



Greater Cambridge Shared Planning Policy Team
South Cambridgeshire District Council
Cambourne Business Park
Cambourne
Cambridge
CB23 6EA

Our Ref. 70073454
20 April 2021

Dear Sir/Madam,

REPRESENTATIONS TO THE WATERBEACH SUBMISSION NEIGHBOURHOOD PLAN (REGULATION 16 CONSULTATION)

We write on behalf of [REDACTED] to submit representations to the Waterbeach Submission Draft Neighbourhood Plan.

As you will be aware, [REDACTED] owns Cambridge Innovation Park North (CIPN) on Denny End Road, Waterbeach which lies within the designated Neighbourhood Plan area. We would like to thank both Waterbeach Parish Council (WPC) and South Cambridgeshire District Council (SCDC) for consulting on this important plan for Waterbeach.

In summary, [REDACTED] is pleased to see that CIPN has been recognised and incorporated into the existing and future development aspirations of the village. [REDACTED] has reviewed the submitted plan in detail and would like to offer the following representations, which we trust will be taken into consideration by SCDC and will be forwarded to the independent examiner.

Background

[REDACTED]

[REDACTED] is a Cambridge based commercial developer and investor that is committed to sustainable development. It provides premium serviced office space alongside additional amenities to create ideal environments for nurturing high-tech companies. It plans to invest in the local economy, secure high-quality premises for over 100 of Cambridge's fastest growing companies and thereby create hundreds of new job opportunities.

[REDACTED] has owned the CIPN campus in Waterbeach since 2012 and has already made significant investments, with further plans for expansion. It has wider aspirations to open other campuses to the south and west of Cambridge, which will witness even larger investment into the Borough.

[REDACTED] is committed to being a 'good neighbour' by taking a key role in the community to support WPC's ambitions for the village. Sitting within the current economic and policy framework, [REDACTED] is seeking to achieve the highest standards of sustainable development and is striving to positively influence and accelerate sustainable change in the wider environments and communities in which it is situated.

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CAMBRIDGE INNOVATION PARK NORTH

The CIPN site is located to the west of Waterbeach Village, immediately south of the disused runway associated with the former Waterbeach Barracks and opposite Waterbeach Industrial Estate. It extends to approximately 3.7 ha and is accessed from Denny End Road at the southern boundary, which connects to the A10 to the north of Cambridge. It comprises two existing office buildings (Stirling House and Blenheim House), as well as associated car parking, Sustainable Drainage Systems (SuDS), landscaping and large open undeveloped and underutilised areas.

Stirling House is an existing imposing and centrally located office building. Originally constructed in 1995 for the MOD to provide office accommodation for the Barracks, in 2012 the building was converted by CIPL into more general office space comprising mid-tech units on two levels, either side of a shared internal atrium and café. The newer Blenheim House was constructed along the eastern boundary in November 2017 and provides additional office space alongside an independent café and gym which are open to the wider public. There is currently space for approximately 450 employees and as such, it is already a significant employment location for both Waterbeach and the wider Borough.

In planning terms, the site currently sits outside the development framework for Waterbeach village, in what is classed as open countryside. However, eventually CIPN will be surrounded on three sides by the redevelopment of the former Waterbeach Barracks to form Waterbeach New Town, comprising up to 11,000 new dwellings and associated business, retail, community, leisure and sport facilities, schools and new infrastructure. Based on the details within the two planning applications and the Waterbeach New Town SPD, the land immediately to the north and east of the CIPN site is likely to be utilised as public open space (known as 'South Park').

CIPN is situated in a highly accessible location. It is within walking distance of Waterbeach railway station and there is a bus stop located on Denny End Road, approximately 30m from the entrance to the site (9, 11 and Citi 2 bus routes provide services to Cambridge, Ely and Landbeach). Additionally, a bus stop serving the X9 bus route is located within 600m of the entrance to the site. It is anticipated that in time, the site will benefit from significant infrastructure improvements associated with the New Town, including the relocation of the existing railway station.

There is clear national and local policy support for the site's continued employment use. For example, the Local Plan contains policies relating to employment provision on the edge of villages, the expansion of existing businesses in the open countryside (Policies E/13 and E/16) and a drive towards the creation of business clusters suitable to house a range of industries (Policy E/9 and NPPF paragraphs 80 and 82) all of which CIPN accords with.

FUTURE EXPANSION OF CAMBRIDGE INNOVATION PARK NORTH

You will be aware that [REDACTED] currently has a live application pending (ref: 20/05253/FUL) for:

“Hybrid application for the expansion of existing business park to create a sustainable campus comprising – (i) Full application for the erection of two office (Class E) buildings, together with landscaping, SuDS, earthworks, parking and associated works; (ii) Outline application (matters of access and scale to be considered, all other matters reserved) for the erection of additional office (Class E) floorspace, together with landscaping, SuDS, earthworks, renewable energy generation/storage, new pedestrian and cycle facilities, parking and associated works”

The proposed development comprises the creation of up to an additional 90,000 sqft (c.8,361 sqm) GIA office floorspace across three new buildings, underpinned by an overarching site-wide illustrative masterplan (enclosed).

The 'hybrid' approach enables [REDACTED] to meet short-term demand from tenants to occupy 'Building 3' (Phase 1A, circa 2021) and 'Building 4' (Phase 1B, circa 2022) through full planning permission. Meanwhile, it allows medium to longer term demand to occupy 'Building 5' (Phase 2, circa 2025+) through outline planning permission. The phasing aligns with the anticipated delivery of off-site infrastructure improvements associated with the New Town, alongside the creation of a two-storey decked car park and implementation of comprehensive masterplan improvements on-site – the details of which will be provided in a future reserved matters application.

The application has been driven by a strong sustainability vision and guided by overarching illustrative masterplan design principles and a comprehensive sustainability strategy that seeks to:

- Drive forward good, best and exemplar practice in a way that is proportionate to the scale and nature of the scheme;
- Embrace innovation;
- Consider and respond to built environment trends; and
- Use the site as an evolving blueprint for sustainability in the region: not only for future exemplar developments in Cambridgeshire, but to encourage tenancy from companies that practice, and are by virtue of the nature of their work, sustainable.

The proposals will deliver significant benefits including creation of up to 725 jobs, alongside sustainable transport measures (such as a proposed shuttle bus, new pedestrian and cycle connections, cycle parking, showers and changing facilities, car sharing and electric vehicle charging) and green credentials (including an extensive landscaping scheme, tree planting and new SuDS ponds and swales).

The application was submitted in December 2020, with amendments tabled in February 2021. The team is working hard in collaboration with officers and statutory consultees to address the comments received, with a view to determination at planning committee in June 2021.

Following the hopeful approval of the application, [REDACTED] is committed to making a start on-site as soon possible on Building 3, followed by Building 4. In terms of Building 5, a future reserve matters application will be submitted at a later date, providing details of layout, appearance and landscaping in accordance with the illustrative masterplan and site-wide sustainability, landscaping and transport strategies outlined above.

PREVIOUS ENGAGEMENT WITH WATERBEACH PARISH COUNCIL

[REDACTED] considers itself to be a good neighbour and sought the early involvement of WPC prior to submitting the application. A total of two presentations were given by the CIPN project team (on 20 October and 15 December 2020) providing the opportunity for WPC to learn about and help shape the emerging proposals. As a result, improvements to the scheme were made by [REDACTED] in response to WPC's concerns, including additional new footway links, strengthening of the sustainable travel plan measures (including provision of a minibus shuttle service), incorporation of swales, a commitment to resolve drainage issues and make improvements to the bus stop and street lighting along Denny End Road.

Whilst we are disappointed that WPC has since objected to the application and upheld its concerns (regarding traffic, drainage, land contamination and street lighting and safety issues), please be rest assured that we are continuing to address as many issues as possible through the determination of the application. ■■■■ hopes to positively work with WPC in the delivery of CIPN and moving forwards in the progression of this Neighbourhood Plan.

General Comments on the Submitted Plan

Overall, ■■■■ is supportive of the proposed Waterbeach Submission Draft Neighbourhood Plan and believes that WPC should be commended for preparing a well thought through and robust planning document. ■■■■ is broadly of the view that the plan as submitted meets relevant legal requirements and should proceed for independent examination.

We have reviewed the submitted plan and would like to offer the following general comments:

CHAPTER 4 – ‘KEY ISSUES’

The key issues chapter flags six areas of key concern, with the key notable concern around transport including congestion on the A10 between Ely and Cambridge, traffic volume and speed through the village and impact of on street parking on local businesses and residential amenity. ■■■■ share these concerns and are approaching their proposals with the view to support sustainable transport improvements in the area.

The overarching transport objective for the proposals at CIPN is to create a development that contributes to modal shift – i.e. a move away from reliance on cars and encourage the use of more sustainable modes of transport. This is a significant modal shift that will be stimulated by a sustainability strategy, design measures and underpinned by a Travel Plan.

A ‘SWOT’ analysis provides some clear opportunities for development within the plan, including the provision of high-quality landscaping providing a soft edge to the village, provision of a much-improved cycle and pedestrian network to Cambridge, neighbouring villages and areas of employment (e.g. Research Park) and opportunities to improve public realm in areas around the village green. These opportunities have been incorporated into the CIPN proposals, which promote a clear aspiration for sustainable development.

CHAPTER 5 – ‘VISION AND OBJECTIVES’

In terms of the plan’s proposed vision, we are supportive of the way it identifies Waterbeach as a great place to live and work. We are encouraged that it has a sustainable development theme running through it, identifying the need for development that complements the existing village, which is in line with national planning policy.

In our view, the objectives set out clear aspirations for the village. In particular, we are supportive of the inclusion of objective 7 which requires a balanced economy supporting a range of jobs. This aligns with the existing development at CIPN as well as the proposed enhancements, which will support enterprise of varying scales operating across a range of creative, knowledge and high technology sectors.

CHAPTER 8 – OTHER COMMUNITY ASPIRATIONS (NON-PLANNING POLICIES)

We note that the plan includes a range of community shared aspirations which are not directly related to the development and use of land, but which provide a good indication of what the community would like to see come forward in the future. We are pleased that the proposals at CIPN align with many of these points, including improvements to bus stops on Denny End Road and connecting to the proposed greenways to Waterbeach New Town.

Detailed Comments on Specific Policies

In addition to our more general comments, we have reviewed the proposed policies in detail. In doing so, we have been mindful of the 'basic conditions' test. That is, as required by paragraph 8(2) of Schedule 4B to the Town and Country Planning Act 1990 (as applied to neighbourhood plans by section 38A of the Planning and Compulsory Purchase Act 2004), at examination, the role of the examiner is to check that the plan meets a set of 'basic conditions'.

The 'basic conditions' are whether the Neighbourhood Plan:

- a Has regard to national policies and advice contained in guidance issued by the Secretary of State;
- b Has special regard to the desirability of preserving any listed building or its setting or any features of special architectural or historic interest that it possesses;
- c Has special regard to the desirability of preserving or enhancing the character or appearance of any conservation area;
- d Contributes to the achievement of sustainable development;
- e Is in general conformity with the strategic policies contained in the development plan;
- f Does not breach, and is otherwise compatible with, EU obligations;
- g Meets prescribed conditions and matters.

POLICY WAT 13 – DENNY END INDUSTRIAL ESTATE AND CAMBRIDGE INNOVATION PARK

We support the proposed inclusion of this policy within the plan which recognises the importance of CIPN as an existing employment site. We are also encouraged that it expressly supports development proposals for new employment uses at the site. In light of [REDACTED] future expansion plans, in our view, this is a positive step which is welcomed.

We also note that the policy sets out four considerations which new development is expected to comply with. Whilst we do not object to these considerations in principle, we would like to comment specifically on how the proposals at CIPN will satisfy these criteria.

a) A need to maintain a high-quality frontage to Denny End Road

There are a range of land uses along Denny End Road which provide a variety of active and inactive frontages along the route. The enhancement of the site frontage to Denny End Road (and the approach to Waterbeach village) proposed at CIPN will be achieved by the replacement of unsightly fencing and signage, and management of the existing tree belt to maintain the 'leafy' character of the road corridor.

b) Maintaining or improving residential amenity to neighbouring properties

Protecting residential amenity and outlook has been at the forefront of the design process guiding the proposals at CIPN, with building heights and the orientation of plots carefully considered in

relation to neighbouring properties. The proposed buildings will fit seamlessly into the existing site and will be read in the same context as the existing buildings, with uniformity in building height.

The nearest residential properties to the site are located at least 100m from the east of the site boundary. The proposed landscape strategy strengthens the site's eastern boundary with additional tree and hedgerow planting whilst retaining existing vegetation where possible. The strategy creates a landscape belt which ensures that the new buildings will be well screened from the public realm.

The various technical reports submitted with the application demonstrate that residential amenity will be protected throughout both the construction stage and occupation of the new development.

c) Utilising opportunities to improve street scene within the site itself.

Underpinned by the illustrative site masterplan, CIPN will witness a vast improvement in terms of street scenes both within and externally to the site, mindful of the Waterbeach New Town proposals. The layout, scale and appearance of the proposals have been developed to create a high quality and attractive scheme which integrates well with the wider business park. The proposed buildings are to be sited on underutilised areas of the site including the existing car parks. Planting will screen more restrained car parking areas with tree planting forming an avenue along the arrival route to the site and will frame the view to Stirling House. Parkland and garden tree planting with seasonal interest will also be used throughout the inner site.

The preferred strategy will provide improvements to the street scene to deliver the message of the sustainability focus of the site. This includes removing and replacing existing fence and gates, improvements to pedestrian and creation of an exercise 'trim trail'. There are also proposals to incorporate public art and street furniture within the site to produce an inviting and comfortable development in which people will feel welcomed and safe using.

The proposals include new pedestrian and cycle links through the site that can in future provide a direct access from the New Town, increasing opportunities for non-motorised travel and reducing travel distances in comparison with private car trips to the site from the New Town. A new main (non-vehicular) entrance to the site from the New Town will be created at the northeast corner and priority will be given to the pedestrian and cycle experience within the site.

Landscaping in the form of woodland and hedge planting including wildflower scrub will be introduced creating a landscaped ecological mitigation area to generate biodiversity benefits. The landscape mitigation area will be designed and managed in a way to benefit wildlife, local residents and workers, introducing a variety of vegetation, habitats and publicly accessible spaces. The landscaped area will provide significant environmental benefits and boost the overall biodiversity of the local area. It also acts as a buffer between the residential area and proposed development.

In terms of the drainage strategy, swales (i.e. SuDS) will be formed in the south west and central parts of the site. The swales will serve a dual purpose as they will be banked at a suitable angle to allow employees and members of the public to sit beside the swales, effectively becoming areas of informal open space. The swales will be planted with a combination of species rich wet grassland and marginal planting, with tree planting to the peripheries

d) Improved non-motorised vehicular access to the site.

CIPN is within cycling distance of the existing railway station (less than 2km, or five to 10 minutes) in the village (and a similar distance to the future relocated station within the New Town) and



walking distance to the village centre. The proposed masterplan includes new pedestrian and cycle links that permeate the site and will provide direct future access to and from the New Town. These new links will increase opportunities for non-motorised travel.

By integrating with the local pedestrian and cycle networks, and containing trips within the Waterbeach area, the proposals provide new opportunities for members of the community to live and work locally. This will help to contain trips, helping to reduce 'out commuting' to Cambridge from Waterbeach whilst intercepting trips passing the site from the A10 corridor.

Showers, lockers and changing facilities will be provided in all buildings. High-quality, covered and well-lit cycle parking facilities will also be provided in convenient locations on site, to make cycling more attractive for existing and future employees at the Waterbeach Scheme. An additional 285 cycle parking spaces are proposed on-site to compliment the 84 spaces already on offer.

Summary

In summary, Policy WAT 13 as drafted provides clear guidance on what is expected from new development. In our view, it conforms with the requirements of the strategic policies of the Local Plan, including Policy E/16 (which protect existing employment sites) and Policy E/13 (which permits new employment development on sites adjoining or very close to the development framework of villages).

It also has regard to NPPF guidance on sustainable transport modes (paragraph 106), priority to pedestrians and cyclists (paragraph 110), promotion of effective use of land (paragraph 119) and achieving well designed places (paragraph 127). As such, the policy is in accordance with basic conditions 'a', 'd' and 'e'.

We acknowledge that as the plan advances through to referendum that it will start to gain greater weight and be capable of being a material consideration in planning terms. Whilst it is unlikely that it will be 'made' prior to the determination of the current submitted hybrid application at CIPN (ref: 20/05253/FUL), it will likely be directly relevant to any future applications submitted at the site. That said, we are already confident that the CIPN proposals satisfactorily address all the requirements of this policy as evidenced above.

TRANSPORT POLICIES

We are supportive of the core objectives of the transport policies to create a safe, attractive and accessible cycle and footpath network providing good connections within the village, from home to workplace and key services.

In our view, the policies as drafted are in line with the expectations of Local Plan Policy TI/2 (Planning for Sustainable Travel) and NPPF paragraphs 105, 106, 108 and 110, by ensuring a sustainable approach to transport in and around Waterbeach with a key focus on increasing connectivity, pedestrianisation and discouraging car travel. As such, the policies are in accordance with basic conditions 'a' and 'e'.

We support the requirement to provide greater connectivity between the existing village and employment sites such as CIPN, the New Town and recreational facilities, which underpins the sustainability aspirations of the plan as a whole. This approach is therefore compliant with basic condition 'd'.



Prioritisation of other modes of transport underpins the proposals at CIPN. We have shaped the development at CIPN on this basis, providing various links to existing pathways and potential links to the New Town. Measures to improve pedestrian safety have been incorporated, such as providing a contribution to street lighting upgrades along Denny End Road.

VILLAGE HEART POLICIES

We are supportive of the core objectives of the village heart policies to enhance Waterbeach village through various measures including public realm improvements and traffic management, with the aim to create a more 'active' area. This approach is in accordance with Local Plan Policy SC/4 (Meeting Community Needs) which requires consideration of the services and facilities needed by the community to become successful areas. This will also help lead to the creation of a more sustainable community. As such, the policies are compliant with basic conditions 'd' and 'e'.

The proposals at CIPN directly encourage the creation of sustainable community through increasing footfall, connecting the site with the village and improving the site through landscaping to be used by members of the public.

DESIGN, CONSERVATION AND HERITAGE POLICIES

We are supportive of the approach towards design, conservation and heritage in principle. The design led approach supported by the use of clear design principles provides guidance whilst also not being overly restrictive to prevent innovative design approaches being utilised. This approach is in conformity with Local Plan Policy HQ/1 (Design Principles). It will also help protect and enhance the natural and built environment and therefore contribute to the achievement of sustainable development. As such, the policies meet basic conditions 'd' and 'e'.

Prior to the submission of the CIPN proposals, two formal Design Enabling Panel Review meetings were held alongside detailed discussions with officers to ensure the scheme incorporates high standards of design and includes integration of measures to enable adaptation to climate risks, inclusion of renewable energies and adoption of smart technologies.

Conclusion

Overall, having reviewed the plan and its policies in detail, we are of the view that the Submitted Draft Waterbeach Neighbourhood Plan passes the basic conditions test, specifically in relation to:

- National policies and guidance (basic condition 'a');
- Contribution to the achievement of sustainable development (basic condition 'd'); and
- General conformity with the strategic policies contained in the development plan (basic condition 'e').

Therefore, the plan as submitted should be considered by an examiner and proceed towards a referendum. We are also confident that [REDACTED] proposals at CIPN are wholly in accordance with the aims and objectives of the plan.

We request these representations are taken into consideration by SCDC and forwarded to the independent examiner. We also request that we are notified regarding SCDC's decision on the proposed plan and details of the examination as we may wish to attend hearing sessions in support of the plan if required.



Yours faithfully

[Redacted signature block]

[Redacted name]

Associate

[Redacted contact information]

Waterbeach Neighbourhood Plan



Response Form

This form has two parts to complete (please use black ink):

Part A – Your Details

Part B – Your Response

If you need any further information or assistance in completing this form please contact the Greater Cambridge Shared Planning Policy Team on: 01954 713183 or neighbourhood.planning@scambs.gov.uk

All comments **must** be received by 5pm on Tuesday **13/20** April 2021.

Data Protection

We will treat your data in accordance with our Privacy Notices:

www.scambs.gov.uk/planning-policy-privacy-notice/. Information will be used by South Cambridgeshire District Council solely in relation to the Waterbeach Neighbourhood Plan. Please note that all responses will be available for public inspection and cannot be treated as confidential. Representations, including names, are published on our website. **By submitting this response form you are agreeing to these conditions.**

The Council is not allowed to automatically notify you of future consultations unless you 'opt-in'.

Do you wish to be kept informed of future stages of the Waterbeach Neighbourhood Plan?

Please tick: Yes No

Part A – Your Details

Please note that we cannot register your comments without your details.

| | | | |
|-------------------------------------------------|----------------------------------------------|---------------------------------------------------------|--------------------------------------------------|
| Name: | ████████████████████ | Agent's name: | Matthew Dugdale |
| Name of organisation: (if applicable) | ████████████████████ ████████ | Name of Agent's organisation: (if applicable) | WSP |
| Address: | ████████████████████ ████████████████████ | Agent's Address: | Aldermay House 10 - 15 Queen Street London |
| Postcode: | ██████████ | Postcode: | EC4N 1TX |
| Email: | ████████████████████ ████████ | ████████ | ████████████████████ .com |
| Telephone : | C/O Agent | Telephone : | 020 7337 2499 |
| Signature: | | Date: | 20/04/2021 |

If you are submitting the form electronically, no signature is required.

For office use only

Agent number:

Representor number:

Representation number:

Part B – Your Response

What part of the Neighbourhood Plan do you have comments on?

| | |
|--------------------------------------------------------|-----------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|
| Policy or Paragraph Number (please state) | <ul style="list-style-type: none">▪ Chapter 4 'Key Issues'▪ Chapter 5 'Vision and objectives'▪ Chapter 8 'Other community aspirations (on planning policies)'▪ Policy WAT13▪ All transport policies▪ All village heart policies▪ All design, conservation and heritage policies |
| Do you Support, Object or have Comments? (Please tick) | <input checked="" type="checkbox"/> Support <input type="checkbox"/> Object <input type="checkbox"/> Comment |

Reason for Support, Object or Comment:

Please give details to explain why you support, object or have comments on the Neighbourhood Plan. If you are commenting on more than one policy or paragraph, please make clear which parts of your response relate to each policy or paragraph

If you consider that the referendum boundary should be extended, please outline your reasons.

Please see attached letter

Summary of Comments:

If your comments are longer than 100 words, please summarise the main issues raised

We are of the view that the Submitted Draft Waterbeach Neighbourhood Plan passes the basic conditions test, specifically in relation to:

- National policies and guidance (basic condition 'a');
- Contribution to the achievement of sustainable development (basic condition 'd') and;
- General conformity with the strategic policies contained in the development plan (basic condition 'e').

Therefore, the plan as submitted should be considered by an examiner and proceed towards a referendum. We are also confident that [REDACTED] proposals at CIPN are wholly in accordance with the aims and objectives of the plan.

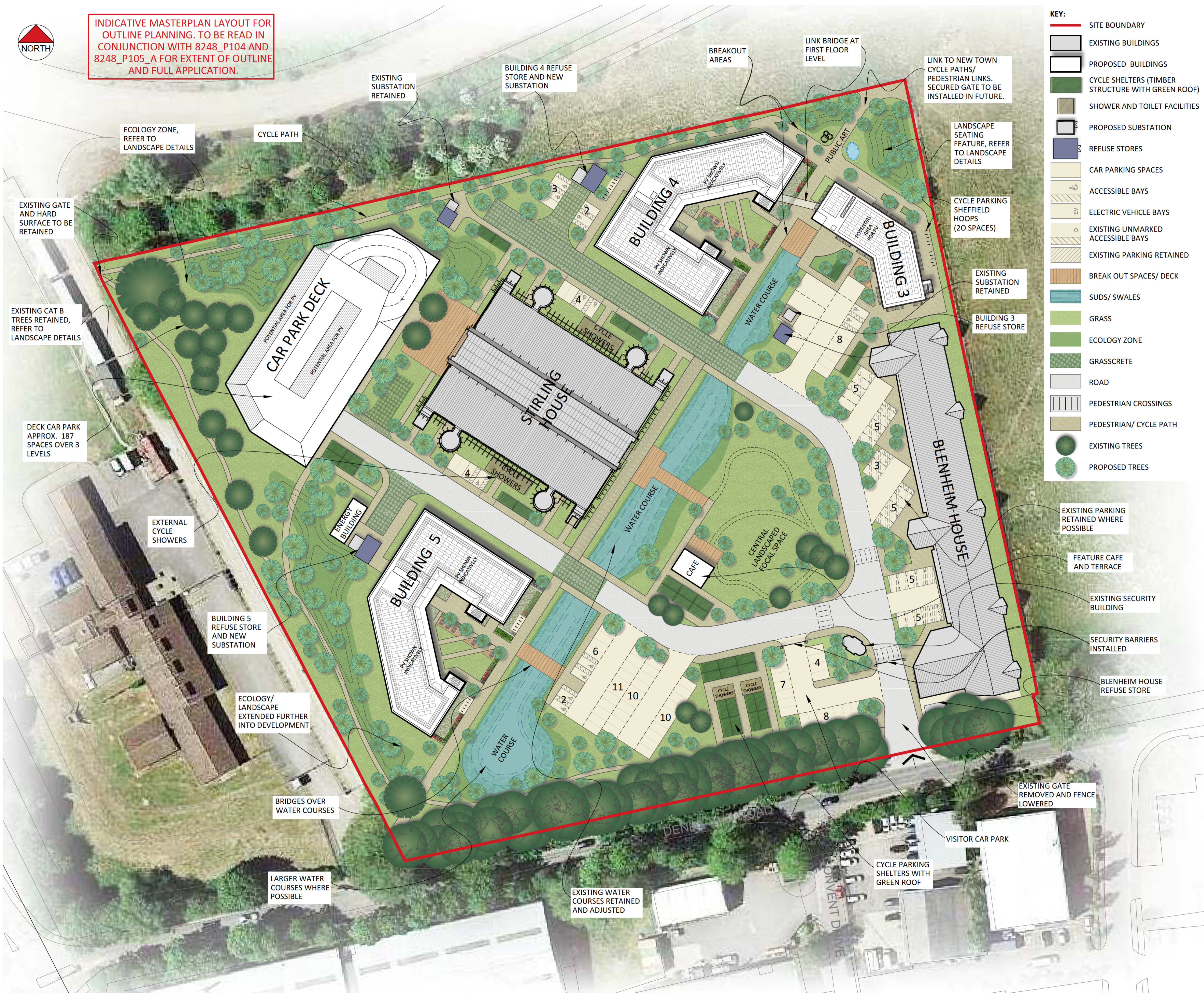
Completed forms must be received by 5pm on 13/20 April 2021 at:

Email: neighbourhood.planning@scamb.gov.uk or post it to:

Greater Cambridge Shared Planning Policy Team South Cambridgeshire District Council,
Cambourne Business Park, Cambourne,
Cambridge, CB23 6EA



INDICATIVE MASTERPLAN LAYOUT FOR OUTLINE PLANNING. TO BE READ IN CONJUNCTION WITH 8248_P104 AND 8248_P105_A FOR EXTENT OF OUTLINE AND FULL APPLICATION.



- KEY:**
- SITE BOUNDARY
 - EXISTING BUILDINGS
 - PROPOSED BUILDINGS
 - CYCLE SHELTERS (TIMBER STRUCTURE WITH GREEN ROOF)
 - SHOWER AND TOILET FACILITIES
 - PROPOSED SUBSTATION
 - REFUSE STORES
 - CAR PARKING SPACES
 - ACCESSIBLE BAYS
 - ELECTRIC VEHICLE BAYS
 - EXISTING UNMARKED ACCESSIBLE BAYS
 - EXISTING PARKING RETAINED
 - BREAK OUT SPACES/ DECK
 - SUDS/ SWALES
 - GRASS
 - ECOLOGY ZONE
 - GRASSCRETE
 - ROAD
 - PEDESTRIAN CROSSINGS
 - PEDESTRIAN/ CYCLE PATH
 - EXISTING TREES
 - PROPOSED TREES

NOTES

This drawing to be read in accordance with the specification/Bills of Materials and related drawings.

No Dimensions to be scaled from this drawing. All stated dimensions to be verified on site and the Architect notified of any discrepancies.

Scale bar 100mm at 1:1

Mapping contents (c) Crown copyright and database rights 2020 Ordnance Survey 100035207

- NOTES:**
- SITE REDLINE BASED ON PDF TITLE PLAN. ACCURACY TBC.
 - EXISTING SITE INFORMATION HAS BEEN TAKEN FROM ORDINANCE SURVEY, TOPOGRAPHICAL SURVEY AND ARBORICULTURE INFORMATION PROVIDED BY OTHERS. MEASURED SURVEY NOT AVAILABLE.
 - NO STRUCTURES OR TREES ARE PROPOSED OVER UKPN/ENC EASEMENTS. ACCESS EASEMENTS MAY NEED TO BE ADJUSTED TO SUIT PROPOSED ACCESS ROUTES.
 - EXISTING UNDERGROUND UTILITIES TO BE DIVERTED AS NECESSARY TO SUIT PROPOSED LAYOUT. REFER TO DRAINAGE CONSULTANT'S DRAWINGS AND REPORTS. DETAILS OF ANY NEW PUMPING STATION ARE NOT AVAILABLE.
 - HIGHWAYS ARRANGEMENT IS SHOWN INDICATIVELY ONLY; REFER TO TRANSPORT CONSULTANT'S DRAWINGS FOR DETAILED HIGHWAYS INFORMATION. THIS LAYOUT IS SUBJECT TO FULL TRACKING. CAR AND CYCLE PARKING REQUIREMENT IS BASED ON INFORMATION PROVIDED BY THE TRANSPORT CONSULTANT. REFER TO THE TRAVEL PLAN AND TRANSPORT ASSESSMENT.
 - LANDSCAPING IS SHOWN INDICATIVELY ONLY; REFER TO LANDSCAPE ARCHITECT'S DRAWINGS FOR DETAILED LANDSCAPE PROPOSALS.
 - PROPOSED FOOTPRINT FOR BUILDING 5 IS SHOWN INDICATIVELY AND SUBJECT TO DETAIL DESIGN.

| Proposed Vehicular and Cycle Breakdown | |
|------------------------------------------------|------------|
| On-site Parking | 108 |
| Car Park Deck | 187 |
| Total Parking Spaces | 295 |
| EV Spaces (Blenheim House and Stirling House) | 4 |
| EV Spaces (Car Park Deck) | 40 |
| Total EV Spaces | 44 |
| Disabled Bays (Blenheim House) | 5 |
| Disabled Bays (Stirling House) | 6 |
| Disabled Bays (Building 3) | 1 |
| Disabled Bays (Building 4) | 4 |
| Disabled Bays (Building 5) | 4 |
| Total Disabled Bays | 18 |
| Cycle Bays (Blenheim House and Stirling House) | 104 |
| Cycle Bays (Building 3) | 30 |
| Cycle Bays (Building 4) | 118 |
| Cycle Bays (Building 5) | 118 |
| Total Cycle Bays | 370 |

| REV | DATE | NOTE | BY |
|-----|----------|--------------------------------------------------------------------------------------------------------------------------|----|
| A | 04.02.21 | SHOWERS, CAR AND CYCLE PARKING ADJUSTED. BUILDING 4 PLANT AREA NOT REQUIRED, THEREFORE REMOVED. MINOR LANDSCAPE UPDATES. | SD |



Drawing Status: **PLANNING ISSUE**

Project: **CAMBRIDGE INNOVATION PARK NORTH MASTERPLAN**

Title: **SITE INDICATIVE MASTERPLAN**

Scale: 1:500 @A1 Date: DEC 20

Drawn: SD Checked: DF

Drawing Number: **8248_P102** Revision: **A**

Saunders
Architecture + Urban Design