0AP ("the **County Council**");
3. **Antony Francis Pemberton** of Trumpington Hall, Trumpington, Cambridge, CB2 2LH, **Edward Anthony Bromet** of Brook Hall, Wighall, Tadcaster, North Yorkshire, LS24 8BG, **William Robert Bartle Edwards** of Hardingham Hall, Norwich, Norfolk, NR9 4AE and **Richard Francis Anthony Pemberton** of Cantelupe House, Cantelupe Road, Haslingfield, Cambridge, CB23 1LY ("together the **Owner**"); and
4. **Cambridge Medipark Limited** (Company Registration Number 04620453) of Countryside House, The Drive, Great Warley, Brentwood, Essex, CM13 3AT ("the **Developer**");
5. **Cambridge University Hospitals NHS Foundation Trust** of Addenbrookes Hospital, Hills Road, Cambridge CB2 0QQ ("the **Hospital**");
6. **HSBC Trust Company (UK) Limited as nominee of Tesco Pension Trust** (Company number 106294) whose registered office is at 8 Canada Square, London E14 5HQ (the "**Tenant**")

RECITALS

- 1 The City Council is the local planning authority for the purposes of this deed for the area in which the Land is situated.
- 2 The County Council is the highway authority and is a local planning authority for the purposes of this deed for the area in which the Land is situated.

- 3 The Owner is the registered proprietor of the Land which is registered at the Land Registry under title number CB345398 and held free from encumbrances save for the matters referred to below.
- 4 The Developer has an option over part of the Land and the benefit of:
 - 4.1 an Infrastructure Lease registered with title number CB353750;
 - 4.2 an infrastructure Lease of land adjoining the Abcam Site dated 27th February 2017 that is in the process of being registered at HMLR;
 - 4.3 a lease of the Southern Perimeter Road registered with title number CB387420; and
 - 4.4 an Overriding Lease of the Abcam Site that is in the process of being registered at HMLR
- 5 The Tenant has a headlease of the Abcam Site dated 27th February 2017 that is in the process of being registered at HMLR
- 6 The Hospital has an option over part of the Land and the benefit of a helipad lease registered with title number CB 378497
- 7 By the Application, the Developer has applied to the City Council for permission to carry out the Development on the Land.
- 8 The City Council has resolved that any Planning Permission should only be granted after the completion of this deed under Section 106 of the Planning Act in order to secure the planning obligations contained herein.
- 9 The Abcam Permission has been commenced pursuant to Section 56 of the Planning Act and the obligations pursuant to the Abcam Agreement have been triggered

THIS DEED WITNESSES the following: -

1 Interpretation

- 1.1 For the purposes of this deed the following words and phrases have the following meanings (unless the context requires otherwise):

"Abcam Agreement" means the planning agreement dated 21st November 2016 and entered into between the Councils, the Owner and the Developer in connection with the Abcam Permission

"Abcam Permission" means the planning permission granted pursuant to planning application reference 16/0165/FUL dated 22 November 2016 for the development of a biotech and biomedical research and development building and associated uses on the Cambridge Biomedical Campus and the 'Abcam Development' shall be construed accordingly.

"Abcam Site" means that part of the Land subject to and with the benefit of the Abcam Permission shown edged red on the Plan PL-A(1)101 revPL10 appended

"Addenbrookes Road/Francis Crick Avenue/Dame Mary Archer Way Pedestrian & Cycle Crossing Improvement Works" means the improvements to the crossing facilities for pedestrians and cyclists at the Addenbrookes Road/ Francis Crick Avenue/ Dame Mary Archer Way three arm roundabout shown on drawing number 60323976-SKE-C-0008-C/
(Attached to the Abcam Agreement)
with such amendments (if any) as the parties shall agree in writing

"Addenbrookes" means the 'access to Addenbrooke's' Travel

GNLG

Travel Plan"	Plan' and any further revisions of that document as implemented at the Addenbrooke's Hospital from January 2014.
"Agreement for Lease"	means an agreement for lease that includes the right for the Long Leaseholder to enter into possession of part of the Land to which the Agreement for Lease relates for purposes including construction prior to the commencement of the term of the lease to be granted pursuant to the agreement for lease
"Air Quality Monitoring Plan"	means the plan annexed at Appendix 2 and approved by the City Council prior to the date of this Deed for the provision of air quality monitoring apparatus on the Land
"Annual Monitoring Report"	means a report setting out the details and results of the Phase II Annual Travel Plan Survey monitoring and review
"Application"	means planning application reference 16/0176/OUT in relation to the Development
"Baseline Parking Survey"	Means a baseline survey of car parking demand on roads within the Parking Management Area that are adopted or become adopted prior to the Baseline Parking Survey.
"Baseline Parking Survey Report"	Means a report that contains the Baseline Parking Survey results
"Baseline Travel Plan Survey"	means a baseline survey comprising a survey of staff visitors and if necessary patients that travel to and from the Development to understand baseline modes of travel to and from the Development in order to inform the Interim

Individual Travel Plans and Full Individual Travel Plans that is to be agreed with the County Council

“Bell School Consent” means planning permission number 13/1118/S73

“Bus Occupancy Survey” means a bus occupancy survey in accordance with the agreed specification attached at Appendix 1

“Bell School/Babraham Road Cycle Improvements Contribution” means a contribution of £63,489 towards the Bell School/Babraham Road shared cycleway/footway facility along the eastern side of Babraham Road between the land comprised within the Bell School Consent and Babraham Road park and ride or to be used towards a scheme that adopts the similar principles for pedestrians and cyclists between Babraham Road Park and Ride and the Development

“Building” means any building or part of a building on the Land occupied or to be occupied for B1b, Clinical (C2 and/or D1), sui generis and higher education uses, including related support activities within use class B1

“Commencement” means the commencement of the Development by the carrying out of a material operation comprised in the Development within the meaning of Section 56(4) of the Planning Act other than (for the purposes of this deed and for no other purpose) operations consisting of site clearance, demolition work, archaeological investigations, investigations for the purpose of

assessing ground conditions, remedial work in respect of any contamination or other adverse ground conditions, diversion and laying of services, erection of any temporary means of enclosure, the temporary display of site notices or advertisements and **"Commence the Development"** and **"Commenced"** is to be construed accordingly

"City Council Schedules"

means the Third Schedule to the Fifth Schedules inclusive to this deed

"Clinical Uses"

means use wholly or mainly for purposes falling within use classes Clinical C2 and/or D1 and/or for clinical patient use

"Clinical Uses Building"

means

(a) any Building and the land on which any Building for Clinical Uses is constructed together with its curtilage and any land used for the purposes of construction of the same; and

(b) any Building constructed for the Hospital or any successor to the statutory functions of the Hospital providing NHS services and includes the land on which any such Building is constructed together with its curtilage and any other part of the Land owned (freehold or leasehold) by the Hospital or any successor to the statutory functions of the Hospital providing NHS services in connection with it or otherwise

"County Council Schedules"

means Third Schedule Sixth and Seventh Schedules to this deed

"Current Owner"	Antony Francis Pemberton of Trumpington Hall, Trumpington, Cambridge, CB2 2LH, Richard Francis Antony Pemberton of Cantelupe House, Cantelupe Road, Haslingfield, Cambridgeshire CB23 1LY, Edward Anthony Bromet of Brook Hall, Wighall, Tadcaster, North Yorkshire, LS24 8BG and William Robert Bartle Edwards of Hardingham Hall, Norwich, Norfolk, NR9 4AE or any successor trustees to them
"Development"	means development of the Land in the manner and for the uses described in the Application and pursuant to the Planning Permission as set out in the Second Schedule to this deed
"Full Individual Travel Plan"	mean the full travel plan for each Building to be approved by the County Council pursuant to the Seventh Schedule
"Gross Area"	means the gross external floor space excluding areas for plant, interstitial plant floors, and car parking structures and tunnels
"Highways Agreement"	means any agreement under S278 and/or S38 of the Highways Act 1980 or as otherwise agreed between the Owner Developer and the County Council
"Hills Road/Long Road Junction Improvements Contribution"	means a contribution of £173,153 to be used towards the scheme of works to provide improvements to pedestrian and cycle links to Addenbrooke's hospital and the Biomedical Campus at the Hills Road/Long Road junction and at Hills Road between the Hills Road/Long

Road junction and the Hills Road/Fendon Road Junction, as illustrated on plan 60340347-SKE-C-0002 annexed to this Deed;

“Index” means the Consumer Prices Index produced by the Office for National Statistics

“Individual Business Travel Plan Coordinator” means the person appointed for each Building to act as coordinator of the Interim Individual Travel Plan and the Full Individual Travel Plan (and any revision to such plans) for each Building who shall be responsible for the implementation, monitoring and progress reporting of those plans.

“Interim Individual Travel Plans” mean the interim travel plan for each Building to be approved by the County Council pursuant to the Seventh Schedule

“Land” means the land against which this deed may be enforced as described in the First Schedule to this deed and includes any building or structure from time to time erected on it or on any part of it

“Long Lease” means any lease having a term of 99 years or more and the term Long Leaseholder shall be construed accordingly

“NCN 11 Improvement means a contribution of £97,928 towards and to be expended in accordance with the NCN 11

Scheme Contribution	Cycle Scheme between the Cambridge Biomedical Campus and Shelford
“Non-Clinical Uses Buildings”	means buildings used wholly or mainly for purposes falling within class B1b excluding any Clinical Uses Buildings and the terms Non-Clinical Uses Building and Non-Clinical Uses Development shall be construed accordingly
“Occupation”	means occupation for the purposes permitted by the Planning Permission but not including occupation by personnel engaged in construction fitting out or decoration or occupation for marketing or displays or occupation in relation to security operations and “Occupied” “Occupy” and “Occupiers” will be constructed accordingly
“Park and Ride Contribution”	means a contribution of £218,000 payable towards the cost of expansion of existing park and ride facilities at Trumpington Park and Ride
“Parking Management Area”	means the monitoring zone identified on the drawing annexed at Appendix 3 and labelled Figure 1 CBC Phase 2 Parking Monitoring Area Plan as may be amended from time to time by agreement with the County Council in writing
“Parking Management Scheme”	means measures to control parking in the Parking Management Area.
“Parking Monitoring”	means the monitoring of on street parking on any road that is highway maintainable at public expense or that becomes highway maintainable at public expense within the Parking

Management Area approved by the County Council in accordance with the Sixth Schedule

"Parking Monitoring Survey" means a Parking Monitoring survey in accordance with the agreed specification attached at Appendix 5

Parking Survey Report" means a report that contains the Parking Monitoring results following a Parking Monitoring Survey and assesses and compares the results to the Baseline Parking Survey results and the results from the previous Parking Monitoring Surveys and Parking Survey Reports (if applicable)

"Parking Management Measures" means the design and implementation of such measures to control parking in the Parking Management Area as the County Council show are reasonably necessary and appropriate for the Development through the surveys carried out using the Residents Consultation Contribution in order to mitigate the cumulative effects of the Development on on-street parking in the Parking Management Area

"Parking Management Measures Contribution" means a contribution of up to a maximum of £75,000 towards the cost of implementing Parking Management Measures

"Phase I" means Phase I of the Cambridge Biomedical Campus currently comprising the development authorised pursuant to planning application no 14/2094/S73 or such greater or smaller floor area as shall comprise Phase I from time to time

pursuant to that application or subsequent applications including for the avoidance of doubt application number 16/1078/OUT

**"Phase I
Permission"**

Means the permission granted pursuant to planning application number 14/2094/S73 (as amended) and 16/1078/OUT

**"Phase I
Agreement"**

means the planning agreement relating to Phase I dated 15 October 2009 (as amended) and where applicable the Agreement dated 2/2/17 entered into in connection with planning application number 16/1078/OUT

**"Phase I Travel
Plan "**

means the travel plan to be provided pursuant to the Phase I Agreement

**"Phase II Annual
Travel Plan
Survey"**

means an annual travel survey of travel to and from the Development by employees, visitors and patients to establish mode of travel to and from the Development as detailed in the Seventh Schedule.

**"Phase II Travel
Plan"**

means the overarching travel plan for the Development approved by the County Council in writing pursuant to the Seventh Schedule to which any Interim Individual Travel Plan and Full Individual Travel Plan for each Building within the Development will refer and which for the avoidance of doubt where applicable in the Seventh Schedule will be deemed to include the Revised Phase II Travel Plan

**"Phase II Travel
Plan Coordinator"**

means the person appointed by the Owner and/or the Developer to act as coordinator of the Phase II Travel Plan (and the Revised Phase II

	Travel Plan if applicable) who shall be responsible for the implementation, monitoring and progress reporting of such plan.
"Planning Act"	means the Town and Country Planning Act 1990 as amended
"Planning Permission"	means any planning permission granted for the Development pursuant to the Application (whether or not on appeal)
"Project Capella"	Means the development associated with application 15/1227/FUL that is required to provide the Red Cross Lane Cycle Works
"Queen Edith's Way/Fendon Road Walking and Cycling Scheme Contribution"	means a contribution of £224,906 towards and to be expended in accordance with the walking and cycling improvement scheme in Queen Ediths Way between Hills Road to the Fendon Road Roundabout and Fendon Road Roundabout to the Robin Hood Junction.
"Red Cross Lane Cycle Works"	means the implementation of cycle improvement works at the Red Cross Lane Access Shown indicatively on drawing No 60340347 SKEC 0001A/ ^{Approved as part of Project Capella} with such amendments as the County Council shall agree in writing GMLG
"Residents Consultation Contribution"	means the sum up to a maximum of £50,000 towards the consultation of residents by the County Council on the Parking Management Scheme in the Parking Management Area (as payable under the Sixth Schedule of this Deed);
"Schedules"	means the Third Schedule to the Seventh Schedules inclusive to this deed.

“Shelford Road Phase I Works”	means the improvement of the A1301 Shelford Road/Addenbrookes Junction in accordance with Plan Number 60323976-SKE-C-0004-B annexed hereto with such amendments (if any) as the County Council shall agree in writing
“Shelford Road Phase II Works”	means the improvement of the A1301 Shelford Road/Addenbrookes Junction in accordance with Plan Number 60323976-SKE-C0005D annexed with such amendments (if any) as the County Council shall agree in writing
Sustainable Transport Measures	means sustainable transport measures within the Phase II Travel Plan and where appropriate the Interim Individual Travel Plans and Full Individual Travel Plans and all as to be agreed with the County Council
“Sustainable Transport Investment Fund Contribution”	means the sum of £112,300 held by the County Council for the purpose of implementing Secondary Sustainable Transport Measures
“Secondary Sustainable Transport Measures”	means the sustainable transport measures agreed between the Owner, the Developer and the County Council in accordance with the Seventh Schedule
“Trumpington Road/ Long Road Junction Traffic Signals Contribution”	means a contribution of £3,000 towards the recalibration of the traffic signals at the Trumpington Road/Long Road Junction
“Western Orbital Bus Route	means a contribution of £292,800 towards the Western Orbital Bus Route Scheme at Junction

Contribution” 11 of the M11 or a comparable bus service or public transport related improvements that will reduce demand for traffic on the Addenbrookes Access Road corridor

- 1.2 Where in this deed reference is made to any clause, paragraph, recital or schedule such reference (unless the context otherwise requires) is a reference to a clause, paragraph, recital or schedule in this deed.
- 1.3 The headings in this deed are for ease of reference only and do not affect the construction of this deed.
- 1.4 In this deed the singular includes the plural and vice versa and the masculine includes both other genders (feminine and neuter) and vice versa and words denoting actual persons include companies, corporations and firms and all such words will be construed interchangeably in that manner.
- 1.5 References to the City Council and the County Council include successors to their statutory functions (and where appropriate includes any agent or other person appointed or nominated by the City Council or the County Council for the purposes of this deed) and references to any other party to this deed includes the successors in title to that party and to any person deriving title through or under that party.
- 1.6 (Save for references to the City Council and the County Council) wherever there is more than one person named as a party and where more than one party undertakes an obligation, all their obligations can be enforced against all of them jointly and severally.
- 1.7 The term “Councils” includes both the City Council and the County Council.
- 1.8 Any reference to an Act of Parliament includes any modification, extension or re-enactment of that Act for the time being in force and includes all instruments, orders, plans regulations, permissions and directions for the time being made, issued or given under that Act or deriving validity from it.

2 Legal Effect

- 2.1 This deed is made pursuant to Section 106 of the Planning Act and, to the extent that any matter in this deed may fall outside that provision, under Section 111 of the Local Government Act 1972, Section 1 of the Localism Act 2011 and all other enabling powers.
- 2.2 The covenants, restrictions and requirements imposed in this deed create planning obligations under Section 106 of the Planning Act and relate to the Land.
- 2.3 No person is liable for a breach of any of the provisions contained in this deed after he/she has parted with all interest in the Land or the part in respect of which the breach occurs but without prejudice to liability for any subsisting breach of covenant (whether in relation to the Land or as the case may be the relevant part of the Land) that arises prior to parting with such interest.
- 2.4 As is provided for in Section 106 of the Planning Act any covenant given in this Deed that is a planning obligation pursuant to section 106 of the Planning Act will be enforceable (subject to the terms of this Deed) against the person entering into the said obligation and against any person deriving title from that person but only:
 - 2.4.1 severally and in so far as the covenant relates to that part of the Land as provided for in the Schedules to which the person deriving title shall acquire an interest in; and
 - 2.4.2 to expose the person deriving title to liability in relation to breaches of covenant which occur on or relate to the part of the Land to which the person acquires an interest in and not so as to make them liable or responsible for (a) the acts or omissions of any other person save for antecedent breaches in relation to the part of the Land they shall have acquired an interest in or (b) the acts or omissions of any person in relation to any part of the Land they shall not have acquired an interest in; and for the avoidance of doubt:

- 2.4.3 the Abcam Permission has been implemented pursuant to Section 56 (4) of the Planning Act and the Abcam Agreement has therefore Commenced and the obligations pursuant to them are now fully enforceable against the Abcam Site and the parties acknowledge and agree that as a consequence the obligations in this Deed shall not be enforceable against the Tenant and/or the Developer in their respective capacities as Long Leaseholders of the Abcam Site (or any successor in title of either of them) and/or against the Abcam Site other than the obligations relating to the Phase II Travel Plan which shall be enforceable only to the extent required by the Abcam Agreement
- 2.4.4 upon all obligations (save the ongoing travel planning obligations in the Seventh Schedule) in this Deed relating to a Building having been satisfied such Building and the owners and occupiers of such building will be released from any further liability under this Deed save in respect of the ongoing travel planning obligations relating to such Building set out in the Seventh Schedule.
- 2.5 The obligations contained in the City Council Schedules are enforceable by the City Council.
- 2.6 The obligations contained in the County Council Schedules are enforceable by the County Council.
- 2.7 Representatives of the City Council and the County Council may enter upon the Land at any reasonable time upon reasonable notice (no notice being required in the case of an emergency) to ascertain whether the terms of this deed are being or have been complied with provided that they will adhere to all reasonable health and safety requirements.
- 3 Owner's, Developer's and Hospital's Covenants**
- 3.1 Subject to the grant of Planning Permission and as set out in Clauses 2 and 4 the Owner and the Developer (and the Hospital where expressly referred to) covenants with:

- 3.1.1 the City Council in the terms set out in the City Council Schedules, and
- 3.1.2 the County Council in the terms set out in the County Council Schedules.
- 3.2 By entering into this deed the Current Owners who hold the freehold of the Land on behalf of the RFA Pemberton 1995 Settlement as trustees of that trust fully bind the Land within the Trust to the terms of this Deed but it is not the intention of the parties that by entering into this Deed the Current Owners should incur any personal liability so the parties have agreed that the liability of the Current Owners shall not exceed the value of the RFA Pemberton 1995 Settlement assets in their respective hands from time to time.
- 3.3 The Developer in its capacity as an option holder of part of the Land acknowledges that the Land is bound by the obligations contained within this deed and also that it will, as a successor in title to the Owner, be bound by the covenants in this deed if and when it exercises its option over part of the Land.
- 3.4 The Hospital in its capacity as option holder of part of the Land enters into this deed to acknowledge that it will, if it exercises the option as a successor in title to the Owner, be bound by such of the terms of this Deed as are covenants given by the Owner under section 106 of the Planning Act and which relate to any part of the Land acquired by the Hospital.
- 4 Use of Contributions Indexation and Interest**
 - 4.1 The mitigation referred to in this deed for which contributions are required may at the City Council's or the County Council's absolute discretion be commenced or provided (in whole or in part) at any time after the date of this deed even if payment of the relevant contribution may not have become due.
 - 4.2 If the mitigation has been commenced or provided prior to the due date for payment of the relevant contribution then the payment will be

regarded as a reimbursement of the costs incurred in providing the improvement.

- 4.3 Nothing in this deed binds the Owner or the Developer to pay;
 - 4.3.1 any contribution before the date on which it is due under the Schedules, or
 - 4.3.2 any contribution at all if the relevant due date is not reached, or
 - 4.3.3 save in respect of any increases in respect of indexation or interest any greater contribution than provided in the relevant Schedule.
- 4.4 Subject to the repayment provisions at Clause 19 of the Deed the City Council and the County Council are entitled to use all interest accrued on each contribution specified in the Schedules from the date of actual payment of the contribution until the date when the contribution is spent.
- 4.5 The contributions specified in the Schedules are to be linked to the Index so as to reflect increases in the Index from the 3rd August 2016 to the due date of the contributions (or if earlier the date of actual payment), so that in the case of any such increase, the actual amount to be paid will be the amount of the relevant contribution as set out in the relevant Schedule divided by the Index figure published by the Office for National Statistics prior to the 3rd August 2016 multiplied by the Index figure as forecast by the Office for National Statistics published before the due date for payment to be in force at the due date for payment (or the actual date of payment as applicable).
- 4.6 In the event of any delay in paying the contributions specified in the Schedules then from the due date of payment:
 - 4.6.1 the contributions are a debt due to the City Council in the case of contributions due to it and to the County Council in the case of contributions due to it, and are recoverable by action by the City Council and the County Council respectively; and

4.6.2 are liable to interest calculated on a daily basis at a rate of 4 percent over the bank rate as set by the Bank of England in force from time to time from the due date for payment until the actual date of payment.

- 4.7 Any contribution required to be paid pursuant to this Deed that is also payable pursuant to the Phase I Agreement and/or the Abcam Agreement shall, upon receipt of written confirmation from the Council and/or the County Council, be discharged for the purposes of this deed pursuant to the Phase I Agreement and/or the Abcam Agreement so as to avoid any duplication of payments in respect of the Development. and shall similarly be discharged for the purposes of the Phase I Agreement and/or the Abcam Agreement if it is paid or otherwise discharged pursuant to this deed.

5 Dispute Resolution

- 5.1 This clause applies if any dispute arises between any of the parties over a matter contained in this deed and the dispute persists 6 weeks after any party raises it by way of a notice to all of the parties in writing.
- 5.2 Any party may refer the dispute to an expert, being an independent and suitable person holding appropriate professional qualifications and agreed between the parties to the dispute.
- 5.3 In the absence of agreement on an expert within 21 days of the notice invoking this clause, then any party to the dispute may seek nomination of an expert by:
- 5.3.1.1 in the case of a matter arising under the Fourth Schedule the President for the time being of the Royal Institute of British Architects; and
- 5.3.1.2 in any other case the President for the time being of the Royal Institution of Chartered Surveyors and that nomination shall be final.

- 5.4 The expert is not liable in the making of his decision except to the extent provided by law.
- 5.5 The expert is to make a decision that is final and binding as between the parties (in the absence of manifest error).
- 5.6 The expert is to be replaced by a fresh appointee in the event that he becomes at any time unable or unwilling for any reason to proceed to discharge his functions. The fresh appointee is to be appointed in the manner prescribed in this clause.
- 5.7 The expert is to make his decision within 6 weeks of being appointed.
- 5.8 The costs of appointing the expert are to be shared equally by the parties to the dispute except where the expert takes the view that one party has acted unreasonably. In that case the expert has binding discretion as to apportionment of the costs.
- 5.9 The provisions of this clause will not affect the ability of any party to apply for and be granted any of the following: declaratory relief, injunction, specific performance, payment of any sum, damages, any other means of enforcing this deed and consequential and interim orders and relief.

6 Termination of Deed

- 6.1 If the Planning Permission expires before Commencement or is quashed or revoked at any time then, save for clause 12, this deed will immediately cease to have effect (insofar only as it has not already been complied with).

7 Other Planning Permissions

7.1 Subject to clauses 7.2 and 8, nothing in this deed prohibits or limits the right to develop any part of the Land in accordance with a planning permission (other than the Planning Permission) granted after the date of this deed (whether by the City Council the Secretary of State or any other competent authority).

7.2 Where works, measures payments or other obligations are required pursuant to the Phase I Permission or the Abcam Permission or any other Planning Permission or related planning obligations or Highways Agreement then, when and to the extent that they are carried out, implemented, paid or otherwise pursuant to such other permission, planning obligation or Highways Agreement then completion implementation payment or satisfaction of such obligation under that other permission or related planning obligation or Highways Agreement shall upon receipt of written confirmation from the City Council and/or the County Council be deemed to be satisfaction and/or discharge of the corresponding obligation in this deed.

8 Section 73 Permissions

8.1 If the Planning Permission is subject to an application under Section 73 of the Planning Act for the removal or amendment of any condition attached to the Planning Permission then the obligations in this deed shall also apply to the new planning permission resulting from such application unless and until this deed is replaced or varied.

9 Local Land Charge

- 9.1 This deed is registrable as a local land charge.
- 9.2 Following the performance and satisfaction of all the obligations contained in this deed the City Council will, upon the written request of the Owner, cancel all relevant entries contained in the Register of Local Land Charges.

10 Notices

- 10.1 Any notices required under the provisions of this deed will be deemed to have been properly served if sent by first class post or recorded delivery or delivered by hand to the principal address or registered office (as appropriate) of the relevant party.

11 Approval

- 11.1 An agreement, approval, consent or expression of satisfaction required by the Owner from the City Council or the County Council under the terms of this deed must be given in writing and shall not be unreasonably withheld or delayed.

12 Legal Costs

- 12.1 On completion of this deed the Developer must pay the City Council's and the County Council's reasonable legal costs and disbursements incurred in connection with the negotiation, preparation and completion of this deed.

13 Third Parties

- 13.1 Save to allow any successors in title to the Owner to enforce covenants given herein by the Councils or either of them no provision of this deed is enforceable under the Contracts (Rights of Third Parties) Act 1999.

14 Severance

- 14.1 If any provision of this deed is found to be in whole or part invalid illegal or unenforceable then it will be deemed to be deleted and it will not affect the validity legality or enforceability of the remaining provisions of this deed.

15 Waiver

- 15.1 No waiver (whether expressed or implied) by the City Council or the County Council of any breach or default in performing or observing any term of this deed will constitute a continuing waiver and nor will any such waiver prevent the City Council or the County Council from enforcing any of the terms of this deed or from acting upon any subsequent breach or default.

16 Jurisdiction

- 16.1 This deed is governed by and interpreted in accordance with the law of England and the parties submit to the non-exclusive jurisdiction of the courts of England.

17 Delivery

- 17.1 The provisions of this deed (other than this clause which takes immediate effect) will be of no effect until this deed has been dated.

18 No Fetter of Discretion

- 18.1 Nothing contained or implied in this deed will fetter, prejudice or affect the rights, discretions, powers, duties and obligations of the City Council and the County Council in the exercise of any of their functions as local authorities.

19 Repayment of Contributions

- 19.1 Save as provided in Clause 19.2 the City Council and the County Council agree that, in the event of any contribution or any part thereof required to be paid under this deed remaining unexpended for the purposes referred to in this deed after 10 years from the date on which it was received (or in the case of contributions (a) payable by instalment, by a date 10 years from the date the final instalment was received or (b) paid prior to the due date for payment, the due date for payment) the said contribution (or part where only a part remains unexpended) will to that extent be repayable within 28 working days of receipt of reasonable written request to the person who has paid the relevant contribution (and not any successor or person deriving title from him) PROVIDED THAT: (i) if the City Council or the County Council has entered into a contract (or a legally binding agreement or obligations) prior to the expiry of the said 10 year period in respect of matters which relate to the contribution then the period will be extended until completion of the contract (or agreement or discharge of the obligations) or payment of the final account under such contract or agreement or obligations (if later) and the sum repaid will include any interest accrued on the contribution (or in the case of a part of a

contribution remaining unexpended, any interest that has accrued on that part) and will be less all costs properly and reasonably incurred by the City Council and the County Council pursuant to such contracts agreements or obligations and (ii) if any contribution is paid before Commencement then the date on which the said contribution is due as set out in the Schedules will be taken as the date from which the repayment period runs.

- 19.2 The County Council agree that, in the event of the Residents Consultation Contribution or any part thereof required to be paid under this deed remaining unexpended for the purposes referred to in this deed after the earlier of (i) 5 years from the date on which it was received (or in the case of such contributions (a) payable by instalment, by a date 5 years from the date the final instalment was received or (b) paid prior to the due date for payment, the due date for payment) the said contribution (or part where only a part remains unexpended) will to that extent be repayable within 28 working days of receipt of reasonable written request to the person who has paid the relevant contribution (and not any successor or person deriving title from him); or (ii) 10 years from commencement of surveys of the Parking Management Area pursuant to any of the Phase I Agreement, the Abcam Agreement or this deed PROVIDED THAT: (i) if the County Council has entered into a contract (or a legally binding agreement or obligations) prior to the expiry of the said 5 year ^{or 10 year} period in respect of matters which relate to the contribution then the period will be extended ^{as applicable} until completion of the contract (or agreement or discharge of the

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obligations) or payment of the final account under such contract or agreement or obligations (if later) and the sum repaid will include any interest accrued on the contribution (or in the case of a part of a contribution remaining unexpended, any interest that has accrued on that part) and will be less all costs properly and reasonably incurred by the County Council pursuant to such contracts agreements or obligations and (ii) if any contribution is paid before Commencement then the date on which the said contribution is due as set out in the Schedules will be taken as the date from which the repayment period runs.

IN WITNESS whereof the parties have entered into this deed as a deed on the day and year first before written.

FIRST SCHEDULE

Land

ALL THAT LAND to the South of Dame Mary Archer Way and shown edged red on the plan annexed hereto being part of the land registered with title numbers CB345398 CB353750 CB 378497 and CB387420.

SECOND SCHEDULE

Planning Reference and Development

Reference 16/0176/OUT

Detail Development of up to 75,000 sq.m floor space (excluding plant areas) of Research and Development (B1b) and Clinical (C2 and/or D1), sui generis and higher education uses, including related support activities within use class B1; ancillary uses in addition (A1, A3, A4, A5, D1 and/or D2); up to two multi storey car parks; open space and landscaping and all other associated supporting infrastructure.

THIRD SCHEDULE

Notice and Restrictions

Part 1

1. To give written notice to the City Council and the County Council not less than 14 days prior to Commencement.
2. To give written notice to the City Council and the County Council upon Commencement of each Building.
3. To give written notice to the City Council and the County Council at least 14 days prior to first Occupation of each Building.
4. To give written notice to the City Council and the County Council upon first Occupation of each Building (excluding the Abcam Site).
5. To give written notice to the City Council and the County Council upon first Occupation of any Non Clinical Uses Building (excluding the Abcam Site).
6. To give written notice to the City Council and the County Council upon the first Occupation of 12,000sqm Gross Area of any Non Clinical Uses Building or part of a Non Clinical Uses Building on the Land (which for the avoidance of doubt shall include the Abcam Site).
7. To give written notice to the City Council and the County Council upon the first Occupation of 18,750 sqm Gross Area of any Non Clinical Uses Building or part of a Non Clinical Uses Building on the Land (which for the avoidance of doubt shall include the Abcam Site).
8. To give written notice to the City Council and the County Council upon the first Occupation of 37,500sqm Gross Area of any Non Clinical Uses Building or part of a Non Clinical Uses Building on the Land (which for the avoidance of doubt shall include the Abcam Site).
9. To give written notice to the City Council and the County Council upon the first Occupation of 56,250sqm Gross Area of any Non Clinical Uses Building or part of a Non Clinical Uses Building on the Land (which for the avoidance of doubt shall include the Abcam Site).

10. To give written notice to the City Council and the County Council upon full Occupation of the Development.
11. To give written notice to the City Council and the County Council upon first Occupation of the Development.
12. To give written notice to the City Council and the County Council upon the first Occupation of 37,500sqm Gross Area of any Building or part of a Building on the Land (which for the avoidance of doubt shall include the Abcam Site).

Part 2

1. Separately in relation to each Building which is a Clinical Uses Building to perform any obligations and make any payments which this deed stipulates relate to Clinical Uses Buildings and are to be carried out or paid prior to Commencement of such Building and not to Commence such Building until such obligation has been performed or such payment made in full.
2. Separately in relation to each Building which is a Clinical Uses Building to perform any obligations and make any payments which this deed stipulates relate to Clinical Uses Buildings and are to be carried out or paid prior to Occupation of such Building and not to permit or allow any Occupation or (as applicable) further Occupation of such Building or any subsequent Building until the relevant obligation has been performed or payment made in full.
3. The provisions of this paragraph 3 shall not relate to or be enforceable against the owners or occupiers of any Clinical Uses Buildings:
 - a. Prior to Commencement of any Development of a Non Clinical Uses Building (excluding the Abcam Site) to perform any obligations and make any payments which this deed stipulates are to be carried out or paid prior to Commencement of such Non Clinical Uses Building and not to Commence such Non Clinical Uses Building until such obligation has been performed or such payment made in full.

- b. Prior to Commencement of each subsequent Non Clinical Uses Building to perform any obligations and make any payments which this deed stipulates are to be carried out or paid prior to Commencement of such Non Clinical Uses Building and not to Commence such Non Clinical Uses Building until such obligation has been performed or such payment made in full.
- c. Prior to first Occupation of each Non Clinical Uses Building (excluding the Abcam Site) to perform any obligations and make any payments which this deed stipulates are to be carried out or paid prior to Occupation of such Non Clinical Uses Building and not to permit or allow any Occupation or (as applicable) further Occupation of such Building or any subsequent Building until the relevant obligation has been performed or payment made in full.

FOURTH SCHEDULE

Public Art

1 Following approval of the Phase II Public Art Delivery Plan pursuant to paragraph 3 of this Fourth Schedule, the provisions of this Fourth Schedule shall only relate to and be enforceable against

1.1 any Clinical Uses Buildings if and to the extent that the Phase II Public Art Delivery Plan identifies that Public Art is to be located on ~~any~~ ^{the relevant} Clinical Uses Buildings ^{or buildings (as applicable)} (being to the extent of the Public Art to be so located and its relevant proportion of the Public Art Sum) and

1.2 any Non Clinical Uses Buildings if and to the extent that the Phase II Public Art Delivery Plan identifies that Public Art is to be located on ~~any~~ ^{the relevant} Non Clinical Uses Buildings ^{or buildings (as applicable)} (being to the extent of the Public Art to be so located and its relevant proportion of the Public Art Sum).

2 In this Schedule:

"Public Art" means public works of art that accord with the SPD and are provided pursuant to the Phase II Public Art Delivery Plan;

"Phase II Public Art Delivery Plan" means a document that sets out details of the proposed Public Art and details of the process for procuring it both in accordance with the SPD such details to include:

- details of the consultation to be undertaken
- details of the Public Art and artist commission
- details of how the Public Art will be delivered including a timetable for delivery
- details of the location of the Public Art on the Development
- details of how the Public Art will be maintained
- details of how the Public Art will be decommissioned if not permanent
- details of how repairs will be carried out

- details of how the Public Art will be replaced if it is destroyed
- such proportion of the Public Art Sum as relates to Public Art to be provided on the Clinical Uses Buildings and separately the Non-Clinical Uses Buildings.

"Public Art Sum" means a sum of at least £384,069 which for the avoidance of doubt will be payable in addition to the sum payable under the Abcam Agreement.

"SPD" means the City Council's policy document entitled "Cambridge City Council Public Art Supplementary Planning Document" adopted by the City Council on 12 January 2010 and includes any revision or replacement thereof.

- 3 The Owner and the Developer covenant with the City Council to submit the Phase II Public Art Delivery Plan for the Development to the City Council for approval on or before first Occupation of the first Non-Clinical Uses Building within the Development (excluding any building constructed pursuant to the Abcam Permission) and thereafter to expend the Public Art Sum on the provision of Public Art in accordance with the timetable, specification and principles set out in the approved Phase II Public Art Delivery Plan.
- 4 The Owner and the Developer covenant with the City Council on or before the date 5 years from first Occupation of the first Non-Clinical Uses Building within the Development (excluding any building constructed pursuant to the Abcam Permission) to expend the Public Art Sum on the provision of Public Art in accordance with the timetable, specification and principles set out in the approved Phase II Public Art Delivery Plan.
- 5 In the case of ^s/~~s~~ Static Public Art not to remove the Public Art once in place on the Land otherwise than in accordance with the Public Art Delivery Plan.

- 6 In the event that the Public Art to be delivered utilising the Public Art Sum pursuant to paragraph 2 has not been provided within 7 years of first Occupation of the Development (excluding the Abcam Site) then (without prejudice to the City Council's discretion to enforce prior to that date) the City Council shall be entitled to give written notice to the Developer or the Owner of such failure setting out the details of the failure and/or the amount of the Public Art Sum outstanding (the "**Public Art Notice**") and if such notice is given the Developer or the Owner shall remedy the failure in provision specified in the Public Art Notice to the City Councils reasonable satisfaction within a reasonable period of time agreed with the City Council.

FIFTH SCHEDULE

Air Quality Monitoring

1. The City Council have approved the Air Quality Monitoring Plan. The Air Quality Monitoring Equipment referred to in it has been installed pursuant to the Abcam Agreement and will be utilised repaired and maintained pursuant to this Agreement.
2. The Owner and the Developer covenant with the City Council:
 - 2.1. Not to Commence the Development of the first Building (excluding any building constructed pursuant to the Abcam Permission) until monitoring in accordance with the Air Quality Monitoring Plan or the Air Quality Monitoring Plan approved pursuant to the Abcam Agreement has taken place for a continuous period of 3 months.
 - 2.2. To continue to implement the Air Quality and Monitoring Plan in respect of such Building during its construction and for a period of 12 months from first Occupation provided that if the mean nitrogen dioxide concentrations during such 12 month period is more than 37 micrograms per cubic metre then the Owner and the Developer shall continue the monitoring for a further period of 12 months.
 - 2.3. The Owner and the Developer covenant with the City Council separately in relation to each subsequent Building not to Commence the Development of any subsequent Building until monitoring in accordance with the Air Quality Monitoring Plan has taken place for a continuous period of 3 months immediately preceding Commencement of the Development of such Building.
 - 2.4. To implement the Air Quality and Monitoring Plan in respect of each subsequent Building during its construction and for a period of 12 months from its first Occupation provided that if the mean nitrogen dioxide concentrations during such 12 month period is more than 37 micrograms per cubic metre then the Owner and the

Developer shall continue the monitoring for a further period of 12 months.

SIXTH SCHEDULE

Highways

1 Provision of Bus Shelter & RTPI Contribution

1.1 The provisions of this paragraph 1 shall not relate to or be enforceable against the owners or occupiers of any Clinical Uses Buildings.

1.2 In the event that permanent bus services are provided along Dame Mary Archer Way within 5 years of first Occupation of any Non-Clinical Uses Building (excluding any building constructed pursuant to the Abcam Permission) then no later than 6 months after commencement of such permanent bus services the Owner and Developer will:

1.2.1 Submit to the County Council for written approval a detailed design and delivery and maintenance programme for a bus shelter (to include the location of the bus shelter) on that route and shall thereafter provide such bus shelter in accordance with the detailed design and timetable for its provision approved by the County Council.

1.2.2 Pay £27,000 to the County Council towards the installation and maintenance of a RTPI (Real Time Passenger bus Information System) at the bus stop location agreed with the County Council pursuant to paragraph 1.2.1 of this Sixth Schedule.

2 Financial Contributions

2.1 The provisions of this paragraph 2 shall not relate to or be enforceable against the owners or occupiers of any Clinical Uses Buildings.

2.2 No more than 12,000sqm Gross Area of any Non - Clinical Uses Building (which total for the avoidance of doubt includes the Abcam Site) shall be Occupied until the following payments shall have been made to the County Council:

2.2.1 the Trumpington Road/Long Road Junction Traffic Signals Contribution and;

- 2.2.2 the Hills Road/Long Road Junction Improvements Contribution and;
 - 2.2.3 50% of the Queen Edith's Way/Fendon Road Walking and Cycling Scheme Contribution and;
 - 2.2.4 50% of the Park and Ride Contribution.
- 2.3 No more than 18,750 sqm Gross Area of any Non Clinical Uses Buildings (which total for the avoidance of doubt includes the Abcam Site) shall be Occupied until the remaining 50% of the Queen Edith's Way/ Fendon Road Walking and Cycling Scheme Contribution has been paid to the County Council.
- 2.4 No more than 37,500 sqm Gross Area of any Non Clinical Uses Buildings shall be Occupied (which total for the avoidance of doubt includes the Abcam Site) until the following payments have been made to the County Council:
- 2.4.1 25% of the Park and Ride Contribution
 - 2.4.2 50% of the Western Orbital Bus Route Contribution
 - 2.4.3 the NCN 11 Improvement Scheme Contribution.
- 2.5 No more than 56,250 sqm Gross Area of any Non Clinical Uses Buildings (which total for the avoidance of doubt includes the Abcam Site) shall be Occupied until the following payments have been made to the County Council:
- 2.5.1 the remaining 50% of the Western Orbital Bus Route Contribution
 - 2.5.2 the Bell School/Babraham Road Cycle Improvements Contribution
 - 2.5.3 25% of the Park and Ride Contribution.

3 Highways Works

3.1 The Owner and the Developer and the Hospital (to the extent that the Hospital has then acquired a leasehold or freehold interest in the Land) *only* shall not first Occupy the Development until the Owner and the Developer have entered into a Highways Agreement(s) with the County Council to secure:

3.1.1 The construction and completion by the Owner, and/or the Developer of the Addenbrookes Road/Francis Crick Avenue/Dame Mary Archer Way Pedestrian & Cycle Crossing Improvement Works such works to also be completed in accordance with the Highways Agreement prior to Occupation of the Development.

3.1.2 The construction and completion by the Owner , and/or the Developer of the Shelford Road Phase I Works such works to also be completed in accordance with the Highways Agreement prior to Occupation of the Development.

3.2 The Owner and the Developer and the Hospital (to the extent that the Hospital has then acquired a leasehold or freehold interest in the Land) shall not first Occupy more than 37,500sqm Gross Area of any Building (which total for the avoidance of doubt includes the Abcam Site) until they have entered into a Highways Agreement(s) with the County Council to secure (and for the avoidance of doubt to the extent only that such works shall not then have been completed in accordance with the Abcam Agreement in respect of the same):

3.2.1 The construction and completion by the Owner and/or the Developer of the Shelford Road Phase II Works such works to also be completed in accordance with the Highways Agreement prior to the Occupation of more than 37,500sqm Gross Area of any Building (which total for the avoidance of doubt includes the Abcam Site).

3.3 The provisions of this paragraph 3.3 shall not relate to or be enforceable against the owners of any Clinical Uses Buildings. To the

extent that the Red Cross Lane Cycle Works have not then been constructed and completed in accordance with Project Capella by the second anniversary following first Occupation of 12,000sqm Gross Area of any Non- Clinical Uses Building (which total for the avoidance of doubt includes the Abcam Site) then the Owner and/or the Developer shall not Occupy in excess of 12,000 sqm Gross Area of any Non- Clinical Uses Buildings (which total for the avoidance of doubt includes the Abcam Site) until they shall have entered into a Highways Agreement(s) with the County Council to secure:

- 3.3.1 The construction and completion by the Owner and/or the Developer prior to the second anniversary following first Occupation of 12,000sqm Gross Area of any Non- Clinical Uses Buildings (which total for the avoidance of doubt shall include the Abcam Site) of the Red Cross Lane Cycle Works such works to also be completed in accordance with the Highways Agreement.

4 Parking Monitoring

- 4.1 The provisions of this paragraph 4 shall not relate to or be enforceable against the owners or occupiers of any Clinical Uses Buildings.

- 4.2 Prior to Occupation of each Non Clinical Uses Buildings on the Land (excluding any Building constructed pursuant to the Abcam Permission) the Owner and the Developer shall undertake at their own cost:

- 4.2.1 a Baseline Parking Survey such survey to be carried out during a time period and in accordance with a methodology to be approved by the County Council and

- 4.2.2 provide a copy of the Baseline Parking Survey Report within 42 days of completion of such survey to the City Council and County Council.

- 4.3 Thereafter the County Council may prior to full Occupation of each Non Clinical Uses Building (excluding any Building constructed pursuant to the Abcam Permission) but before the Parking Management Measures Contribution has been paid to the County Council require the Owner ^{and} the Developer to undertake at their own cost a Parking Monitoring Survey and the Owner and the Developer shall provide a copy of the
- GN166

Parking Survey Report to the City Council and County Council within 42 days of its completion however, for the avoidance of doubt the Owner and/or the Developer shall not be required as part of such Parking Monitoring to carry out more than a total of 16 Parking Monitoring Surveys.

- 4.4 If following completion of any Baseline Parking Survey Report or the Parking Survey Report the County Council reasonably determines that local residents within the Parking Management Area should be consulted on a Parking Management Scheme for the Parking Management Area then:

4.4.1 The Owner and the Developer will be notified in writing of the requirement for such resident's consultation and need and;

4.4.2 The County Council shall submit a cost estimate for undertaking the resident's consultation on a Parking Management Scheme to the Owner and the Developer for agreement and once agreed the Owner and/or the Developer will pay to the County Council within 14 days of demand such cost up to the value of the Residents Consultation Contribution

4.4.3 The County Council shall notify the Owner and the Developer of the outcome of any such resident's consultation on the Parking Management Scheme and shall submit to the Owner and the Developer for agreement details of any Parking Management Measures which the County Council proposes to undertake as a result together with a cost estimate for the said measures; and

4.4.4 The Owner and/or the Developer will pay to the County Council within 14 days of demand (such demand to be made in writing and accompanied by evidence for the costs to be incurred) the Parking Management Measures Contribution

4.4.5 Upon commencement of the Parking Monitoring the obligations in paragraph 1.1 of the Seventeenth Schedule of the Phase I

Agreement and paragraph 2 of the Fifth Schedule of the Abcam Agreement shall be released and no further payments, submissions or surveys shall be demanded or payable with regards to these specific paragraphs and the City Council and the County Council shall enter into any formal release of such obligations reasonably required by the Owner and/or the Developer subject to the Developer's payment of their reasonable and proper legal costs in connection with such release.

SEVENTH SCHEDULE

1 Part 1 Overarching Phase II Travel Plan and its co-ordination (Non Clinical Uses Development)

- 1.1 The provisions of this Part 1 of the Seventh Schedule shall not relate to or be enforceable against the owners or occupiers of any Clinical Uses Buildings.
- 1.2 Not to Occupy any Non Clinical Uses Building (excluding any Building constructed pursuant to the Abcam Permission) until there shall have been submitted and approved by the County Council and the City Council the Phase II Travel Plan.
- 1.3 Not to Occupy any Non Clinical Uses Building (excluding any Building constructed pursuant to the Abcam Permission) prior to implementation of any measures outlined in the Phase II Travel Plan which are required prior to such Occupation.
- 1.4 Not to Occupy any Non Clinical Uses Building (excluding any Building constructed pursuant to the Abcam Permission) prior to the appointment of the Phase II Travel Plan Coordinator.
- 1.5 Not to Occupy any Non Clinical Uses Building (excluding any Building constructed pursuant to the Abcam Permission) prior to:
 - 1.5.1 a travel plan coordinating group being established which will comprise representatives from the Hospital (which will be responsible for the Addenbrooke's Travel Plan) and/or the Developer or the management company responsible for the operation of the travel plans for other occupiers on behalf of the Developer, future occupiers and investors in the Development or should a travel plan coordinating group already exist it will be for the Phase II Travel Plan Coordinator and/ or the Developer responsible for the Phase II Travel Plan to attend meetings and be involved in the coordination of travel plans between different

uses on Cambridge Biomedical Campus (comprising Addenbrookes, Phase I, the Abcam Site and the Development).

1.6 In conjunction with the Phase II Travel Plan Coordinator the travel plan coordinating group will:

1.6.1 Oversee the implementation of the Phase II Travel Plan, including Clinical Uses and Non-Clinical Uses of the Development and co-ordinate wherever possible the measures and initiatives with the Addenbrookes Travel Plan and Phase I Travel Plan

1.6.2 Negotiate site wide travel discounts

1.6.3 Co-ordinate the monitoring of the Full Individual Travel Plans

1.6.4 Review the overall success of the Phase II Travel Plan

1.6.5 Be responsible for publicising and raising awareness of the Phase II Travel Plan.

1.7 Objectives of the Phase II Travel Plan

1.7.1 The Phase II Travel Plan will be prepared on the basis of there being a completed Development but it will be implemented and enforceable only in respect of those parts of the Development where Buildings excluding Clinical Uses Buildings have been completed and Occupied and for the avoidance of doubt the obligations in this Schedule will be enforceable against owners or Occupiers of those Non-Clinical Buildings.

1.7.2 The Phase II Travel Plan shall include reasonable objectives and targets for the use of walking cycling and public transport and for reducing the number of commuting trips that are projected to be made to and from the Development by private car and in particular the number of single occupancy trips.

- 1.7.3 Initial targets will be based on those contained in the Addenbrookes Travel Plan and any subsequent Addenbrookes Travel Plan up dates.
- 1.7.4 The Phase II Travel Plan will be prepared having regard to but not setting targets for business and servicing trips and patients and visitors, where appropriate.
- 1.7.5 The Phase II Travel Plan shall include a commitment that a Baseline Travel Plan Survey will take place for each Non- Clinical Uses Building (excluding any Building constructed pursuant to the Abcam Permission) 6 months following Occupation of each such Non- Clinical Uses Building.
- 1.7.6 Monitoring of the Phase II Travel Plan will commence 2 years following first Occupation of any Non Clinical Uses Building (excluding any Building constructed pursuant to the Abcam Permission). The monitoring will continue annually until 5 years following full Occupation of the final Non-Clinical Uses Building, unless otherwise agreed with the County Council.

1.8 Phase II Sustainable Transport Measures

- 1.8.1 The Phase II Travel Plan will include a range of initiatives that can be implemented site wide or incorporated into the Interim Individual Travel Plans and/or the Full Individual Travel Plans for Non Clinical Uses Buildings in order to discourage the use of single occupancy car journeys and encourage sustainable modes of transport. Details of reasonable measures to be introduced to realise the targets may include (inter alia)
 - 1.8.1.1 Personalised travel planning advice;
 - 1.8.1.2 Holding travel plan promotional events (e.g. Bike Week);
 - 1.8.1.3 Promotion of public health campaigns encouraging walking and cycling;

- 1.8.1.4 Walking events such as led walks at lunchtime or after work, pedometer challenges and Walk Doctor events;
- 1.8.1.5 Discounts or loans for purchase of equipment (e.g. cycle loan, tax free scheme to employees, vouchers);
- 1.8.1.6 Advice or training on riding skills, use of bike buddies;
- 1.8.1.7 On-site bicycle repair service (e.g. Dr Bike events);
- 1.8.1.8 Cycle maintenance classes;
- 1.8.1.9 Pool bikes and cycle clubs;
- 1.8.1.10 Regular cycling promotion days;
- 1.8.1.11 Individual walking and cycling facilities (e.g. locker and changing facilities, high visibility clothing, cycle repair kits, spare lock)
- 1.8.1.12 Public transport travel subsidy (e.g. season ticket loan);
- 1.8.1.13 Provision of shuttle service (eg private bus or minibus facilities, taxi share) to local transport hubs;
- 1.8.1.14 Policies supporting use of public transport for travel in the course of work;
- 1.8.1.15 Provision of free membership of a car club for occupiers;
- 1.8.1.16 Promoting car sharing schemes to raise car occupancy levels, including ride-matching databases, a guaranteed ride home, dedicated parking spaces and incentives for car sharers such as preferential parking;
- 1.8.1.17 Discounts for visitors arriving by sustainable transport;

1.8.1.18 For visitors, information about sustainable access prominently featured (ahead of directions by car) in all promotional literature, posters and websites publicising the site

1.8.1.19 Other Sustainable Transport Measures within the Phase II Travel Plan as applicable to be agreed with the County Council.

1.9 Annual Action Plan

The Phase II Travel Plan shall include an annual action plan which shall be updated annually for a period of 10 years from first Occupation of the Development (excluding any Building constructed pursuant to the Abcam Permission). The annual action plan shall set out tasks and Sustainable Transport Measures for the Phase II Travel Plan as well as designating people with the responsibility for running the tasks and provide a timescale over which these tasks should be completed.

1.10 Review and Monitoring

1.10.1 The Phase II Travel Plan will include a programme for implementation of the Phase II Travel Plan and a methodology and a programme for publicising, monitoring and reviewing the Phase II Travel Plan in relation to the targets set out therein and will operate only on those parts of the Land where Non- Clinical Uses Buildings have been completed and Occupied.

1.10.2 Subject to the time limits in paragraph 1.10.5.4 annually to:

1.10.2.1 Carry out a Phase II Annual Travel Plan Survey. This shall take place at the same time as the Addenbrooke's Travel Survey which takes place on the first Thursday in October of each year in order to provide continuity of travel survey practices and results across the site.

1.10.2.2 It is expected that the Phase II Annual Travel Plan Survey will be achieved by revising the current arrangements for the

survey under the Addenbrooke's Travel Plan. The Phase II Travel Plan Coordinator will liaise with the Hospital to achieve this. The Phase II Annual Travel Plan Survey will collect the following information in addition to the information already collected by Addenbrooke's Travel Survey;

1.10.2.2.1 Inbound and outbound vehicles at the Development accesses.

1.10.2.2.2 Inbound and outbound pedestrians and cycles at all Development accesses.

1.10.2.2.3 Inbound and outbound vehicle occupancies at the Development accesses.

1.10.2.2.4 Numbers of passenger boarding and alighting at the bus stops provided by the Development.

1.10.2.3 The Phase II Annual Travel Plan Survey methodology shall be agreed with the County Council prior to Occupation of any Non Clinical Building (excluding any Building constructed pursuant to the Abcam Permission).

1.10.3 If the Phase II Annual Travel Plan Survey cannot be achieved by co-ordination with the existing Addenbrookes Travel Survey then alternative arrangements shall be agreed with the County Council.

1.10.4 Occupiers of Non-Clinical Uses Buildings will be expected to collect more detailed information regarding the travel associated with their business as set out in Part 2 of this Schedule.

1.10.5 Subject to the time limits in paragraph 1.10.5.4 annually to:

1.10.5.1 Monitor and review the success of the Phase II Travel Plan or any revised Phase II Travel Plan in accordance with the agreed targets, methodology and programme.

- 1.10.5.2 Provide to the City Council and County Council within 3 months of the completion of the annual monitoring and review as detailed at paragraph 1.10.5.1 above the Annual Monitoring Report.
- 1.10.5.3 Following the Phase II Annual Travel Plan Survey and completion of the Annual Monitoring Report, to agree with the City and County Council such revisions as the Councils consider necessary to ensure that the targets set out in the agreed Phase II Travel Plan are met.
- 1.10.5.4 The Annual Monitoring Report shall be carried out each year for a period of 5 years after full Occupation of the Development (unless otherwise agreed in writing with the County Council).
- 1.10.5.5 The results of the Annual Monitoring Report and any revisions to the Phase II Travel Plan will be widely publicised and presented to staff to assist in maintaining enthusiasm for the Phase II Travel Plan.
- 1.10.6 Within 6 month of implementation of the Phase II Travel Plan to provide the City Council and County Council with details in writing of the measures put in place pursuant to the Phase II Travel Plan.
- 1.10.7 If on expiry of two years following implementation of the Phase II Travel Plan the targets therein have not been met to submit to the City Council and to the County Council within two months thereafter and endeavor to agree with the Council and County Council within four months of submission a draft revised Phase II Travel Plan. The City Council and County Council will respond within 2 months of receipt of the draft revised Phase II Travel Plan.
- 1.10.8 The draft revised Phase II Travel Plan is to contain:

- 1.10.8.1 Such revisions as are reasonably required to achieve the targets set out in the original Phase II Travel Plan.
- 1.10.8.2 A programme for implementation of the revised Phase II Travel Plan and a methodology and a programme for monitoring and reviewing the revised Phase II Travel Plan in relation to the targets set out in the original Phase II Travel Plan.
- 1.10.9 Upon written confirmation that the draft revised Phase II Travel Plan has been approved by the County Council it shall be known as the Revised Phase II Travel Plan.
- 1.10.10 Once approved by the County Council in accordance with paragraph 1.10.9 to implement the Revised Phase II Travel Plan in accordance with the programme for implementation agreed as part thereof.
- 1.10.11 Within 6 months of implementation of the Revised Phase II Travel Plan to provide the Council and the County Council with details in writing of measures put in place pursuant to the Revised Phase II Travel Plan.
- 1.10.12 In endeavouring to agree a Phase II Travel Plan and any Revised Phase II Travel Plan as described in this schedule the parties shall act promptly in good faith with each other and act reasonably.
- 2 **Part 2- Individual Building Travel Plans (excluding Clinical Uses Buildings)**
 - 2.1 The provisions of this Part 2 of the Seventh Schedule shall not relate to or be enforceable against the owners or occupiers of any Clinical Uses Buildings.
 - 2.2 Within 4 months of Commencement of any Non Clinical Uses Building (excluding any Building constructed pursuant to the Abcam Permission) the Owner and/or the Developer shall submit an Interim Individual Travel Plan for that Non Clinical Uses Building to the County Council

for approval and shall not Occupy that Non Clinical Uses Building until they have secured the approval of the Interim Individual Travel Plan for that Non Clinical Uses Building by the City Council and the County Council such Interim Individual Travel Plan to include the following matters in relation to that Non Clinical Uses Building:

2.2.1 A programme for implementation of the Interim Individual Travel Plan and Full Individual Travel Plan methodology and a programme for publicising, monitoring and reviewing the Interim Individual Travel Plan and Full Individual Travel Plan in relation to the targets set out in them including compliance at all times with the Phase II Travel Plan.

2.2.2 A Bus Occupancy Survey which shall be undertaken by the Owner and the Developer no earlier than 6 months prior to submission of the Interim Individual Travel Plan to the County Council for approval and will comply with the specification detailed in Appendix 1.

2.2.3 Annual mode share monitoring for five years from the second anniversary of first Occupation of that Non Clinical Uses Building which shall include:

2.2.3.1 A staff and visitor questionnaire.

2.2.3.2 People by mode counts to verify the findings of the questionnaire surveys. (This can be achieved through arrangements for the Phase II Annual Travel Plan Survey). Either the Individual Business Travel Plan Coordinator can coordinate with the Phase II Travel Plan Coordinator, to achieve this or if the mode count surveys cannot be achieved by co-ordination with the existing Addenbrooke's Travel Plan Survey then alternative arrangements shall be agreed with the County Council.)

- 2.2.3.3 Details of how the monitoring and review of the success of the Full Individual Travel Plan in accordance with the agreed targets, methodology and programme is to be provided to incorporate:
- 2.2.3.4 The provision to the City Council and the County Council within 28 days of completion of the annual monitoring surveys of a written report setting out the details and results of the Full Individual Travel Plan, monitoring and review
- 2.2.3.5 Publication and presentation of annual Full Individual Travel Plan monitoring and review in order to assist staff enthusiasm and cooperation in fulfilling the aims and objectives of the Full Individual Travel Plan
- 2.2.3.6 For those businesses that are relocating to the Cambridge Biomedical Campus details of the current mode shares of staff to their existing premises including a pre-occupation travel plan explaining and encouraging use of sustainable travel options to the Development
- 2.2.3.7 Annual car mode share targets and targets for business, servicing and visitor trips that are consistent with the targets for the Addenbrookes Travel Plan;
- 2.2.3.8 Objectives and targets for promoting and facilitating walking cycling and use of public transport and for reducing the number of commuting trips projected to be made to and from the Development by private car and in particular the number of single occupancy car trips
- 2.2.3.9 A range of initiatives to discourage the use of single occupancy car journeys and encourage sustainable

modes of transport measures as detailed in paragraph 1.8 of this Seventh Schedule.

2.2.3.10 Details of the proposed management of staff parking and how spaces will be allocated to staff.

2.2.4 Upon both receipt of approval of the County Council pursuant to paragraph 2.2 of this Seventh Schedule and first Occupation of each Non Clinical Uses Building (excluding any Building constructed pursuant to the Abcam Permission) until approval of the Full Individual Travel Plan for such Non Clinical Uses Building the Developer and the Owner shall implement the Interim Individual Travel Plan for each Non Clinical Uses Building (excluding any Building constructed pursuant to the Abcam Permission).

2.3 Each Non Clinical Uses Building (excluding any Building constructed pursuant to the Abcam Permission) shall not be first Occupied until:

2.3.1 The Individual Interim Travel Plan shall have been implemented for such Non Clinical Uses Building.

2.3.2 The Individual Business Travel Plan Coordinator (which may be the Phase II Travel Plan Coordinator appointed in relation to Phase II) has been appointed in respect of such Non Clinical Uses Building.

2.3.3 The Phase II Travel Plan has been agreed with the County Council and implemented pursuant of Paragraph 1 of this Seventh Schedule.

2.4 Individual Business Travel Plan Coordinator

2.4.1 The Individual Business Travel Plan Coordinator for each Non Clinical Uses Building shall work with the travel plan coordinators of the Phase I Travel Plan Phase II Travel Plan and the other individual travel plan

results of the Full Individual Travel Plan and the Phase II Travel Plan monitoring and review

- 2.7.2 Following completion and submission of the monitoring report to the County Council as identified at paragraph 2.7.1 above in the event that the car driver mode share is shown to exceed agreed targets as identified in the Full Individual Travel Plan the Owner and the Developer shall meet with the County Council within 28 days of such submission to agree the Secondary Sustainable Transport Measures which are reasonable and necessary to ensure that the car mode share targets in the Full Individual Travel Plan are met.

2.8 Full Individual Travel Plan

- 2.8.1 From the date of approval of the Full Individual Travel Plan for each Non Clinical Uses Building the Developer and the Owner shall implement the Full Individual Travel Plan in relation to the such Non Clinical Uses Building no later than 28 days from such approval being given and the Interim Individual Travel Plan shall no longer be required or enforceable under this deed.

2.9 Compliance with the Phase II Travel Plan

- 2.9.1 The Interim Individual Travel Plans and Full Individual Travel Plans for each individual Non Clinical Uses Building shall ensure compliance at all times with the Phase II Travel Plan as detailed in Part 1 of this Schedule.
- 2.9.2 Within 6 months of first Occupation of each Non Clinical Uses Building the Owner and the Developer shall procure that the Occupier of each Non Clinical Uses Building demonstrates to the County Council compliance with the Phase II Travel Plan and provides details to the County Council of measures (if applicable) to be implemented solely in relation to the relevant Non-Clinical Uses Building. The County Council will notify the Developer the Owner and the relevant Occupiers when it

is satisfied that the Phase II Travel Plan has been complied with in respect of the relevant Non Clinical Uses Building.

2.10 Sustainable Transport Investment Fund Contribution

2.10.1 No later than the second anniversary of first Occupation of the Development (excluding any Building constructed pursuant to the Abcam Permission) the Sustainable Transport Investment Fund Contribution will be paid to the County Council who shall hold the monies in an account for use towards the implementation of the Secondary Sustainable Transport Measures and for the avoidance of doubt the obligation to pay the Sustainable Transport Investment Fund Contribution shall not be enforceable against the owners or occupiers of the Abcam Site following commencement of the Abcam Permission pursuant to Section 56 (4) of the Planning Act.

2.10.2 The County Council shall pay the Sustainable Transport Investment Fund Contribution (or such part of it as the County Council shall consider reasonable and necessary) to the Individual Business Travel Plan Coordinator as referred to in this Deed for the purpose of implementing Secondary Sustainable Transport Measures approved by the County Council. The Individual Business Travel Plan Coordinator shall submit to the Councils the results of its monitoring pursuant to this Seventh Schedule within 28 days of completion of such monitoring and set out any specific Secondary Sustainable Transport Measures that it considers should be implemented to ensure that the car mode share and other targets in the Full Individual Travel Plan are met. The Individual Business Travel Plan Coordinator and (at their) option the Developer and/or the Owner shall meet with the County Council to review the proposed Secondary Sustainable Transport Measures and agree any changes to them reasonably required by the County Council. The approved Secondary Sustainable Transport Measures shall thereafter be implemented by the Individual ^{BUSINESS} Travel Plan Coordinator utilising the funds from the Sustainable Transport Investment Fund Contribution paid to it by the County Council. GWLG

3 Part 3 – Addenbrookes Travel Plan

3.1 The provisions of this Part 3 relate only to Clinical Uses Buildings.

3.2 Addennbrooke's Travel Plan

3.2.1 Prior to Occupation of any Clinical Uses Building the Owner Developer and the Hospital shall have submitted and had agreed with the County Council any revisions to the Addenbrooke's Travel Plan as are reasonably necessary to accommodate the relevant Clinical Uses Buildings within the Addenbrooke's Travel Plan (with any revisions).

3.2.2 The Owner Developer and Hospital further covenant to apply the Addenbrooke's Travel Plan (with any revisions) to any and all Clinical Uses Buildings.

APPENDIX 1

Bus Occupancy Survey Specification

Summary of existing bus services serving CBC/ Addenbrookes Campus (Correct as of January 2015).

Route Number	Route Description	Frequency			Operator
		Monday-Friday	Saturday	Sunday	
16A	Great Thurlow - Balsham - Fulbourn - Teversham - Long Road - Cambridge	1 per day	1 per day	No Service	Stagecoach
75	Cambridge - Haslingfield - Orwell - Tadiow	1 per day	1 per day	No Service	Go Whippet
Busway A	Trumpington - Central Cambridge - Longstanton - St Ives	Every 15 mins	Every 15 mins	No Service	Stagecoach
Busway C	Somersham - St Ives - Longstanton - Central Cambridge - Rail Station	1 per day	No Service	No Service	Go Whippet
13	Cambridge - The Abingtons - Linton - Haverhill	Every 60 mins	Every 60 mins	Every 60 mins	Stagecoach
13A	Haverhill - Linton - The Abingtons - Cambridge	Every 60 mins	Every 60 mins	No Service	Stagecoach
13B	Haverhill - Cambridge	1 per day	No Service	No Service	Stagecoach
13C	Haverhill - Cambridge	1 per day (Schooldays only)	No Service	No Service	Stagecoach
31	Cambridge - Stapleford - Fowlmere	6 per day	6 per day	No Service	Whippet Coaches
99	Cambridge : Milton Park & Ride - Babraham Road Park & Ride	Every 10 mins	Every 10 mins	Every 15 mins	Stagecoach

114	Addenbrooke's - Beehive - Grafton - Cambridge City Centre	Every 60 mins (WC)	Every 60 mins (BGBC)	No Service	Whippet Coaches (WC) / Big Green Bus Company (BGBC)
132	<u>Cambridge - Duxford - Saffron Walden</u>	No Service	No Service	Every 120 mins	C G Myall & Son
Citi 1	<u>Arbury - City Centre - Addenbrooke's - Cherry Hinton - Fulbourn</u>	Every 10 mins	Every 10 mins	Every 30 mins	Stagecoach
Citi 2	<u>Addenbrooke's - City Centre - Science Park (- Milton)</u>	Every 10 mins	Every 10 mins	Every 30 mins	Stagecoach
Citi 7	<u>Cambridge - Sawston - Duxford - Saffron Walden</u>	Every 20 mins	Every 20 mins	Every 30 mins	Stagecoach
UNI4	<u>Addenbrooke's - City Centre - West Cambridge</u>	Every 20 mins	No Service	No Service	Stagecoach
X13	<u>Cambridge - Linton - Haverhill - Kedlington</u>	Every 60 mins (Evening Only)	No Service	No Service	Stagecoach

Note: related surveys shall:

- Include all bus services serving CBC / Addenbrookes at the time of the survey (January 2016 provision detailed above)
- include for boarders, alighters and overall load on the bus;
- be undertaken on a weekday during the AM and PM peak periods of 07:00-10:00 and 15:00-19:00
- be shared with the County Council and respective bus operators and included within the respective Travel Plans and have been conducted no greater than 6 months prior to the date of submission of the Travel Plan for approval.

APPENDIX 2

Air Quality Monitoring Plan

Air Quality Monitoring Plan

AbCam and CBC2040

28 September 2016

Quality information

Prepared by

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Revision History

Revision	Revision date	Details	Authorized	Name	Position
1	28 th September 2016	Internally reviewed draft		Gareth Collins	Technical Director
2	30 th September 2016	Addressing Client Comments		Gareth Collins	Technical Director
3	4 th October 2016	Addressing Comments from Cambridge City Council		Gareth Collins	Technical Director

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Table of Contents

1	Introduction	5
2	Site Selection	5
3	Technical Specifications of the Monitoring Equipment	5
3.1	Oxides of Nitrogen	5
3.2	Particulate Matter (PM ₁₀ and PM _{2.5})	5
3.3	Data Logging	6
3.4	Remote Calibration Capability	6
4	Maintenance of the Monitoring Equipment	6
4.1	Quality Assurance and Quality Control (QA/QC)	6
4.1.1	Equipment Maintenance	7
4.1.2	Data Management, Validation and Ratification	7
5	Data Reporting	8
6	References	8
7.	Figures	9

Figures

Figure 1	GRP Enclosure Housing Continuous Monitoring Equipment	9
Figure 2	Indicative Location of Continuous Monitoring Unit for AbCam and CBC 2040	9

1. Introduction

This document sets out the monitoring strategy for the Abcam and Cambridge Biomedical Campus 2040 (Phase 2) developments. It sets out details of the siting, installation and operation of a continuous monitoring station equipped with EU-reference method analysers for nitrogen oxides and particulate matter (PM₁₀ and PM_{2.5}).

The proposed monitoring strategy comprises the installation of one continuous monitoring unit equipped with EU-reference method analysers for nitrogen oxides, PM₁₀ and PM_{2.5}. The equipment would be housed in a glass-reinforced plastic (GRP) air-conditioned enclosure, similar to the one pictured in Figure 1. The footprint of the GRP enclosure is approximately 1500 mm (length) x 650 mm (width) x 1500 mm (height).

2. Site Selection

It is proposed that the monitoring unit is installed at a location on the north-eastern edge of the proposed development site (see Figure 2). This approximate location has been selected on the basis of the findings of the Air Quality Assessment carried out for the Environmental Statement. A site visit will be necessary to determine the exact location for the monitoring unit and will be agreed with Cambridge City Council. The full justification, consistent with the recommendations in Defra's Technical Guidance (Defra, 2016), for the selection of this location is:

- The location is considered to be representative of future population exposure of the local area.
- The location is within the boundary of the CBC 2040 application site, which will enable the air quality impacts of the proposed development to be quantified
- The monitoring unit should be able to remain in this location for the full duration of the agreed monitoring period
- The ground is flat and level, and suitable for laying a foundation plinth upon which to stand the enclosure
- There is sufficient space for the monitoring unit and is not enclosed by buildings, structures or vegetation
- It is practical for a permanent continuous electrical supply to be connected to a station at this location
- The location is reasonably accessible for the safe delivery of calibration gas cylinders
- The location is considered to be safe with respect to site access for engineers and local site operators, road users and pedestrians, and the risk of vandalism should be small.

3. Technical Specifications of the Monitoring Equipment

3.1 Oxides of Nitrogen

Nitrogen oxides would be monitored via chemiluminescence, which is the approved EU method for the measurement of ambient NO and NO₂ concentrations. It is proposed that a Teledyne API T200 NO_x analyser or similar would be used. The analyser will be configured to record 15-minute average concentrations.

3.2 Particulate Matter (PM₁₀ and PM_{2.5})

PM₁₀ and PM_{2.5} would be monitored using a particulate analyser that has achieved the MCERTS for UK Particulate Matter certification and is approved by Defra as equivalent to the EU reference method. Approved instrumentation meeting these criteria includes Beta-Attenuation Monitors (BAM),

Thermo 1405F FDMS-TEOM, and Palas Fidas Model 200. The analyser will be configured to record 1-hour average concentrations.

3.3 Data Logging

All of the analysers will be connected to a GPRS web-logger system. This system automatically 'pushes' the raw data collected by the instruments to a web-based database at a pre-set time interval, where it is stored for processing. The web-logger requires mobile network coverage in order to operate correctly. In the event of an interruption to the mobile network connection or a fault with the web system each analyser has internal memory storage to retain the collected data until the connection to the web system is restored, at which point all data is pushed to the web database.

In addition, the web-logging system allows diagnostic checks to be carried out from a remote location. The checks will be carried out on a daily basis, which enables any faults or malfunctions to be identified quickly and corrective action to be taken in a timely manner.

3.4 Remote Calibration Capability

The NO_x analyser will be equipped with a remote calibration system to allow calibrations to be automatically scheduled and performed from a remote office location. The system will be scheduled to perform automated zero calibrations on a daily basis and span-gas calibrations every 3 days. Long-life sample line filters will be installed. These modifications should reduce the required frequency of Local Site Operator (LSO) visits from every 2-4 weeks to every 3 months.

4. Maintenance of the Monitoring Equipment

In order to ensure the correct functioning of the monitoring equipment it will be necessary to attend the site periodically to carry out routine duties, service and repair the monitoring equipment and carry out audits.

Routine duties such as changing filters, cleaning the sampling inlets, and checking instrument diagnostics will be undertaken by the LSO. The LSO is usually the first point of contact to investigate and troubleshoot simple faults that may be rectified without an engineer's intervention. The LSO should also report any faults found with the analysers or station infrastructure to the site owner and/or appointed service engineer. A LSO will be appointed to carry out routine duties on a 3-monthly basis, and as required for call-outs.

The analysers will be serviced every 6 months by a qualified service engineer to limit instrument breakdowns. A service and maintenance contract will be put in place and continued for the duration of the monitoring period. The service and maintenance contract will include the provision of emergency call-out so that in the event of an instrument breakdown the fault can be investigated and repaired in a timely manner. This contract will help to minimise data losses.

In addition to LSO visits and engineer's servicing, an audit of the monitoring station shall be carried out by an independent organisation on an annual basis. The auditing organisation will be accredited to perform QA/QC checks to ISO17025:2005.

The GRP enclosure is fitted with an air conditioning unit to maintain optimum conditions inside the enclosure for the monitoring equipment. The air conditioning unit will be serviced annually by a qualified engineer, and cover shall be in place for repairs in the event of breakdown.

4.1 Quality Assurance and Quality Control (QA/QC)

Rigorous quality assurance and control (QA/QC) are required to ensure data integrity and guarantee data quality. The QA/QC procedures detailed below will ensure that the collected data are representative of the ambient conditions in the local area and not subject to localised artefacts, and the measurements are of optimum accuracy and precision to meet the requirements of the monitoring programme.

4.1.1 Equipment Maintenance

The continuous monitoring station will be maintained in accordance with the standard procedures of the UK Automatic Urban and Rural Network (AURN), and the guidelines set out in Defra's Technical Guidance (Defra, 2016).

The NO_x analyser will be manually calibrated on a regular basis during LSO site visits to determine instrumental drift. The analyser will also be equipped with the capability to carry out remote calibrations. This system will be configured to perform zero calibrations on a daily basis and span calibrations every 3 days. A span calibration is performed by introducing nominally 450 parts per billion (ppb) of nitric oxide in nitrogen into the sampling system and then noting the instrument display response after the readings have stabilised. A zero calibration is then carried out by passing synthetic air or purified ambient air through the sampling system and noting the instrument display response after the readings have stabilised.

The calibration gases used will be traceable to national or international reference standards (e.g. UKAS, EN 45001) so that the concentration is accurately known.

The particulate monitor will be checked for correct operation during routine site visits. Sample filter changes will be carried out, as necessary, in accordance with the manufacturer's recommended schedule and Defra Technical Guidance.

All instruments will be serviced on a 6-month basis by the appointed service engineer. Maintenance schedules for the replacement of consumable parts, diagnostic checks and equipment repairs will follow the equipment manufacturer's recommendations.

On an annual basis the monitoring station will be audited by an independent organisation accredited to perform QA/QC checks to ISO17025:2005.

Details of all routine and non-routine LSO visits will be fully documented and retained for a minimum of 6 years from the end of the monitoring. Details of service visits (routine and call-out) will be fully documented to provide a record of any adjustments, modifications and repairs undertaken. These records will be retained for a minimum of 6 years from the end of the monitoring. Independent audit records will be retained for a period of 6 years from the end of the monitoring.

4.1.2 Data Management, Validation and Ratification

The raw data collected by the instruments will be automatically pushed to a web-based database via the web-logging system described previously. The raw data and diagnostics from the monitoring station will be reviewed on a daily basis to ensure that the equipment is running satisfactorily and without fault, and to identify any problems or malfunctions at an early stage.

The raw data will be validated on a weekly basis. This process involves applying the calibration factors to the raw data before screening the data to remove any obvious erroneous values. Errors may occur as a result of equipment failure / faults, human error, and power failures. Any suspicious data will be "flagged" for more detailed investigation during the ratification stage. At this point the data will be marked as "Provisional". The provisional dataset will form the basis of monthly summary reports. The original raw dataset will be retained in the event that these measurements have to be revisited at a later date.

The provisional data will be ratified on a monthly basis, which is consistent with the timescales applied by the AURN and London Air Quality Network. The process of ratification involves a more comprehensive examination of the data. Where necessary, the data will be rescaled to account for calibration drift, and to incorporate any adjustments made during service engineer's visits or site audits. The data ratification process is effectively a critical review of all information pertinent to the monitoring data in order to verify, amend or reject the data. Data ratification requires, amongst other things, the following information to be taken into account:

- Calibration records are checked to ensure they have been correctly recorded and applied to the raw data;
- Comparison of data for different pollutants and monitoring sites in the region to highlight anomalies, or to identify possible regional pollution episodes;

- Removal of spikes and spurious data records generated by the analysers (e.g. negative or out-of-range values);
- Correction for drift in the baseline, calibration factors and instrument sensitivity as indicated by the automatic daily calibration records;
- Any local sources or changes in the local area that may have impacted on monitored concentrations (e.g. roadworks, traffic diversions, bonfires);
- Observations made during any QA/QC audits and service and maintenance visits, such as cylinder concentration changes or adjustments made to the analysers.

Upon completion of the ratification process the provisional dataset will be marked as "Ratified". The ratified data will form the basis of the more detailed reports.

5. Data Reporting

Reporting of the results and key findings of the monitoring will be carried out on a monthly and annual basis. The reporting format is outlined below. All reports will be submitted to Cambridge City Council and CML.

Monthly summary reports will be prepared and submitted within four weeks of the end of the month. The report will be based upon ratified data and will contain the following:

- A tabulated summary of the key statistics:
 - Monthly mean NO₂, PM₁₀ and PM_{2.5} concentrations;
 - Comparison of the mean concentrations with the relevant long-term air quality standards;
 - Data capture rates for each pollutant;
 - The number of exceedances of the respective short-term air quality standards.
- Time series plots of monitored pollutant concentrations during the month
- A brief summary of any problems, faults, pollution episodes or other relevant observations during the quarter
- A brief discussion of the possible causes of any exceedances of the short-term air quality standards
- A summary of any LSO visits, engineer's site visits and independent audits carried out during the month

Annual reports will follow broadly the same structure as the monthly reports updated to include the results of all months of the year. Annual mean concentrations and exceedance statistics will be calculated and compared against the relevant UK Air Quality Objectives. Any exceedances of the objectives will be highlighted and the possible causes identified. The annual report will be completed within one month of the end of the annual period.

6. References

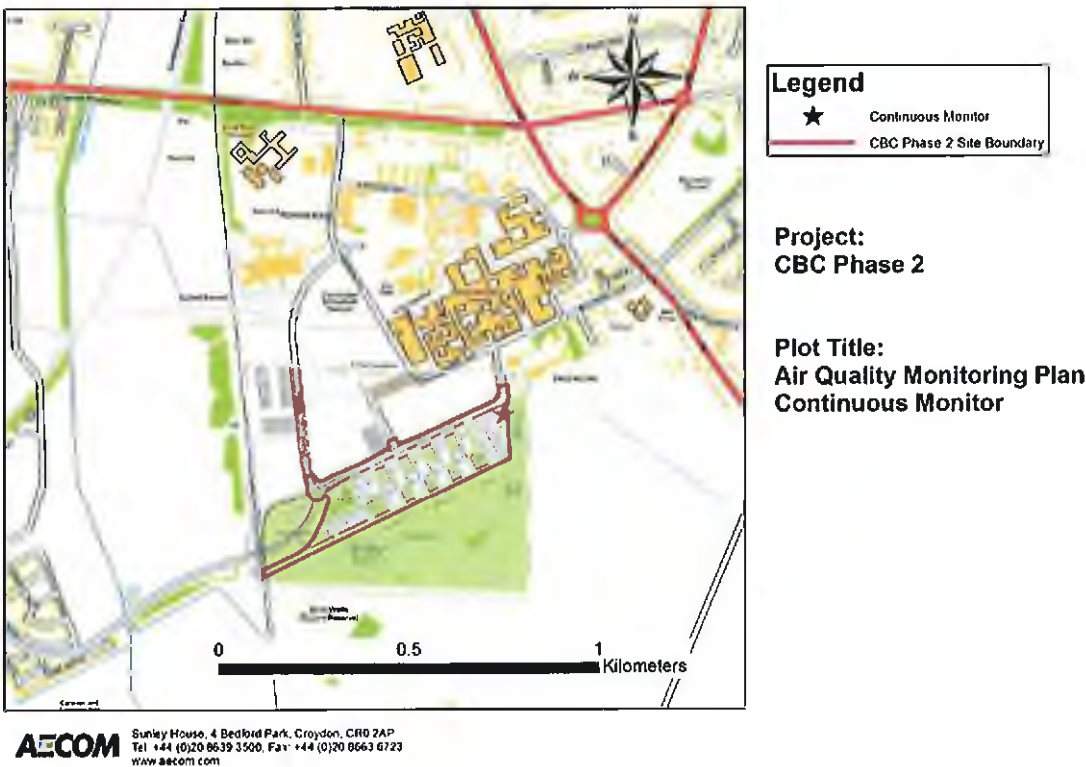
Department for Environment, Food and Rural Affairs (2016). Local Air Quality Management, Technical Guidance (TG16).

7. Figures

Figure 1 GRP Enclosure Housing Continuous Monitoring Equipment



Figure 2 Indicative Location of Continuous Monitoring Unit for AbCam and CBC 2040



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APPENDIX 3

Figure 1 CBC Phase 2 Parking Management Plan



Client	ALCOM		Design	RC	CAD	-
	ALCOM		City	CB	Appt	BC
Project	On Street Parking Survey Area		Date	21/01/16	Scale	NTS
	ALCOM 30 James Court Vancouver BC V6C 2R1 TEL: 604.681.5533 FAX: 604.681.5533 WWW.ALCOM.COM		No.			

APPENDIX 4

Plans

"Abcam Site"	Plan PL-A(1)101 Issue PL10
"Hills Road/Long Road Junction Improvements "	Plan 60340347-SKE-C-0002
"Shelford Road Phase I Works"	Plan Number 60323976-SKE-C-0004-B
"Shelford Road Phase II Works"	Plan Number 60323976-SKE-C0005D
"Land"	Site Location Plan

REV	DATE	DESCRIPTION
1	01/01/2016	Initial Design
2	01/01/2016	Revised Design
3	01/01/2016	Revised Design
4	01/01/2016	Revised Design
5	01/01/2016	Revised Design
6	01/01/2016	Revised Design
7	01/01/2016	Revised Design
8	01/01/2016	Revised Design
9	01/01/2016	Revised Design
10	01/01/2016	Revised Design
11	01/01/2016	Revised Design
12	01/01/2016	Revised Design
13	01/01/2016	Revised Design
14	01/01/2016	Revised Design
15	01/01/2016	Revised Design
16	01/01/2016	Revised Design
17	01/01/2016	Revised Design
18	01/01/2016	Revised Design
19	01/01/2016	Revised Design
20	01/01/2016	Revised Design
21	01/01/2016	Revised Design
22	01/01/2016	Revised Design
23	01/01/2016	Revised Design
24	01/01/2016	Revised Design
25	01/01/2016	Revised Design
26	01/01/2016	Revised Design
27	01/01/2016	Revised Design
28	01/01/2016	Revised Design
29	01/01/2016	Revised Design
30	01/01/2016	Revised Design
31	01/01/2016	Revised Design
32	01/01/2016	Revised Design
33	01/01/2016	Revised Design
34	01/01/2016	Revised Design
35	01/01/2016	Revised Design
36	01/01/2016	Revised Design
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APPENDIX 5

Parking Monitoring Survey Specification

Technical Note

AECOM

Project:	Cambridge Biomedical Campus Phase 2	Job No:	60323976
Subject:	On-Street Parking Survey Specification		
Prepared by:	C Brooks	Date:	9 th August 2017
Checked by:	B Carey	Date:	9 th August 2017
Approved by:	N Anderson	Date:	9 th August 2017

This document has been prepared by AECOM Limited for the sole use of our client (the "Client") and in accordance with generally accepted consultancy principles, the budget for fees and the terms of reference agreed between AECOM Limited and the Client. Any information provided by third parties and referred to herein has not been checked or verified by AECOM Limited, unless otherwise expressly stated in the document. No third party may rely upon this document without the prior and express written agreement of AECOM Limited.

1. Introduction

- 1.1 This Technical Note sets out the specification for the on-street parking survey to be undertaken as part of the S106 Agreement for Cambridge Biomedical Campus (CBC) Phase 2 development at CBC, Cambridge.
- 1.2 The requirement for the parking survey relates to the need to understand if staff and visitors associated with the consented, subject to S106 Agreement, development are parking on the streets surrounding the development rather than utilising the available on-plot and on-campus parking.
- 1.3 This Note describes the area to be surveyed and the specification which a specialist company will carry out to determine the level of on-street parking associated with the development.

2. Survey Area

- 2.1 The areas to be surveyed are those roads maintained at the expense of the public which are located within a two kilometre walking distance of CBC Phase 2 *or any such roads that become maintainable at the expense of the public*
- 2.2 On basis of the above, the plan included at Appendix A, illustrates, through the blue lines, the roads which will be surveyed as part of CBC Phase 2.

3. Survey Specification

- 3.1 The specification for the survey is as follows:

- All roads identified by the blue line to be surveyed;
- To be carried out on a single weekday;
- Between 07:00 hours and 19:00 hours;
- Beats to be undertaken in 60 minute intervals; and
- A pre-visit to determine the location of parking restrictions along each road would need to be undertaken.

- 3.2 The results of the survey are to be provided in Excel format.

4. Survey Tendering

- 4.1 The survey should be subject to a competitive tender with quotes received from at least three specialist survey companies.

5. Survey Timescales

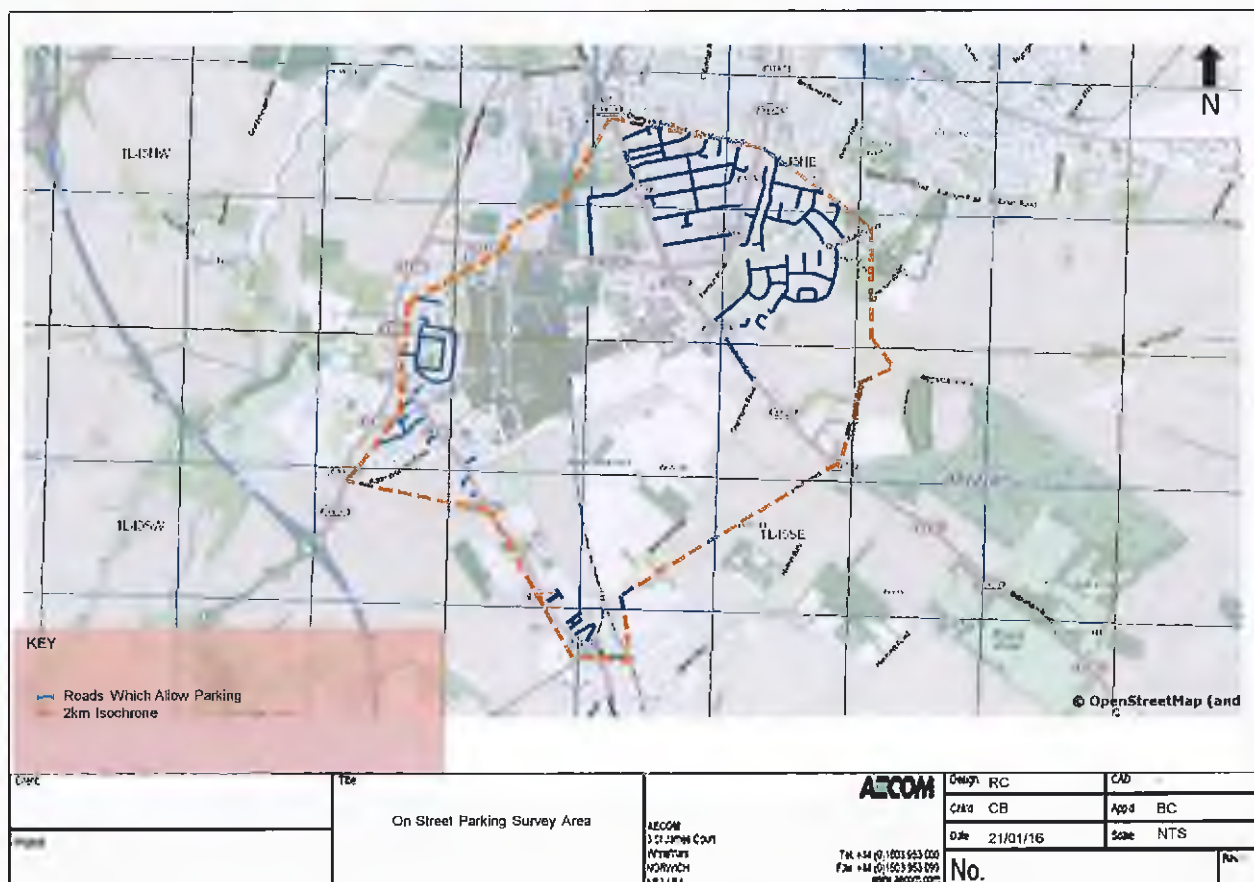
5.1 The survey should be undertaken before the opening of each building on CBC Phase 2 to ensure that the development only addresses problems related to the development itself.

5.2 A survey at full occupation ~~could potentially be required~~ ^{may be required} for each building, depending on whether problems are being experienced. ^{by the County Council}

6. Survey Termination

6.1 The requirement to undertake on street parking surveys should be terminated following occupation of the whole site ^{and completion of any surveys and relating reporting} or implementation of controlled parking measures in all areas within the survey area, whichever comes first.

APPENDIX A
PARKING SURVEY PLAN AREA



THE COMMON SEAL of **CAMBRIDGE**)
CITY COUNCIL was hereunto affixed in)
the presence of:)



Head of
Legal
Services



Technical Note

Cambridge South East Transport Review –

Flood Risk and Drainage

Client name Cambridge Medipark Limited	Project name 60517292 – Cambridge Biomedical Campus	Document Number 60517292-ACM-XX-XX-TN-DN-000002	Date 08 August 2025
Prepared by Ian Hall	Checked by Nathan Mitchell	Verified by Nathan Mitchell	Approved by Ian Hall

1. Introduction

AECOM has been engaged by Cambridge Medipark Limited (CML) to provide engineering consulting services associated with their site referred to as the Cambridge Biomedical Campus (CBC). As part of this engagement, CML requested that AECOM review planning documents associated with a Transport and Works Act Order (TWAO) for a new development comprising of a busway, travel hub and path for walkers and cyclists called the Cambridge South East Transport (CSET) (referred to as the 'scheme'). The CSET is being proposed by Cambridge County Council to improve active travel provisions that connect the CBC to a new transport hub facility next to the A11 at Babraham, southeast of Cambridge.

The purpose of this Technical Note is to compile our observations which focus on the Flood Risk and Drainage aspects contained within the documents listed in the Relevant Submitted Documents section below. Our review, which should not be construed as exhaustive, is intended to provide CML with high level commentary on the potential impact on current flood risk and existing drainage infrastructure on the CBC site (which is owned by CML). The CSET comprises works to Francis Crick Avenue (FCA), the roundabout at Addenbrookes Road / FCA / Dame Mary Archer Way (DMAW) and the area to the south of Addenbrookes Road forming the outfall to the South Ditch on the CBC site.

Relevant Submitted Documents

- Environmental Statement – Volume 2: Appendix 2.1 – Drainage Strategy (Doc Number CSET-10-04, Atkins Jan 2025)
- Environmental Statement – Volume 2: Appendix 8.1 – Flood Risk Assessment (Doc Number CSET-10-23, Atkins Jan 2025)

2. Flood risk review

Fluvial (from rivers) Flood Risk

The Flood Risk Assessment (FRA) illustrates that the proposed CSET scheme is in areas of fluvial (flooding from rivers) flood risk. Due to parts of the site being located in flood zone 3 the exception test will need to be applied to confirm that the scheme delivers wider sustainability benefits to the community that outweigh flood risk; and that the development will be safe for its lifetime, without increasing flood risk elsewhere, and where possible contribute to reducing overall flood risk. The FRA includes commentary on how it aims to pass the exception test but at the time of writing it is unclear if the scheme will pass the exception test which will be determined by the Local Planning Authority (LPA).

Within its summary of baseline fluvial flood risk, the document does not address the presence of Flood Zone 3 associated with the North and South ditch which are tributaries of Hobsons Brook. (See Figure 1 below).

The Flood Risk Map for Planning (detailed within Figure A8.1.5 within the FRA) is out of date and should be replaced with the recently updated mapping released in March 2025.

The FRA discusses post development flood risk described within paragraph 8.1.60. The FRA states '*Fluvial flood risk from Hobsons's Brook is likely to be minimal given the small size of the channel and small volume of flow it is likely to carry. Further investigation of flood risk from the Hobson's Brook will need to be undertaken at the detailed design phase.*'

We would expect a more detailed response than this regarding fluvial flood risk in proximity to Hobsons Brook to confirm they will not have a detrimental impact on fluvial flood risk associated with the CBC site.

No evidence has been provided to confirm if the approach to fluvial flooding has been discussed or approved with the Environment Agency (EA).



Figure 1 Extract from Figure A8.1.5 Flood Map for planning detailing flood zone 3 crossing the CBC elements of the CSET scheme.

Pluvial (from surface water) Flood Risk

With regards to surface water (pluvial) flood risk, the RoFSW mapping (detailed within Figure A8.1.6 within the FRA) is out of date and should be replaced with the recently updated mapping released in January 2025.

The FRA acknowledges the surface water flooding in the vicinity of Francis Crick Avenue however Paragraph 8.1.36 states *'Detailed design may require a more detailed review of the surface water flood risk once more data on surface water levels and flows becomes available.'*

With regards to surface water flood risk mitigation, Paragraph 8.1.74 within the FRA states *'The details of any mitigation solutions and any residual risk from the Hobson's Brook are subject to detailed design assessment.'*

At this stage we would expect further detail on surface water flood risk and a description of the mitigation to be provided (if required), to demonstrate the proposals will not have a detrimental impact on surface water flood risk associated with the CBC site.

No evidence has been provided to confirm if the approach to pluvial flooding has been discussed or approved with the Lead Local Flood Authority (LLFA).

3. Drainage review

General

The Drainage Strategy refers to Third Party Engagement within Section 2.6. This section states meeting minutes have been included in Appendix A detailing engagement with stakeholders and statutory bodies on the drainage proposals however they are not provided within the document. The outcome of these discussions should be provided to help confirm suitability of the drainage strategy.

The Drainage Strategy implies a discharge rate of 2 l/s/ha has been applied across the scheme, which would be in keeping with the original drainage strategy, however it appears the total impermeable area will increase as a result of the scheme. Therefore, even if the discharge rate of 2 l/s/ha is maintained the total volume of water discharged to the CBC infrastructure at each outfall point could increase, which could cause flooding if there is insufficient capacity for this additional volume.

Proposed discharge rates at each outfall point from Section 1 and 2 of the Scheme within the CBC site should be stated.

It is noted that no modelling of the proposed drainage system has been provided. Modelling results should be provided to demonstrate that the discharge rates at each outfall point meet the agreed discharge rates and do not increase flood risk on site.

No evidence of agreement on the surface water drainage strategy (including discharge rates) with the LLFA has been provided.

Paragraph 8.1.81 of the FRA states '*Cambridgeshire County Council will adopt and maintain the Proposed Development including all the drainage assets and bridges.*' The existing surface water drainage within Francis Crick Avenue is privately owned by CML. Further explanation is required to demonstrate how the adoption process will work to confirm which elements of the existing CML drainage will be adopted and how this transfer will be agreed etc.

The simple index approach to water quality is referred to but has not been carried out for the elements of drainage within the CBC site.

Section 1

With regards to the drainage within Francis Crick Avenue (detailed as 'Section 1' in the Drainage Strategy) within section 3.2 of the report, the description of ponds 2 and 3 conflict with ponds 1 and 2 as shown in shown Figure 3-1 and this should be corrected. The assumptions regarding infiltration into the ground from the ponds is incorrect as Pond 1 discharges to the North Ditch and Pond 2 discharges to the South ditch.

It should also be noted that Pond 1 is in the process of being replaced by an attenuation tank within the newly built Cambridge South Station. The Drainage Strategy should be updated accordingly to reflect this.

Section 3.5 mentions the use of attenuation crates, however these have not been mentioned elsewhere in the document. The proposed Drainage Strategy should therefore be clarified.

More detail is also required on the proposed design, for example the report details the use of filter drains either side of Francis Crick Avenue, however this is not detailed in drawings within Appendix A of the Drainage Strategy.

Section 3.6 states '*The location of utility corridors will be confirmed during detailed design when the carriageway and footway alignments are confirmed.*' Existing utilities exist along both sides of Francis Crick Avenue therefore clashes between the newly proposed drainage and the utilities are likely. If diversions/relocation of CML utilities are required, confirmation should be provided that these will be altered on behalf of CML with no detriment to existing utility provision and how continuation of supply will be maintained to the CBC site to avoid disruption to existing tenants / buildings.

Section 2

With regards to 'Section 2' of the scheme within the CBC site (namely the busway continuing south of the Dame Mary Archer Way roundabout between chainage 480 and 680), an existing ditch south of Addenbrookes Road appears to have been covered over by the proposed busway with no indication of how the existing flows in this ditch will be maintained. While it is understood that this ditch falls within the Cambridgeshire County Council (CCC) highway boundary (see Figure 2 below) and therefore is assumed to be a CCC asset, if this ditch is filled in and flows are not accounted for then this could cause flooding on the CML site. It should also be confirmed that no discharges from the CBC site outfall into this existing ditch. If any are confirmed these will need to be maintained. It should also be confirmed that the drainage of the existing Addenbrookes road is not affected by the inclusion of the scheme.

At chainage 680m the South ditch associated with Hobsons Brook is shown to be culverted by a 1200mm diameter culvert. No modelling or calculations have been provided to show how this culvert size has been calculated. If this culvert is incorrectly sized it could cause flooding on the CBC site.

The outfall from Pond 2 to the South ditch appears unaffected by the proposals. However, it is recommended that confirmation be sought on how this outfall will be protected during construction of the works.

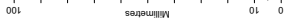


Figure 2 Extract of CCC Highway records confirming the ditch to the south of Addenbrookes Road is within the highway boundary.

4. Summary

In summary, the following issues have been identified with regards to current flood risk and existing drainage infrastructure on the CBC site and clarification should be sought from the applicant -

- Not currently clear if the scheme will pass the exception test
- Update the flood risk map for planning and the RoSFW mapping to the latest mapping.
- Provide further detail on fluvial and pluvial flooding and mitigation and provide evidence of discussions with the EA/LLFA.
- Provide evidence of discussions with the relevant stakeholders and statutory bodies on the drainage proposals.
- Provide evidence on the discussions with the LLFA regarding the drainage strategy including agreed discharge rates.
- Drainage modelling should be provided to confirm proposed discharge rates at each outfall point and no increase in flood risk within the elements of Section 1 and 2 within the CBC site.
- Provide a completed simple index approach to confirm the approach to water quality is acceptable and does not impact infrastructure within the CBC site.
- Provide confirmation of the approach to the adoption of drainage in Francis Crick Avenue.
- Provide further clarity and detail on the proposed drainage in Francis Crick Avenue.
- Provide confirmation of how the impact on provision of existing utilities within Francis Crick Avenue will be mitigated and the approach to any diversions/relocation of existing utilities.
- Provide details on how the existing ditch south of Addenbrookes Road, and any flows into this ditch, will be maintained within the scheme and not cause adverse impacts to any infrastructure within the CBC site.
- Provide details of how existing drainage within Addenbrookes Road will be coordinated with the scheme and not cause adverse impacts to any infrastructure within the CBC site.
- Provide details on how the culverting of the South Ditch has been sized to confirm it will not flood the CBC site.



1. HIGHWAY BOUNDARY PLANS ARE DETERMINED USING
ORDNANCE SURVEY AND CAMBRIDGE COUNTY COUNCIL LAND
PLANS DATED 10/06/2024.

KEY:

SCHEME BOUNDARY
PUBLIC HIGHWAY (GREEN)
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PROPOSED KERB
EXISTING

DRAFT

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WORK IN PROGRESS

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Client

**GREATER
CAMBRIDGE
PARTNERSHIP**

Growing and sharing prosperity
Delivering our City Deal

Project Title

CSET PHASE 2

Drawing Title

PRIVATE LAND BOUNDARY
PUBLIC HIGHWAY BOUNDARY

running number	Originator	Volume
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