David Roden Architects

BioMed Realty

POST-CONSULATION DEBRIEF

PROJECT GHIBERTI

GRANTA PARK I CAMBRIDGE

PRESENTATION DATE: 03.11.2021

ABINGTONS PLANNING APPLICATION QUERIES

1. Concern raised that light pollution will be caused by operations within the new building. Confirmation required that Visual Impact of the building during operational phases on Little Abington Village (West Field, Bourn Bridge Cottages, Newmarket Road) has been considered.

2. Confirm whether a Heritage Assessment of Abington Hall is required / has been undertaken.

3. Confirm how potential noise and light pollution from the building and car park will be mitigated when the space is operational.

4. Concern raised around increase in traffic volume and associated noise at Granta Park due to operations of new building, particularly in the multi-storey car park. Confirm how this will be managed.

5. Confirmation required on how impact on wildlife and biodiversity associated with the new development will be mitigated (particularly owls and bats roosting in the Abingtons). The concern is in relation to how noise and light could impact the development.

6. Confirm that development is compliant with wider Grant Park master plan

1. Visual Impact of the building during operational phases on Little Abington Village (West Field, Bourn Bridge Cottages, Newmarket Road) has been considered.

The proposed new building within Site 1 will follow the Granta Park **Masterplan Design Guide** and the strategies and design objectives to respond to the fact that the park has been substantially developed.

The proposals are for a **highly innovative and flexible** office/lab speculative and multi-tenancy building with modern amenities and services infrastructure.

Granta Park is allocated within the South Cambridgeshire District Council Local plan as an **Established Employment Area** (Policy E/15 (2a – m)).

The Site **is very contained** within the existing Granta Park complex.

The surrounding Granta Park is a combination of modern, purpose-built **campus style science, technology and biopharmaceutical** buildings of which the proposals for the Site will be complimentary to in their design.

The **woodland surrounding** Granta Park, and the extensive tree planting and landscaping throughout the surrounding countryside will allow for development within the Site to be readily accommodated within the existing Park complex with limited appreciation from within the surrounding landscape.

Immediately surrounding the Site is an established woodland block that wraps around the western and southern edge of the Site that would help form a **visual barrier**, predominantly screening views of the new building from outside of the Park. Where the new building would be visible, it will be seen in context of the existing buildings within the Park, where it will be of a similar height, mass and finish.

As such the new building would be **unlikely to be seen as an intrusive** new element within the landscape, but as a logical extension to the existing park infrastructure.

The proposed development will **remain nestled** alongside the existing buildings within the Park, with only **glimpsed views** from a small number of receptors likely. The likely visual effects of the proposed development will also be of a relatively limited nature, the greatest effect would be felt by users the local roads as the travel past the Site and the entrance to the Granta Park complex. Here, the additional built form will result in more distinct views of built form within the Park but given the proximity to it and the existing infrastructure and signage visible, this is unlikely to be intrusive.

1. Visual Impact of the building during operational phases on Little Abington Village (West Field, Bourn Bridge Cottages, Newmarket Road) has been considered.

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2472 LVA Addendum Figure 1
Bourn Bridge Road Photo Location Plan

KEY:

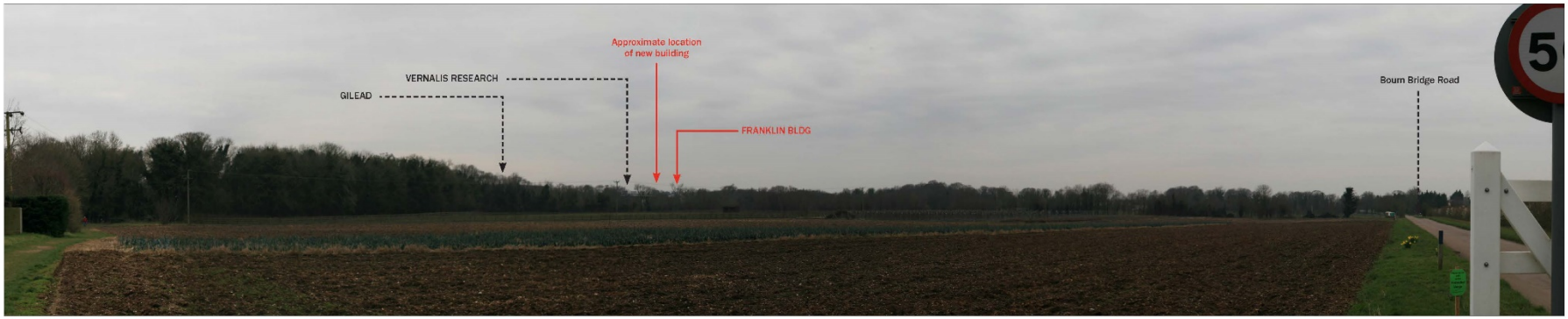
Site Location

Photo Location

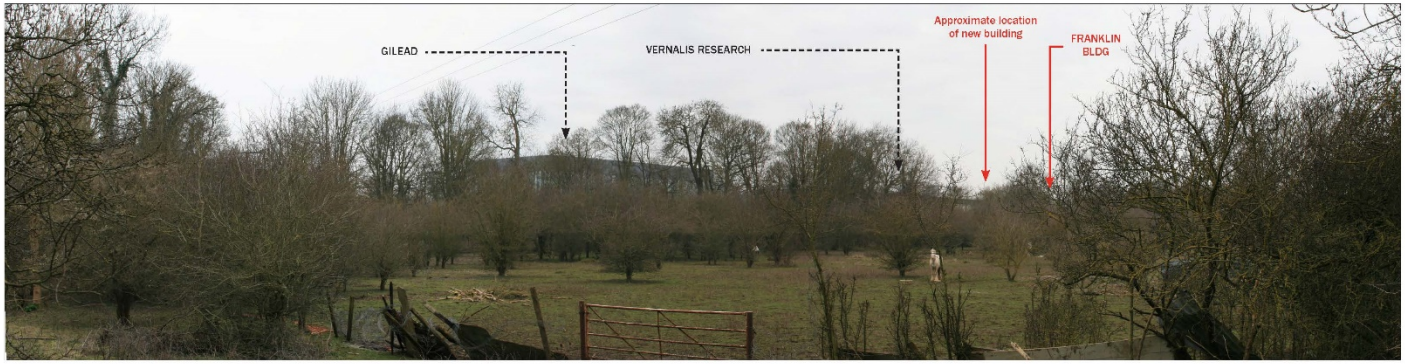
Project: Site 1, Granta Park
Client: BMR Granta Park JC01 Limited
Date: October 2021
Scale: NTS @ A3
Status: FINAL

N

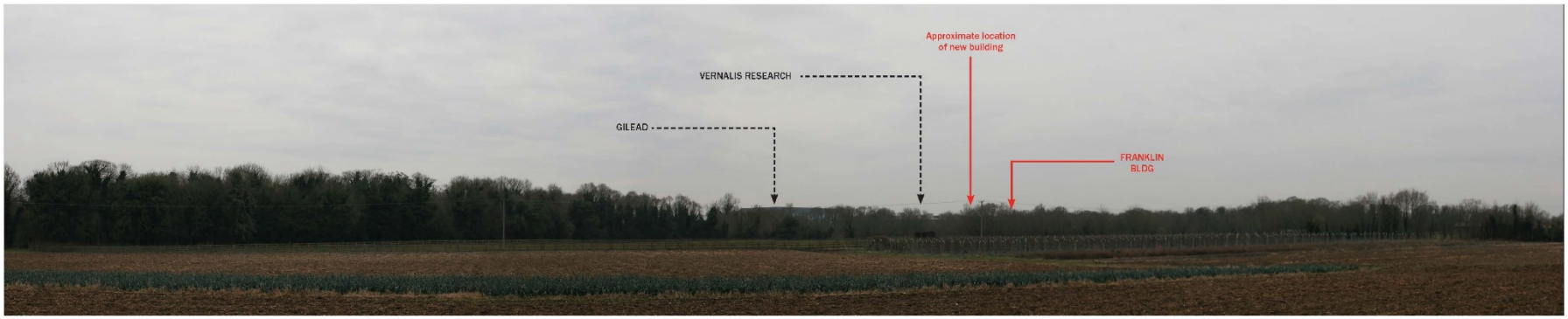
1. Visual Impact of the building during operational phases on Little Abington Village (West Field, Bourn Bridge Cottages, Newmarket Road) has been considered.



Bourn Bridge Photo Location 1: View south west from Bourn Bridge Road.



Bourn Bridge Road Photo Location 2: View looking south west from permissive footpath along southern edge of sports fields.



Bourn Bridge Road Photo Location 3: View south west from Bourn Bridge Road.

1. Visual Impact of the building during operational phases on Little Abington Village (West Field, Bourn Bridge Cottages, Newmarket Road) has been considered.

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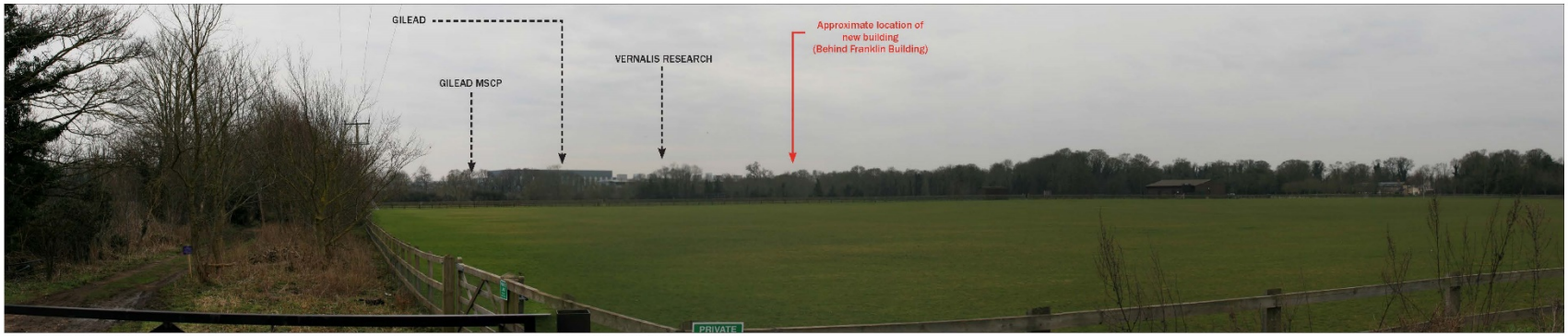
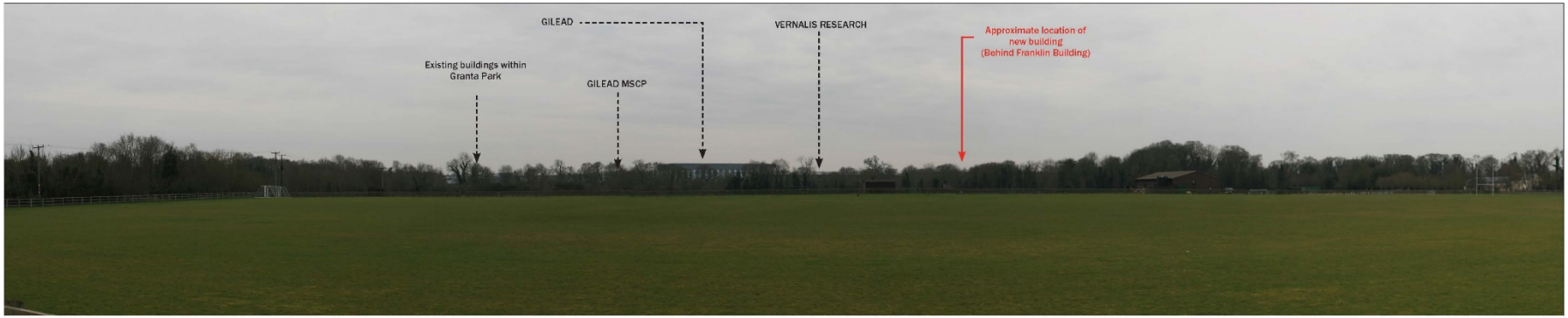
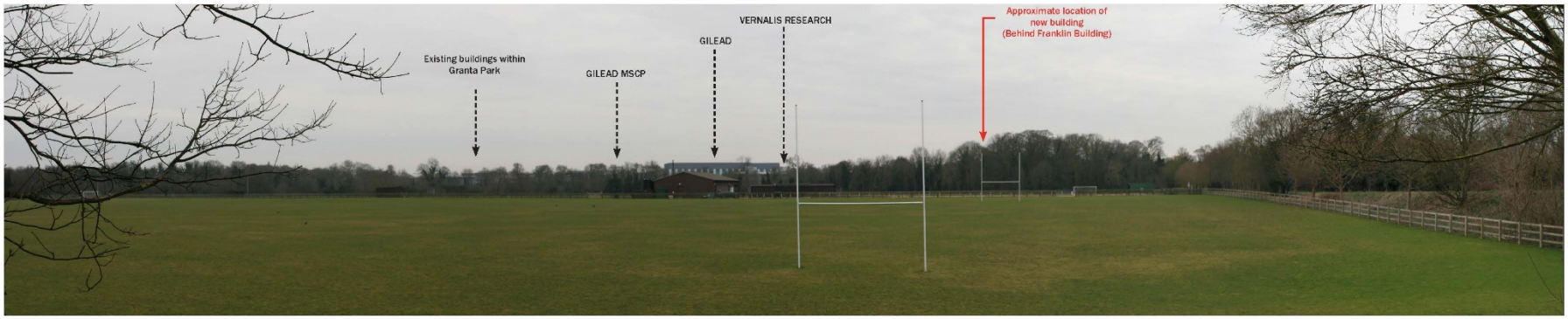
Bourn Bridge Road Photographic Sheets



Bourn Bridge Road Photo Location 4: View south west from Bourn Bridge Road across the Perse School sports fields.



Bourn Bridge Road Photo Location 5: View south from Bourn Bridge Road across the Perse School sports fields.



Bourn Bridge Road Photo Location 6: View south from Bourn Bridge Road across the Perse School sports fields.

2. Confirm whether a Heritage Assessment of Abington Hall is required / has been undertaken.

The scope of the application was discussed with the LPA at the pre-application stage.

- The scheme does not impact on the setting of Abington Hall, with the grade II* listed building enclosed by the Braithwaite Building and Engineering Hall; together with the extension to that building approved in 2012 and subsequently implemented.
- The character of the wider Granta Park site has been transformed since the mid 1990's and into the 21st Century.
- The immediate setting of the Hall has been changed by the past development associated with TWI to the south and west.
- Much of the surrounding development comprising Granta Park has however taken place in areas that were not integral to the parkland, the structure of which remains largely intact.
- The application site (1) itself never formed part of this designed parkland setting, and continues to be physically and visually separated by virtue of intervening development, planting and the topography.
- The development of the application site does not impact on the setting of Abington Hall.
- Planning and listed building applications have recently been approved to help secure the future of Abington Hall through its refurbishment and restoration.

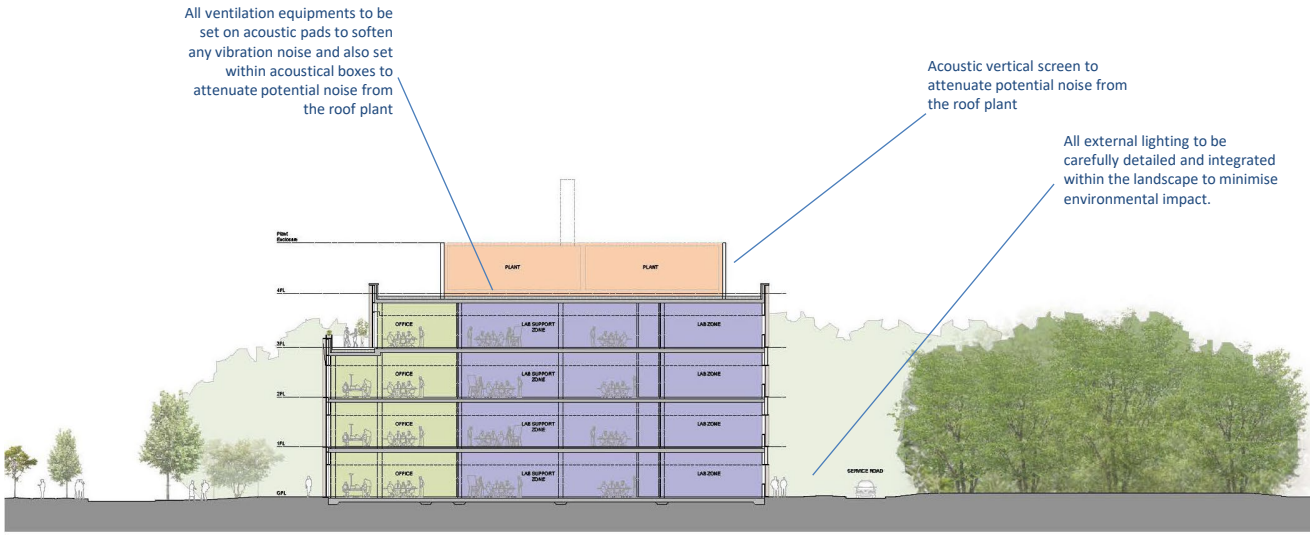


Figure 8.12 Section - Site-1 Building

NOISE CONTROL

- All Mechanical and Electrical equipment located within the new site including the roof top plant will be selected to minimise noise pollution.
- Where required, noise attenuation measures will be implemented to limit noise from MEP plant to within local restrictions. Acoustic insulation / attenuations provided within the plant equipment
- All roof M&E plant set on Structural base / pads which minimises vibration and adds to further sound transmissions / attenuations.

LIGHTING CONTROL

- The lighting installation are designed to comply with all appropriate standards and industry guidelines, including ILP Guidance Notes for the Reduction of Obtrusive Light GN01/21: 2021 and Local and National Planning Policy.

- External lighting will be carefully detailed and integrated into the architecture and landscape of the scheme to provide safe and secure environments, appropriate to the function and use of each area, whilst minimising obtrusive light.

3. Confirm how potential noise and light pollution from the building and car park will be mitigated when the space is operational.

SUSTAINABILITY SCOPING NOTE

The Client Brief is to design a building to high sustainability criteria and this has been a key consideration from the outset. Climate change mitigation and adaptation measures will be considered throughout the development.

Opportunities to reduce embodied and whole lifecycle carbon are being investigated in all aspects of the development. Every effort will be made to reduce energy usage in the building. Operational greenhouse gas emissions and both annual and peak energy demand will be minimised by applying the following energy hierarchy:

i. **be lean:** PASSIVE DESIGN STRATEGIES & use less energy and manage demand during operation.

ii. **be clean:** exploit local energy resources (such as secondary heat) and supply energy efficiently and cleanly.

iii. **be green:** maximise opportunities for renewable energy by producing, storing and using renewable energy on-site.

iv. **be seen:** monitor, verify and report on energy performance.

The following will be considered and optimised:

1. High-performance building fabric, to meet or exceed the minimum criteria set by Part L, i.e. optimised u- and g-values, low air permeability, etc.
2. Solar gain will be limited through limiting the extent of glazing, specifying high-performance glazing system, external shading, etc.
3. Efficient building services systems, including the use of smart metering and controls

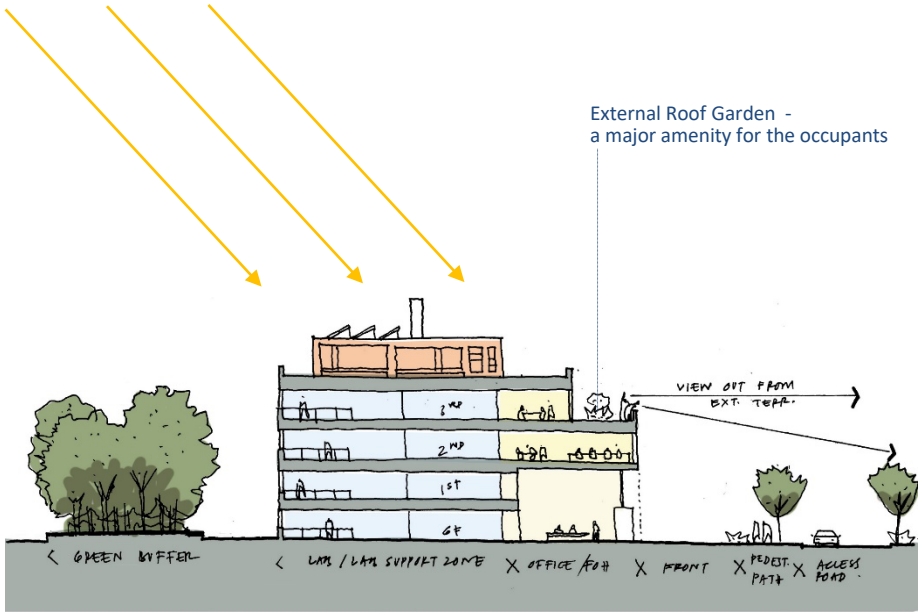
All MEP services installations will be optimised to limit energy use whilst delivering an optimal environment for occupants.

- Options to heat the building without using natural gas, e.g. by using electric heat pumps, are being explored.
- LPA requirement to reduce 10% of carbon emissions through renewable energy generation on site will be considered.
- Opportunities to install photovoltaic (PV) arrays on available roof space are also being explored.
- The development will be well measured so that in-use energy can be monitored and easily accessible.

SUSTAINABILITY STRATEGY

Project Ghiberti will achieve an overall reduction of 27.4% of CO2 emissions, a significant uplift to the 10% reduction requirement under current policy.

- BREEAM RATING TARGET – 'EXCELLENT'
- WELL RATING TARGET – 'GOLD'
- WIREDSCORE RATING TARGET – 'GOLD'



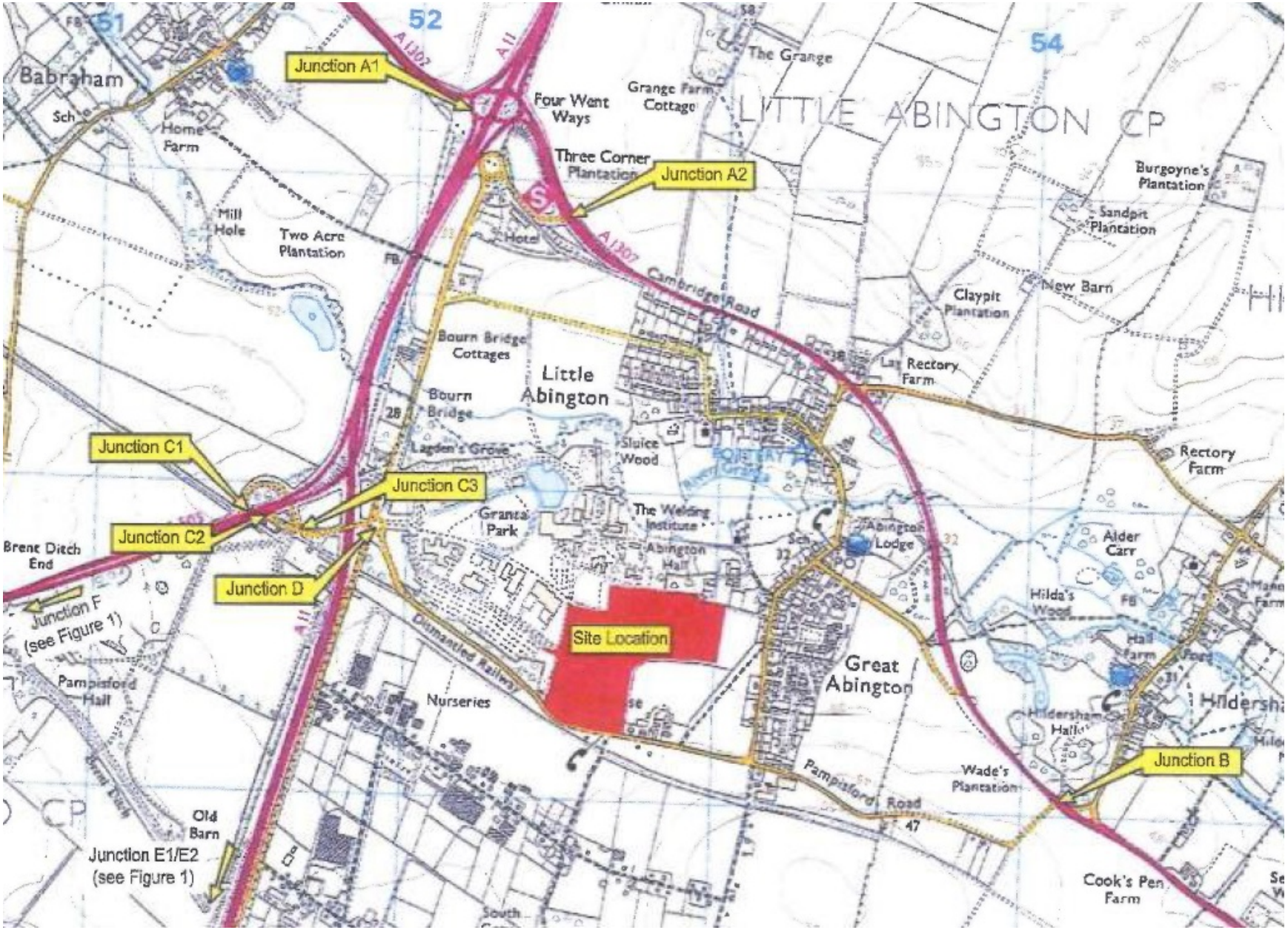
4. Concern raised around increase in traffic volume and associated noise at Granta Park due to operations of new building.

- The capacity of local junctions were assessed where the anticipated percentage increase in traffic flows scenarios is c 5%, a threshold generally acceptable within the Highway authorities.
- The development is compliant with all relevant local and national policies and provides safe and adequate access for all motorised and no-motorised modes of transport.
- Based on this Transport Assessment, it is considered that **the proposed development will not have a significant impact on the operation of the local highway network**.

- **New Access for Site 1** : A new junction in close proximity would impact on the operation of the roundabout and flows on Bourn Bridge. Signalled junction would enable all movements but impact on flows. Consideration required of the existing access arrangements on opposite side of Bourn Bridge. This arrangement will generate additional conflicting movements on the local highway network – potential for increase in accidents and delay on the network with little obvious benefit.
- **Box Junction:** further work could be undertaken to explore the feasibility of a box junction within the existing roundabout, however on initial review it is considered that this may displace the issue to elsewhere within the junction/approach arms and have limited effect. A more detailed review of the proposed junction design and modelling would be required to fully assess the impact of a box junction. The local Highway Authority would also need to agree to any changes to the junction layout.

4. Concern raised around increase in traffic volume and associated noise at Granta Park due to operations of new building.

- BMR are committed to carry out Traffic junctions mitigation works once the agreed threshold with the County is reached.



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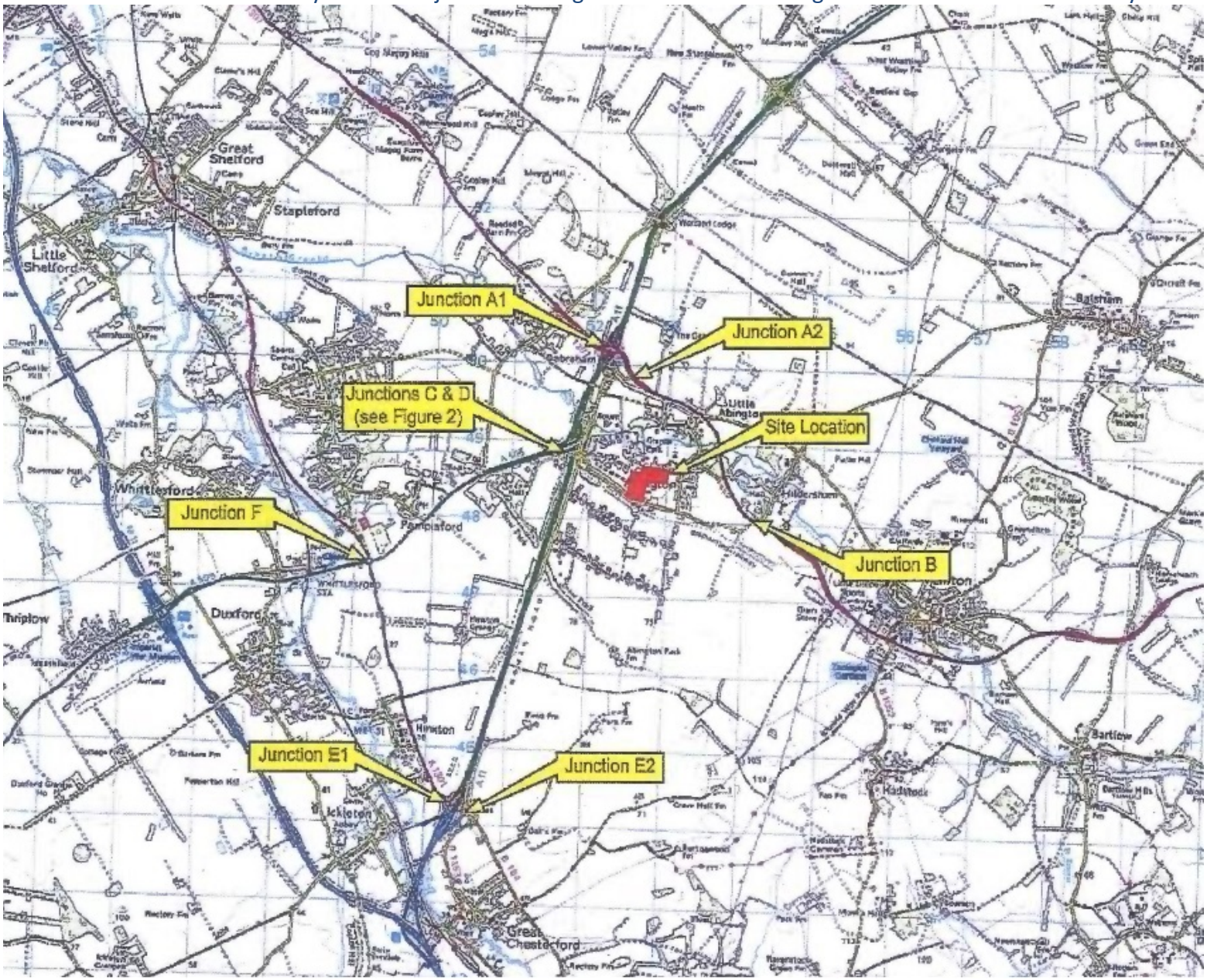


4. Concern raised around increase in traffic volume and associated noise at Granta Park due to operations of new building.

EXTRACTS FROM LITTLE ABINGTON COMMENTS:

- Increased traffic and traffic noise. There is a Travel Management Plan (2017-2022) associated with this application. However, to date the infrastructure improvements described in section 3.45 have not been delivered. If this proposal is approved by SCDC a condition should be that these infrastructure improvements should be carried out by the end of 2022.

- The Parish Council suggests that the speed limit on Newmarket Road is decreased to 40 mph to make it safer for cyclists.

- Pedestrian access to Granta Park - Sections 3.6 and 3.7 of the Travel Plan state that there are pedestrian footways linking Great and Little Abington to Granta Park. This is incorrect. There are no footways in several sections of the perimeter of Granta Park including on Newmarket Road, near the Granta Park Roundabout and along the length of Pampisford Road. Visitors arriving on foot to Granta Park must walk along uneven road verges or at times step out into the road where there is no verge. LAPC would like footways to be created along Newmarket Road and Pampisford Road. This would receive a lot of support from local residents.

- Bus parking. We note that the travel plan includes more bus services to the site. There needs to be adequate on-site parking for these buses. At the moment they park at the old Fourwentways roundabout and on Newmarket Road causing obstruction and increasing hazards there. One proposal that has been made to managers at Granta Park is to open the bus service to local residents. No action was taken.

- It is also understood that Granta Park has a target to reduce single car use to 53% (site-wide Granta Park Travel Management Plan 2017 to 2022), with mitigation measures implemented if this is not achieved. Therefore, it is considered that this level of junction operation would not be realised.

BMR RESPONSE

A financial contribution of £338,000 was paid in 2017 as part of the Illumina building consent implementation:

This covered the following:

- Off-site cycle route improvements to link site to existing cycle route along A505 to Whittlesford Station - 50,000 contribution

- Extending the A1307 cycle route from Linton towards Granta Park to include inter alia a safe and convenient crossing point on the A1307 for which a 100,000 payment was made.

- Extending the Babraham cycle route towards Granta Park at Babraham Campus for which a payment of 150,000 was made.

- Providing cycle lanes along Newmarket Road for which a payment of £20,000 was made.

- Delivering real time passenger transport information at the nearest bus stops in Great Abington for which a payment of 18,000 was made.

- Reduction in single occupancy car mode share under the current Travel Plan (2017-2022)

- 2017 – 67.5 %

- 2019 - 56.4%

(i.e. 11.1% improvement)

- BMR are on target to meet 53% set within the current Travel Plan.

- 2015 (Illumina Centre) – S106 legally binding agreement set out transport trip rates for Granta Park.

- S106 agreement includes significant financial commitment to liaise with the County Council to improve the junctions as per the obligations.

5. Confirmation required on how impact on wildlife and biodiversity associated with the new development will be mitigated (particularly owls and bats roosting in the Abingtons).

- BIODIVERSITY associated with the development will offer net gain improvements of c 10% overall which will include hedgerows and habitats.

The Biodiversity Net Gain Assessment (MKA Ecology, September 2021) shows an increase of 6.67% for area habitat and a loss of -6.26% for linear hedgerows. It is appreciated that the off-site broadleaved woodland within the same ownership contributes significantly to the increase.

'I support the overall Biodiversity Net Gain increase to habitats and creation of additional enhancements including sustainable urban drainage features, tree planting, extensive green roof, hedgehog highways, bee lawns and bird and bat boxes as recommended in the Preliminary Ecological Appraisal (MKA Ecology Ltd., April 2021). I recommend that a Construction Environmental Management Plan and a Landscape and Ecology Management Plan are secured by separate conditions of any consent.'

- *All ecological measures and/or works shall be carried out in accordance with the details contained in the Preliminary Ecological Appraisal (MKA Ecology Ltd., April 2021) as already submitted with the planning application and agreed in principle with the local planning authority prior to determination.*

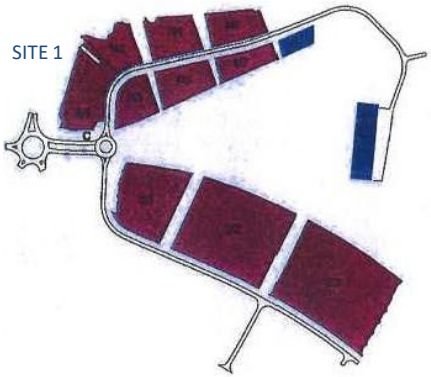
- *The approved CEMP shall be ahead to and implemented throughout the construction period strictly in accordance with the approved details, unless otherwise agreed in writing by the local planning authority.*

- *The LEMP shall also include details of the legal and funding mechanism(s) by which the long-term implementation of the plan will be secured by the developer with the management body(ies) responsible for its delivery. The plan shall also set out (where the results form monitoring show that conservation aims and objectives of the LEMP are not being met) contingencies and/or remedial action will be identified, agreed and implemented so that the development still delivers the fully functioning biodiversity objectives of the originally approved scheme. The approved plan will be implemented in accordance with the approved details.*

- *All external lighting shall be installed in accordance with the specifications and locations set out in the strategy, and these shall be maintained thereafter in accordance with the strategy. Under no circumstances should any other external lighting be installed without prior consent from the local planning authority.*

Genevieve Broad
GCSP
01/11/2021

6. Confirm that development is compliant with wider Grant Park master plan



N = North Building Zones
S = South Building Zones
A = Amenity Building
T = TWI Building

Fig. 2 Designated Building Zon

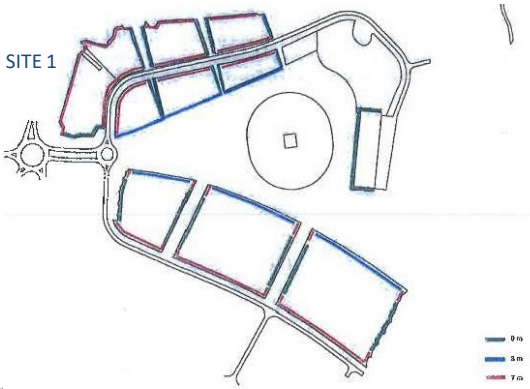
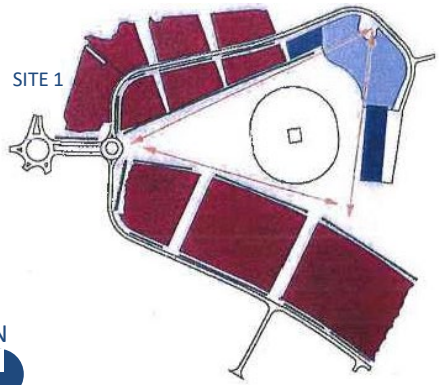


Fig. 4 Building Set Backs



Prime Elevations
Secondary Elevations

Fig. 3 Prime Site Lines

SITE 1 (extract from the Masterplan Design Guide 2000)

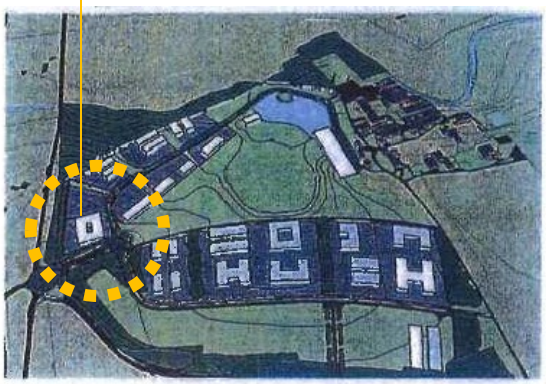


Fig.10
Aerial view of Granta Park. Image 2

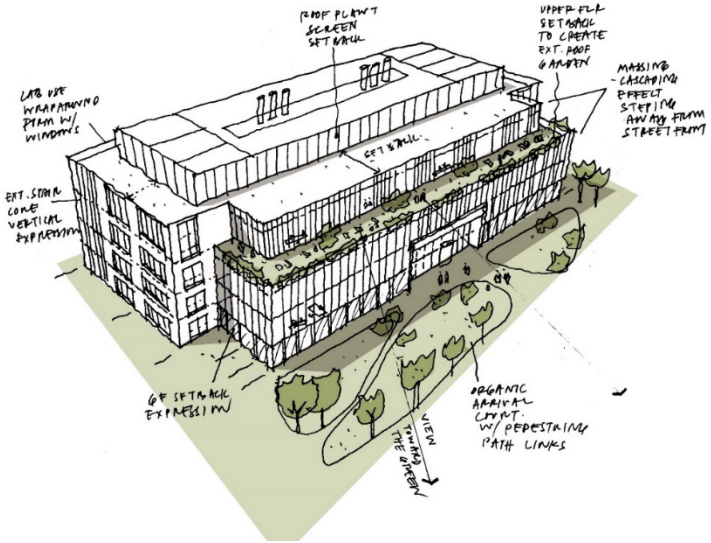
MASTERPLAN 2000 – DESIGN GUIDE

Key Relevant Points

- Siting restricted to building zones identified on the Masterplan.
- Building set backs – 0m at entrance zone and 7m along the ring road.
- Variety of building sizes and configurations allowed.
- Two distinct character areas North and South with a Central Parkland.
- Dedicated building zones for TWI and the Amenity Building.
- Prime Sight Lines – Primary Entrance and the balancing (help preserve important views and sightlines).
- Primary building frontages overlooking central parkland & Secondary building frontages along the North & South access road.
- Buildings – maximise the potential of the site –location, orientation, efficiency and environmental aspects.
- Location of parking, services and storage should take into account prime site lines.
- Building heights – greater heights may be acceptable where it becomes appropriate to vary the silhouette or provide key landmark features.
- Building form should be reflective of utility rather than style.
- The fabric of the building – high level, predominantly light palette – typically Glass / lighter meal cladding / louver systems with Stone/ precast concrete / render as accents where necessary.
- Effective plant and management regimes.
- Flexible and adaptable buildings.
- Elevations – reflect energy saving criteria - sunscreens, overhangs, louvers and brise soleils.
- Roof form – visually cohesive and contextually appropriate.
- Flues & chimneys – locations less intrusive, should be cladded appropriately.
- Lighting – integral part of the park and should be coordinated.
- Signage – should form part of the family of signages.
-
- Entrances to the buildings should minimise disturbance to landscape.
- Adjacent entrances min. 30m apart and 15m on the opposite side of the road.
- Car parking – (numbers to LDA standards)- should be screened from the Parkland meadows- side or rear of the buildings.
- Landscape - Should make careful reference to the landscape of the masterplan.
- Noise – 45dB at 10m from the source of the noise.

6. Confirm that development is compliant with wider Grant Park master plan

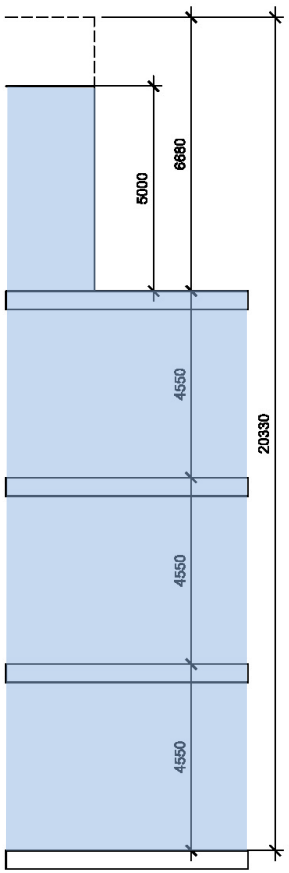
- New proposal creates a cohesive environment help enclose / define the Central Green and is complementary to the park settings.



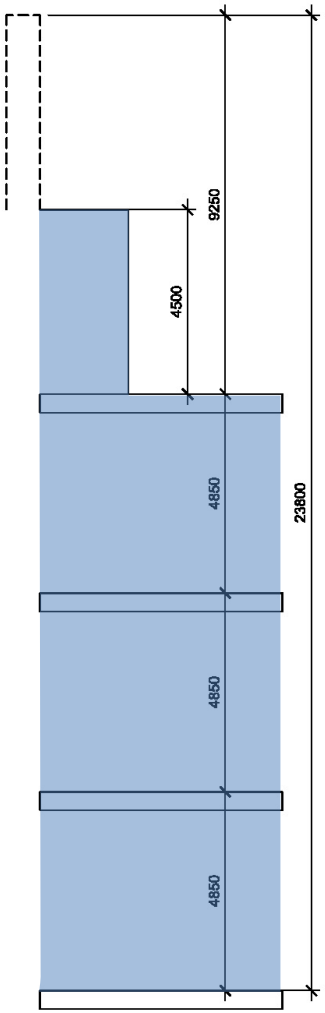
BUILDING HEIGHT – RECENTLY BUILT AT GRANTA PARK

TOTAL HEIGHT (EXC. FLUES)

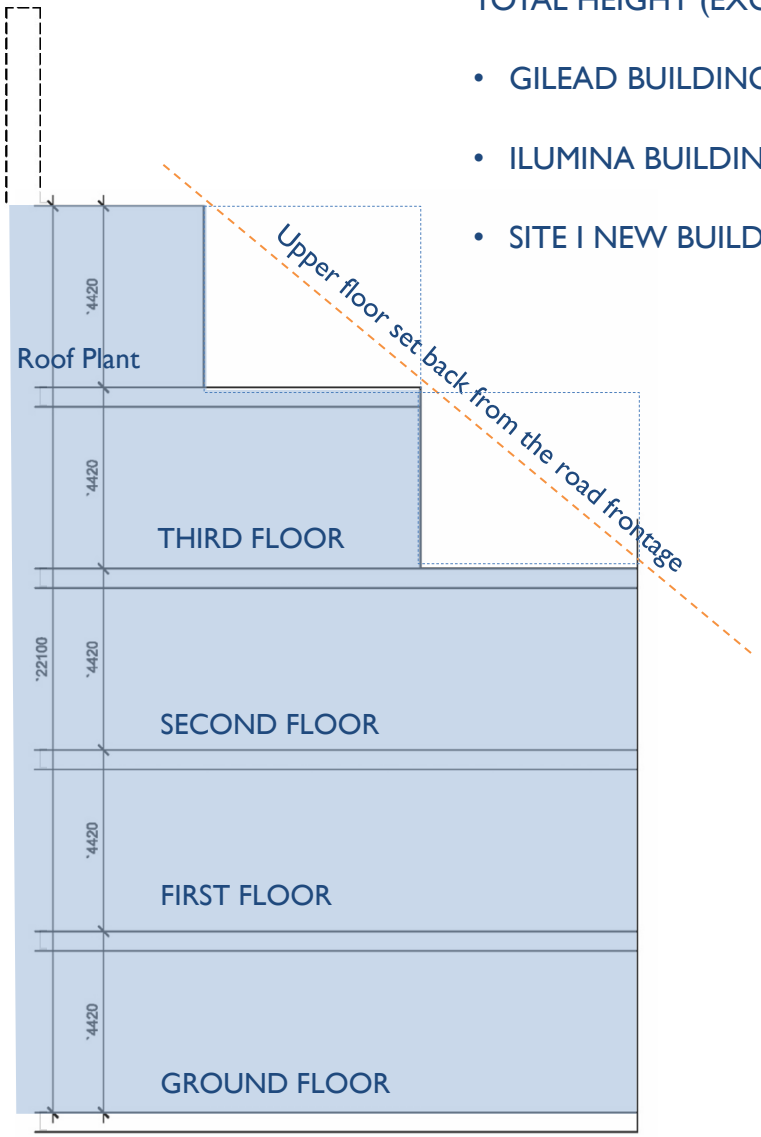
- GILEAD BUILDING – 18.50 M
- ILUMINA BUILDING – 19.05 M
- SITE 1 NEW BUILDING – 22.10 M



SITE 6 - GILEAD BUILDING



ILLUMINA BUILDING



SITE 1 NEW BUILDING (upper floor and roof plant set back)

6. Confirm that development is compliant with wider Grant Park master plan