

BEEHIVE PLANNING HISTORY

APPLICATION REFERENCE	DESCRIPTION	ADDRESS	DATE	CONDITIONS OF NOTE
C/72/0732	Erection of wholesale warehouse (Class X).		Approved - 27/11/1972	Building use shall be limited to Class X (TCPO 1972)
C/77/0861	Erection of building for garden and leisure centre and heating sales.		Approved- 15/02/1978	
C/79/0037	Erection of precast concrete storage building.		Approved 15/02/1979	
C/81/0737	Alterations to vehicular access.		Approved 22/10/1981	
C/81/0515	Erection of petrol filling station.		Approved 07/09/1981	
C/81/0288	Erection of extension to existing building.		Approved 08/04/1981	
C/82/0853	Change of use from retail shop to sale of motor vehicles.		Approved 21/01/1983	Restrictions to opening hours
C/82/0854	Alterations and extensions to form motor vehicles showroom and display.		Approved 21/01/1983	Restrictions to opening hours

APPLICATION REFERENCE	DESCRIPTION	ADDRESS	DATE	CONDITIONS OF NOTE
C/83/0599	Erection of concrete sectional garage to be used for storage purposes.		Approved- 23/08/83	
C/83/0348	Erection of car port.		Approved- 06/06/83	
C/86/0134	Change of use from storage and distribution to retail.		Approved – 26/03/86	
C/86/0525	Change of use from supermarket to offices (17,300 sq ft).		Approved – 16/07/86	
C/86/0523	Outline application for the erection of supermarket (35,000 sq ft), DIY /Motorist centre (40,000 sq ft), additional car-parking and re-arranged access provision.		Approved- 16/07/86	
C/86/1100	Change of use from coffee shop/café to staff social club.		Approved 03/12/86	Restrictions to opening hours
C/87/0045	Change of use from storage to retail use of part ground floor.		Approved 25/02/87	
C/87/0217	Erection of garden centre (1850 sq m).		Approved- 20/05/87	

APPLICATION REFERENCE	DESCRIPTION	ADDRESS	DATE	CONDITIONS OF NOTE
C/87/0751	Erection of supermarket, DIY Store, Alterations to existing home interiors building, associated external works, landscaping.		Approved – 27/01/88	
C/88/0422	Demolition of existing petrol filling station and erection of new petrol station.	Petrol Station Beehive Centre	Approved- 19/08/88	Restriction to opening hours
C/88/1186	Alterations to previously permitted trading hours.	Petrol Station Beehive Centre	Approved 04/01/89	Amended operating hours. Limited trading period (1 year)
C/89/0973	Extension to permitted trading hours and removal of condition on original permission limiting trading to on year.	Petrol Station Beehive Centre	Approved – 24/01/90	
C/95/0378	Change of use from warehouse unit to non-food retail.	Living Beehive Centre	Approved- 18/10/95	
C/95/0628	Installation of a jet wash machine at petrol filling station (Sui Generis).	Pioneer Petrol Beehive Centre	Approved- 19/10/95	Foul Sewerage condition
C/96/0371	Variation of condition 4 on c/0422/88 to allow extended opening times Monday to Wednesday 8am to 8.30pm, Thursday to Friday 8am to 9.30pm, Saturday 8am to 8pm, and Sunday 10am.	Pioneer Petrol Beehive Centre	Approved 30/05/96	

APPLICATION REFERENCE	DESCRIPTION	ADDRESS	DATE	CONDITIONS OF NOTE
C/99/1051	Construction of new replacement retail food store unit (Class A1) following demolition of two retail units at the Beehive Centre, including new car park layout and access.	Beehive Centre	Approved – 30/08/00	
C/00/1242	Construction of new site security building.	Beehive Centre	Approved- 21/05/01	
C/03/0359	Alterations to shop front involving erection of new entrance canopies.	Unit 7 Beehive Centre	Approved- 15/05/03	
C/03/1095	Alterations to elevations involving erection of new entrance canopies and alterations to signage infrastructure.	Sainsbury's Homebase Beehive Centre	Approved- 22/12/03	
C/03/1140	Erection of a new service bay and a service pod to side elevation of existing unit 10.	Unit 10 Beehive Centre	Approved- 23/12/03	
C/04/0335	Installation of plant to the north east side of the building, insertion of windows at first floor level and insertion of a fire escape in the north east elevation.	Unit 10B Beehive Centre	Approved 18/05/04	
C/04/0888	Installation of 2 new mechanical services plant enclosure to rear of building.	Unit 10A Beehive Centre	Approved 13/10/04	
06/0665/FUL	Elevational alterations to units 1 to 5.	Beehive Centre	Approved- 20/11/06	

APPLICATION REFERENCE	DESCRIPTION	ADDRESS	DATE	CONDITIONS OF NOTE
07/0114/FUL	Change of Branding. Babies R US to TOYS R US. Installation of new fire door and alterations to mezzanine and internal vestibule.	Unit 10B Beehive Centre	Approved- 22/02/07	
07/0288/FUL	Change of use from retail (Use Class A1) to retail (Use Class A1) and Assembly and Leisure (Use Class D2), provision of a plant room, variation of permitted goods to be sold include sports related clothing and goods and minor elevational alterations.	Unit 2a and 2b Beehive Centre	Approved 02/08/07	
07/0883/FUL	Elevational alterations to existing retail units.	Unit 6a and 6b Beehive Centre	Approved 28/09/07	
07/1343/FUL	Elevational alterations and associated changes to retail units.	Units 1-5 Beehive Centre	Approved- 11/02/08	
08/0067/FUL	Installation of 2 weather louvers to rear, 2 condensor units to rear, 5 flue terminals through roof and 4 roof mounted extractor fans.	Former Curry's Unit 5 Beehive Centre	Approved 18/02/08	
08/0722/CL2PD	Certificate of lawful use S192 application for the completion of a mezzanine floor.	Powerhouse Unit 4 Beehive Centre	Approved 07/07/08	
09/0085/FUL	Enlargement and relocation of service entrance.	Unit 8 Beehive Centre	Approved- 11/03/09	

APPLICATION REFERENCE	DESCRIPTION	ADDRESS	DATE	CONDITIONS OF NOTE
09/0198/CL2PD	Application for a certificate of lawfulness for a proposed mezzanine installation.	Unit 1 Beehive Centre	Approved-24/03/09	
09/0209/CL2PD	Application for a certificate of lawfulness for proposed use within Class A1.	Unit 8 Beehive Centre	Approved-03/04/09	
09/0343/S73	Variation of condition 15 and 16 of application C/0394/92 and condition 29 of planning reference C/99/1051/FP to allow deliveries to Unit 8 between 0630 hours and 2100 hours Monday to Saturday and 0900 hours to 1600 hours on Sundays and Bank and Public Holidays (09/0343/S73).	Unit 8 Beehive Centre	Approved 23/10/09	
09/0418/FUL	Installation of plant, plant screening and protection barriers and bollards, louvres and roof cowls/vents, scissor lift, canopy and a new emergency exit.	Unit 8 Beehive Centre	Approved-09/07/09	
09/0627/CL2PD	Application for Lawful Development Certificate S192 for completion of mezzanine floor.	Harveys Unit 6a Beehive Centre	Granted-22/07/09	
09/0626/CL2PD	Application for Lawful Development Certificate S192 for completion of mezzanine floor.	Allied Carpet Stores Unit 3 Beehive Centre	Granted 22/07/09	
09/1147/FUL	Erection of two food and drink units and the provision of an enhanced recycling facility.	Beehive Centre	Approved 12/02/10	

APPLICATION REFERENCE	DESCRIPTION	ADDRESS	DATE	CONDITIONS OF NOTE
10/0361/FUL	Installation of additional mezzanine floor and external alterations. (re-submission).	Home Store and More Unit 5 Beehive Centre	Approved 10/08/10	
11/0025/FUL	Proposed mezzanine and elevational alterations to existing retail (Use Class A1) Unit.	7B Beehive Centre	Approved- 04/03/11	
11/0846/CL2PD	Application for a Certificate of Lawfulness under Section 192 for an ancillary pet care and treatment facility (Companion Care) within the proposed Pets at Home (A1) store. The facility will occupy no more than 11% of the retail sales area of the store and will have the same opening hours as the Pets at Home unit.	Unit 6B Beehive Centre	Approved- 12/10/11	
11/0984/FUL	New non-food retail unit (unit 1A), reconfiguration of existing service yard, new service yard screen and associated minor works.	Service Yard Beehive Centre	Approved 16/02/12	
14/1669/NMA	Non-material amendment on application 11/0984/FUL for 1. The modification of the cycle hoops position. 2. The side elevation to be fully in cladding panels with a brickwork plinth. 3. Structural frameless glazing with external silicon joints with a modified fenestration patter. 4. The addition of protection bollards or Armco along the whole side elevation.	Service Yard Beehive Centre	Approved- 09/12/14	

APPLICATION REFERENCE	DESCRIPTION	ADDRESS	DATE	CONDITIONS OF NOTE
14/1670/NMA	Non-material amendment on application 11/0984/FUL for 1. The modification of the cycle hoops position. 2. The side elevation to be fully in cladding panels with a brickwork plinth. 3. Structural frameless glazing with external silicon joints with a modified fenestration patter. 4. The addition of protection bollards or Armco along the whole side elevation 5. Additional glazing on the elevation adjacent to the service yard.	Service yard Beehive Centre	Approved 09/12/14	
15/2396/CLUED	Application for a Certificate of Lawfulness under section 191 for the installation of Automatic Number Plate Recognition cameras and pole.	Beehive Centre	Approved 07/06/16	
16/0772/CL2PD	Application for a Certificate of Lawfulness under Section 192 for unrestricted A1 (shop) use class.	Toys R US Unit 10B Beehive Centre	Approved 08/07/16	
16/1192/FUL	Formation of a new structural opening and installation of a powder coated aluminium shopfront to front elevation and a new structural opening and installation of pre-finished steel double loading doors to side elevation.	7A Beehive Centre	Approved 15/09/16	
16/1455/FUL	Installation of new storage mezzanine floor to back of house area (not additional retail area).	Maplin 7 A Beehive Centre	Approved 04/10/16	

APPLICATION REFERENCE	DESCRIPTION	ADDRESS	DATE	CONDITIONS OF NOTE
18/1178/S106A	Application under S106A for the modification or discharge of Planning Obligations pursuant to Section 106A of the Town and Country Planning Act 1990 (To extend the range of goods permitted to be sold in Unit 4).	Home Sense Unit 4 Beehive Centre	Approved 26/03/19	
18/546/TTPO	T1- London plane: Crown Reduce by 3m and crown lift over footpath to approximately 4m T2, T3, T4 - London Plane: reshape and reduce by 3m and crown lift to 4m approximately T5, T6, T7 - London Plane: crown reduce by 3m and crown lift to approximately 4m.	Beehive Centre	Approved 08/01/19	
18/1806/FUL	External and internal alterations to combine two units into one and creation of 237 sq. m of additional floorspace at mezzanine level.	7A-7B Beehive Centre	Approved 21/01/19	
22/05250/SCOP	Request for a formal scoping opinion for the demolition and redevelopment of the Beehive Centre, including in Outline Application form for the demolition and redevelopment for a new local centre (E (a-f), F1(b-f), F2(b,d)), open space and employment (office and laboratory) floorspace (E(g)(i)(ii) to the ground floor and employment floorspace (office and laboratory) (E(g)(i)(ii) to the upper floors; along with supporting infrastructure, including pedestrian and cycle routes, vehicular access, car and cycle parking, servicing areas, landscaping and utilities.	Beehive Centre Coldhams Lane Cambridge Cambridgeshire	06/02/23	

APPENDIX 3

POLICY MATRIX



POLICY MATRIX – AUGUST 2024

Cambridge Local Plan (2018), Strategic Objectives

STRATEGIC OBJECTIVE	RESPONSE
1. Contribute to the vision of Cambridge as an environmentally sustainable city, where it is easy for people to make a transition to a low carbon lifestyle. This means making best use of energy (including community energy projects), water and other natural resources, securing radical reductions in carbon emissions, minimising environmental impact and being capable of adapting to the impacts of climate change.	The principle of sustainability is foundational to the project brief. The Proposed Development is highly sustainable, as set out within the Sustainability Strategy, Energy Strategy, and associated documents. The Development will be fully electric and has been designed to be low carbon.
2.	
3. Be highly water efficient, contribute to overall flood risk reduction through water sensitive urban design, and help to improve the quality of the River Cam and other water features in the city.	The Proposed Development will achieve and exceed planning policy requirements in respect of water. It incorporates water attenuation, conservation and efficiency measures. Maximum sustainable water use BREEAM credits will be achieved, including for the exemplary credit.
4. Be of the highest quality, in terms of design excellence and innovation, addressing the development's impact upon its surroundings and embracing the principles of sustainable design and construction.	The Development is designed by Leonard Design Architects, an international practice with projects across a range of scales. They have extensive masterplanning, urban design and architectural experience. Design excellence is integral to the Development, reflecting the approach set out in the Framework and National Design Guide. The design evolution is set out in the Design and Access Statement (DAS) and DAS Addendum, and high-quality design through the reserved matters stages will be secured including through the Design Code. Technical assessments have advised the design iteration process, such that the Proposed Development responds positively to the Site context.
5. Contribute to the positive management of change in the historic environment, protecting, enhancing and maintaining the unique qualities and character of Cambridge, including the River Cam corridor, the city's wider landscape and setting, and its designated and undesignated heritage assets for the future.	The Site does not include any designated heritage assets, but the design team has been fully cognisant of being adjacent to the Mill Road Conservation Area and other identified designated and non-designated heritage assets. The impact of the Development upon designated and non-designated heritage assets has been carefully considered and the design evolution process has reflected the approach set out in paragraph 201 of the Framework, seeking to avoid or minimise impacts on heritage assets.
6. Protect and, where appropriate, enhance the character and quality of the Cambridge skyline.	The Application has been fully assessed and responds to a Townscape and Visual Impact Assessment (TVIA). Whilst some adverse effects are identified through the EIA process, this is acknowledged to be a worst-case assessment of the outline proposals. Secured through the Design Code, the achievement of high-quality design at reserved matters stage would

	likely result in a neutral or beneficial effect as a positive new landmark.
7. Protect and enhance the landscape setting of the city, which comprises the Cambridge Green Belt, the green corridors penetrating the urban area, the established network of multi-functional green spaces, and tree canopy cover in the city.	The Development comprises the efficient and effective use of previously development land (PDL) in a highly accessible and sustainable location. This reduces pressure on the Green Belt, countryside and green corridors for development. The Development will increase tree planting and soft landscaping, providing a significant 'greening' of the Site compared to the existing form.
8. Protect and enhance the city's biodiversity, network of habitats and geo-diversity.	The Proposed Development targets an increase in Biodiversity Net Gain (BNG) of over 100%.
9. Meet the housing needs of the city within its sub-region, delivering an appropriate mix of housing types, sizes and tenures to meet existing and future needs, including affordable housing	The Development reflects the Local Plan's strategic objective of providing for Cambridge's economic and employment land needs, building on its key role in the UK economy. It will deliver a mixed-use commercial scheme on a site that is not allocated for residential use. The Development does not include new housing but provides significant benefits for the local community.
10. Assist the creation and maintenance of inclusive, environmentally sustainable communities.	The Development is designed to be a place which is fully accessible to the public, with extensive open spaces and public buildings including a range of landscapes, shops, cafes and social areas. The scheme includes community space which will provide for a range of activities. Youth provision, education programmes, 'skatable' streets and a number of other initiatives will deliver an inclusive environment that is welcoming to all.
11. Promote and support economic growth in environmentally sustainable and accessible locations, facilitating innovation and supporting Cambridge's role as a world leader in higher education, research, and knowledge-based industries, while maintaining the quality of life and place that contribute to economic success.	The new office and laboratory floorspaces will be of a high standard and of a flexible format, to facilitate a mix of occupiers from spin-outs and start-ups through to large established companies. With a local centre at heart and a highly accessible location, the Development will provide a new employment quarter that delivers local jobs and training opportunities, alongside a number of social and community infrastructure benefits.
12. Support Cambridge's vibrant and thriving centres, with a varied range of shopping facilities in accessible locations that meet the needs of people living, working and studying in, or visiting, the city and its wider sub-region.	The Development will create a new local centre which will support the office and laboratory space and create high quality retail, leisure and recreation provision for the local community. In addition to providing for the employees within the Development, the local centre will add to and complement the existing local facilities.
13. Promote social cohesion and sustainability and a high quality of life by maintaining and enhancing provision for open space, sports and recreation, community and leisure facilities, including arts and cultural venues that serve Cambridge and the sub-region.	The wellbeing of the office and laboratory floorspace will be supported by the high-quality on-site provision of new formal and informal open space. The new open space provision will also provide for the wards of Abbey, Romsey and Petersfield residents – in the latter two wards the open space provision is under supplied, so the Development provides a significant local benefit.

14. Be located to help minimise the distance people need to travel, and be designed to make it easy for everyone to move around the city and access jobs and services by sustainable modes of transport.	The Proposed Development is located in a highly sustainable location and offers ambitious and high quality links to the rest of the city by bike, foot, public transport and the car. A suite of on and off site transport strategies will support a planned modal shift away from the private car use towards active and sustainable transport. The Proposed Development is within a 20 minute walk of the city centre and Cambridge Central Station and cycle routes would be capable of supporting wider initiatives such as the Chisholm Trail.
15. Ensure appropriate and timely provision of environmentally sustainable forms of infrastructure to support the demands of the city, including digital and cultural infrastructure.	The need for digital connectivity in the modern workplace is essential. The scheme includes a strategy for appropriate forms of infrastructure to meet the sustainability demands of the current climate. The development additionally targets Wiredscore Platinum.
16. Promote a safe and healthy environment, minimising the impacts of development and ensuring quality of life and place.	The proposed development will deliver a higher quality sense of place and character than existing. Extensive consideration has been given to ensure the community benefits of the scheme are outstanding.

Cambridge Local Plan (2018), Relevant Development Management Policies

THE POLICY	RESPONSE
Policy 1 The presumption in favour of sustainable development	This policy reflects that of the NPPF, and the proposed development accords with the development plan as a whole, therefore the presumption in favour applies.
Policy 2 Spatial strategy for the location of employment development	The development is proposed to provide a significant contribution to the City's employment need including 6,450 (5,755 FTE) jobs across life sciences, research and development, administration, leisure, retail and more; all located in a highly sustainable location.
Policy 4 The Cambridge Green Belt	The site is on previously developed land in an urban setting. The development will reduce pressure for any development on the Green Belt.
Policy 5 Sustainable transport and infrastructure	The Proposed Development is located in a highly sustainable location and will offer 4,593 cycle parking spaces within secure stores throughout the site. A reduction in 490 (55%) car parking spaces is proposed, with 395 car parking spaces proposed within the scheme.
Policy 6 Hierarchy of centres and retail capacity	The site is primarily under retail use and the existing uses are not protected by policy. The Proposed Development includes around 17 units that would be available for retail, leisure, services and amenity.
Policy 8 Setting of the city	The proposed 100%+ improvement in Biodiversity Net Gain compared with the existing will ensure that the Development responds to and enhances the setting and special character of Cambridge's landscape. The introduction of green roofs and terraces will create and

	contribute to Cambridge's biodiversity and deliver on green infrastructure requirements.
Policy 28 Carbon reduction, community energy networks, sustainable design and construction, and water use	The proposed development includes for a design that targets: • All office buildings will be high performing, achieving a minimum BREEAM score of 85% which is 'Outstanding'. • The remaining buildings will all achieve a minimum BREEAM certification of 'Excellent', with a push target to achieve Outstanding. • The development will be fully electric and renewable technologies will be included from the outset. • A target is included for embodied carbon to be less than 600kgCO₂e/m² for office buildings and 750 kg CO₂e/m² for labs to ensure betterment of the LETI 2020 Design Target. • All five WAT 01 credits will be targeted, plus the additional exemplary credit through incorporating rainwater harvesting. • In line with Part L 2021, the development will achieve a reduction in carbon emissions compared with an notional building, under Ene 01 targeting 6 for office buildings and 4 credits for laboratories. • A total of 6,450 jobs. • Significant enhancements for biodiversity compared with the existing site, including a significant 100%+ improvement in BNG. • NABERS score of 5. • Wiredscore platinum enabled.
Policy 29 Renewable and low carbon energy generation	
Policy 31 Integrated water management and the water cycle	Water efficiencies and water reuse are designed into the development to reduce demand for potable water.
Policy 32 Flood risk	The Site is in Flood Zone 1 and the increased coverage of the site with soft landscaping, green and blue roofs and the integration of SuDS features will provide a benefit to off site areas by reducing flood risk.
Policy 33 Contaminated land	A detailed Ground Investigation Report has been submitted within the ES and a CEMP will include appropriate mitigation measures during construction phases, minimising any potential impacts.
Policy 34 Light pollution control	The strategy promotes the adoption of sustainable and environmentally friendly lighting solutions to manage energy usage, reduce carbon footprint and minimize light pollution.
Policy 35 Protection of human health and quality of life from noise and vibration	Noise and vibration have been assessed within the ES. Future users of the development will be protected

	from noise and vibration ingress via such methods as building façade treatment and acoustically rated double glazing.
Policy 36 Air quality, odour and dust	The Proposed Development would have a minor beneficial impact on local air quality, a technical report has been submitted as part of the ES to demonstrate that there would be negligible residual effects from dust and noise.
Policy 37 Cambridge Airport Public Safety Zone and Air Safeguarding Zones	There will be no impact on the safety of Cambridge Airport.
Policy 40 Development and expansion of business space	The Site sits at the heart of the City and will support the continued economic success of Cambridge, especially for its knowledge based industries.
Policy 41 Protection of business space	The proposed development provides a significant increase in business space in accordance with Cambridge objective needs and market requirements.
Policy 42 Connecting new developments to digital infrastructure	The development is proposed to achieve Wiredscore Platinum enabled and has outstanding communication connectivity.
Policy 55 Responding to context	In line with policy and the context of Cambridge, the DAS and the DAS Addendum outline how this has been considered.
Policy 56 Creating successful places	As set out within the DAS and DAS Addendum, the development will create spaces and places suitable for all, in the landscape and inside the buildings.
Policy 57 designing new buildings	The development proposes a strategy to deliver exceptional new buildings from an award-winning international practice.
Policy 59 Designing landscape and the public realm	The masterplan for the site is landscape led as set out within the DAS and DAS Addendum and Landscape and Open Space Parameter Plan.
Policy 60 Tall buildings and the skyline in Cambridge	Please refer to the body of this Planning Statement which deals with this policy fully.
Policy 61 Conservation and enhancement of Cambridge's historic environment	A Heritage Statement has been submitted as part of the ES and has assessed the various heritage assets and finds that the identified levels of adverse impacts are considered to represent ' <i>less than substantial</i> ' harm. The Planning Statement finds this level of harm is outweighed by the benefits of the scheme.
Policy 62 Local heritage assets	
Policy 68 Open space and recreation provision through new development	There is significant uplift in high quality public realm.
Policy 69 Protection of sites of biodiversity and geodiversity importance	There are no impacts on priority species or habitats, however there is a significant Biodiversity Net Gain proposed.
Policy 70 Protection of priority species and habitats	
Policy 71 Trees	58 existing trees will be retained. 61 will be removed and 290 individual trees will be planted. The trees will

	be selected to be climate resilient, add to the quality of place and provide for a stronger tree legacy on the site. Further detail is in the DAS and DAS Addendum.
Policy 73 Community, sports and leisure facilities	The comprehensive redevelopment of the Beehive Centre will result in the loss of the existing gym, which set against Policy 73 is a policy conflict. However, this is in the context of the wider public benefits to be delivered by the Scheme, including those specifically to support improved health and wellbeing. Consequently, it is considered to be a matter of limited adverse impact. The proposals provide a new destination for the local community including jobs and training opportunities, and spaces for formal and informal recreation, relaxation and socialisation. The local centre and community pavilion will add to the range, quality and accessibility of the facilities provided locally.
Policy 80 Supporting sustainable access to development	The Development will provide 4,593 new cycle spaces for occupants and visitors.
Policy 81 Mitigating the transport impact of development	The design for the Proposed Development ensures that it prioritises sustainable modes of travel – such as the design of the routes through the site, connections to the wider network and demoting the car. Another example is the objective of the proposals to minimise the impact of delivery and servicing on the surrounding highway network, the site and passing pedestrians and cyclists. It is considered that the proposed development would not have an unacceptable impact on highway safety or severe residual cumulative impacts on the road network and indeed the proposal includes for many measures that will bring wider public transport benefits.
Policy 82 Parking management	A Car Parking Management Plan supports the application and sets out the terms of on and off-site parking provision measures in support of the travel plan measures to achieve the targeted modal shift.
Policy 83 Aviation development	It is not expected that the development will result in any impact on the operation of Cambridge Airport.
Policy 84 Telecommunications	The development will be Wirescore Platinum enabled.
Policy 85 Infrastructure, delivery, planning obligations and the Community Infrastructure Levy	The development will offer new infrastructure and services to support the new development.

Emerging Greater Cambridge Local Plan, First Proposals (2021)

POLICY	RESPONSE
Policy S/OA Opportunity Areas in Cambridge	The proposals include improvements to public transport access, infrastructure delivery and the public realm to fulfil the aims of the policy.
Policy S/OA/BC Beehive Centre	The proposals embrace the opportunity for reimagining this area close to the heart of Cambridge to fulfil the aims of the policy.

APPENDIX 4

PLANNING BENEFITS TABLE

PLANNING BENEFITS TABLE – AUGUST 2024

TOPIC		HOW / WHEN SECURED	WEIGHT
(MAIN BENEFITS IN WHITE ROWS, SUPPORTING DETAILS IN GREY ROWS)		CONDITION, S106, ES, DRAWINGS, DOCUMENTS (ACROSS ALL PHASES UNLESS OTHERWISE STATED)	SLIGHT, LIMITED, MODERATE, CONSIDERABLE, AND GREAT
ENVIRONMENTAL			
Sustainable Development	The site is previously developed land (PDL) in a sustainable location in the heart of the city. The Development Proposals represent a more efficient use of land, being a precious commodity, while forming a development of the highest quality that will create significant beneficial impacts across the three objectives of sustainable development: environmental, social and economic. The site location for the Proposed Development provides an opportunity to drive down carbon associated with travel as it is within easy access of key transport interchanges, which will be bolstered by improvements to the walking and cycling network. This will be further enhanced with a significantly improved public transport service, including direct access to the development by bus. A positive, transformative reimagining of the site in a sustainable location is supported by national planning policy, adopted Local Plan policy and by the emerging Joint Local Plan and is a matter of significant benefit.	Design Code Parameter Plans ES TA Planning Conditions/S.106 All Phases	Considerable

TOPIC (MAIN BENEFITS IN WHITE ROWS, SUPPORTING DETAILS IN GREY ROWS)	COMMENTARY	HOW / WHEN SECURED CONDITION, S106, ES, DRAWINGS, DOCUMENTS (ACROSS ALL PHASES UNLESS OTHERWISE STATED)	WEIGHT SLIGHT, LIMITED, MODERATE, CONSIDERABLE, AND GREAT
Sustainable Buildings and Place			
A Strategy to Achieve Holistic Sustainability Targets	The site has and will continue to champion sustainability in all forms through adopting a ‘five capitals’ approach covering physical, social, economic, human, and natural elements of the design. These principles are embedded into the design and development proposals and will be achieved by exceeding the standards noted below. Construction Embodied carbon (the carbon associated with the construction materials) contributes a significant portion of a building’s carbon footprint and so optimisation of material usage will drive this down, leading to a lower carbon development. 1. A target is included for embodied carbon to be less than 600kgCO₂e/m² for office buildings and 750 kg CO₂e/m² for labs to ensure betterment of the LETI 2020 Design Target. 2. Reducing waste throughout the construction process – diverting waste from landfill and re-using materials where possible and at end of life – a monitored and reported approach, including completing assessments to assess ease of disassembly. Both elements will accord with the Material 06 and Waste 01 and Waste 06 BREEAM Credits methodologies. 3. All contracts with suppliers will include for the Considerate Constructor Scheme, or a similar style programme, to minimise construction impact. 4. The development will adopt a strict sustainable sourcing strategy for materials used in line with industry best practice, which will be monitored and reported. 5. The sustainability strategy and benchmarks will be included within the construction procurement process.	Sustainability Strategy BREEAM Assessment Energy Strategy Planning Condition All Phases	Moderate

TOPIC (MAIN BENEFITS IN WHITE ROWS, SUPPORTING DETAILS IN GREY ROWS)	COMMENTARY	HOW / WHEN SECURED CONDITION, S106, ES, DRAWINGS, DOCUMENTS (ACROSS ALL PHASES UNLESS OTHERWISE STATED)	WEIGHT SLIGHT, LIMITED, MODERATE, CONSIDERABLE, AND GREAT
	Energy Operational energy drives the carbon emissions once the building has been built. The proposal optimises systems to improve building performance and in turn drive down the overall energy use arising from the site. 1. Achieve BREEAM Outstanding shell and core certification for offices – over 85% of the BREEAM criteria will be achieved along with meeting or exceeding targets relating to project management, energy, water usage, materials used and waste management. 2. Maximise photovoltaic panels across the roof areas to generate renewable energy for the site. 3. Detailed Prediction of Operational Energy calculations for how the buildings will perform at base build with targets set against the RIBA Climate Challenge 2030 and LETI targets. Air Quality The development will adopt air quality requirements in line with the RIBA Climate Challenge 2030. The development will not use fossil fuel as an energy source, and vehicle movements will be much lower than existing, improving local air quality. Water Water consumption is key to a successful development. All five Wat 01 credits of BREEAM plus the additional exemplary credit are planned for the development to meet the highest standards for limiting water usage– this means that the development water usage is significantly below a baseline model (65% minimum betterment) and rainwater harvesting will be incorporated to further		

TOPIC (MAIN BENEFITS IN WHITE ROWS, SUPPORTING DETAILS IN GREY ROWS)	COMMENTARY	HOW / WHEN SECURED CONDITION, S106, ES, DRAWINGS, DOCUMENTS (ACROSS ALL PHASES UNLESS OTHERWISE STATED)	WEIGHT SLIGHT, LIMITED, MODERATE, CONSIDERABLE, AND GREAT
	mitigate high water usage intensity. This will exceed Cambridge City Council requirements. <i>(Some of the leading measures that fulfil the strategy are described below).</i>		
High Performing BREEAM Rating for All Workplaces	The proposed development has targeted the highest standard of certification under BREEAM. This is a widely adopted national certification scheme that looks at holistic building design and provides a scale for the sustainable credentials of a development to be measured against. Targeting a greater proportion of the credits within this means that a more rigorous design and build process is being undertaken. All office buildings will be high performing, achieving a minimum BREEAM score of 85%, equivalent to 'Outstanding', being the highest available level of certification. The remaining buildings will all achieve a minimum BREEAM certification of Excellent, with a push-target to achieve Outstanding. The ability to achieve Outstanding on these remaining buildings is currently limited only by Energy Consumption, which is particularly challenging for Wet Lab with office buildings. At the time of writing only four schemes in Cambridge are certified as 'Outstanding' at design stage with only one final certificate awarded; the Proposed Development will comprise exceptionally high performing buildings.	Sustainability Strategy - BREEAM Pre-assessment Planning Condition	
Low Operational Carbon Through an All-Electric Scheme	The development will provide a fully electric scheme. As the grid decarbonises as more renewable energy generation is connected, the associated carbon emissions will reduce. This means that the development will also follow the same decarbonisation trajectory.	Sustainability Strategy Energy Strategy Planning Condition	

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	Renewable technologies will be included from the outset and will mark a significant step forward from the current site operation and towards Cambridge moving to a net-zero carbon community. EV charging will be accommodated providing the benefit for a lower carbon private transportation future. A new primary substation will be located on the site which will provide an infrastructure benefit to the surrounding area with electrical capacity. For Cambridge to move to being a net-zero carbon community it needs to provide for some new building stock that can operate to the highest standards and directly support the wider ambition to be net zero.		
A Route to Achieve Buildings with Low Embodied Carbon	The development has proposed targets for embodied carbon in line with the RIBA Climate Challenge 2030, meaning that the target will be aligned to achieve best practice guidance. Embodied carbon (carbon contained in the materials used, transport of materials, manufacture, maintenance, repair and replacement of materials and services along the deconstruction and disposal) has come to the forefront in carbon-reporting due to its contribution to the global emissions of the construction sector of the scheme will be targeting an upfront embodied carbon target of less than 600kg/CO²/m² for base build office buildings as a baseline target, but with a stretch target of 500kg/CO₂/m². To account for the increased demand on building services in lab spaces, these will be designed to an upfront carbon target of 750kg/CO₂/m² in line with the RIBA Climate Challenge 2030.	Sustainability Strategy BREEAM Assessment Energy Strategy Planning Condition	

TOPIC (MAIN BENEFITS IN WHITE ROWS, SUPPORTING DETAILS IN GREY ROWS)	COMMENTARY	HOW / WHEN SECURED CONDITION, S106, ES, DRAWINGS, DOCUMENTS (ACROSS ALL PHASES UNLESS OTHERWISE STATED)	WEIGHT SLIGHT, LIMITED, MODERATE, CONSIDERABLE, AND GREAT
	An overall strategy for embodied carbon is set within the outline application. This will be reviewed at the detailed design stage for each new building when consideration can be given to the most suitable construction materials in relation to the overall design and the climate for procurement at that time. The ambition set within the defined strategy will be secured through planning condition.		
Low Whole Life Carbon and Beyond	Whole Life Carbon is an all-encompassing term that covers the embodied, and Operational carbon (carbon emitted from energy use, water use and other processes) of the development. This can be taken further through using circular economy principles which looks beyond the lifecycle of the building. The development commits to Whole Life Carbon assessments in accordance with circular economy principles to ensure the right materials are chosen for the longevity of the building lifespan along with re-using materials from demolition where possible. This would be undertaken in coordination of embodied carbon targets.	Sustainability Strategy Planning Condition	
Passive Design for the Future Operation and Thermal Comfort	To achieve a thermally comfortable indoor condition a cooling hierarchy has been followed, but driven by the approach to minimise the active requirement of cooling; such that passive design measures such as glazing ratios, shading and glazing performance will be incorporated. This will help drive the operational energy use down. Thermal comfort studies will be completed at detailed design stage to ensure that the operational conditions are acceptable for future weather scenarios. Demonstrating compliance in these assessments will reduce the likelihood of	Sustainability Strategy BREEAM Assessment Energy Strategy Planning Condition	

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	material alteration or system retrofit and so limit future material consumption and reduce long term embodied carbon.		
Future Proofing Operation for Climate Change	The Prediction of Operational Energy will be carried out for the detailed design stage with a target of 55 kWh/m²/yr. This is in line with industry best practice for 2030 targets for RIBA Climate Challenge for base build Offices. Current best practice is for circa 90kWh/m²/yr and reaching the 55 kWh/m²/yr will be a significant achievement. The development will provide space for future plant to give flexibility to respond to changing climate, thus increasing the adaptability and longevity of the buildings. The operational strategy includes for review for how the buildings could perform against the emerging Cambridge Local Plan which provides emerging energy usage targets. The designs will include for a Waste 05 Adaptation to Climate Change and Waste 06 Design for disassembly and adaptability strategy that will be implemented as the design for each unit progresses.	Sustainability Strategy Energy Strategy Planning Condition	
Independent Critical Review to Enhance Sustainable Offer	The development receives third-party critical review by Professor French from the Cambridge Institute for Sustainability Leadership, who has a mandate to push the team to explore different lines of thinking and so challenging the best practice market leading standards. This has enabled the proposals to further minimise embodied carbon in the development and only then to offset any residual carbon and so enable the development to achieve net zero carbon at completion. The critical review includes for topics such as:	Sustainability Strategy Planning Condition	

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	Absolute Zero: operational energy and carbon, life cycle analysis, Architectural and M&E design ethos, Digital Twin methodology, Circular Economy, Sustainability Accreditation and Standards, Health and Wellbeing.		
Ecology, including BNG and Trees			
Ecology	The scheme design includes for ecology as a key part of the masterplan and to help make a much-improved place. The proposals include for a significant increase in biodiversity net gain, a net increase in trees and well-considered planting to create an enhanced landscape which allows for ecology to thrive all year-round. The habitats to be created are informed by local habitat priorities. The proposals will deliver a significant ecological enhancement.	Ecology Report BNG Assessment Parameter Plans Planning Condition All Phases	Considerable
Biodiversity Net Gain uplift (BNG)	A BNG increase of greater than 100% has been forecast for the proposals - considerably higher than the national target of 10% and the 20% sought locally. This will be achieved through the creation of new habitats, including the proposed wetland area, tree and hedge planting, biodiverse planting at site boundaries and green / brown roofs to the new buildings. Ecology has been embedded into the design process and within the scheme drawings to achieve a significant ecological enhancement.	BNG assessment Planning Condition	
Increase in Number, Quality and Longevity of Trees	The proposals retain 58 trees, add 290 new trees and remove 61 trees. Those trees to be removed are informed by an Arboricultural Assessment and are predominantly the smaller trees throughout the existing surface car park. The larger trees along the site boundary are largely retained and will be part of the committed long-term landscape management strategy.	Landscaping plans and landscaping maintenance Planning Condition	

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	Strategic tree planting will include long-term growing trees species to ensure a strong tree legacy and one superior to the current site. Species will be chosen that contribute to biodiversity and are chosen for their climate resilience. The planting strategy will achieve a significant enhancement for ecology, character, and public enjoyment.		
Strategy for Species-Specific Benefits	The pollen-rich planting incorporated into the proposed habitat will provide essential food resources for pollinators such as bees, butterflies, moths, beetles, and flies. By offering a diverse range of flowering plants, this will help sustain healthy and thriving pollinator populations. Additionally, the presence of pollinators will serve as a vital food source for bat, bird, and small mammal species. The development will provide nesting and roosting boxes for bats and birds in line with the Biodiversity SPD.	BNG Assessment Ecology Report Planning Condition	
Landscape			
A Curated Local Centre Set into New Public Realm	The landscape design has been developed in conjunction with the buildings and ground floor uses to allow the inside and outside spaces to work together to create an active and lively public realm. The distinct character areas, set within a unified ground plane, add variety and choice to the lived-experience of being in the landscape. The high-quality spaces provide opportunity for a wide range of user groups to enjoy the public spaces, which in turn will contribute to the Local Centre by encouraging interaction, chance encounter and fostering a sense of community. The landscape will provide a chance for people to come into contact with nature, with tangible benefits to health and well-being. The proposal will create spaces of different sizes and characters, but with flexibility in mind to enable them to be used in a variety of ways to support the needs of a diverse community.	Parameter Plans Design Code Local Centre and Public Realm Management Strategy Wayfinding Strategy Planning Condition All Phases	Considerable

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	The application includes for a 'Vision' and 'Delivery Strategy' within the Local Centre and Public Realm Management Strategy to ensure that there is an active plan to deliver the scheme to the vision through implementation and long-term.		
Transport			
A Strategy for Much Improved and Greater Use of Sustainable Transport	The transport strategy aligns with, and supports, the authorities' aspirations for greatly improved sustainable transport to reduce reliance on private car usage. This provides, directly or via s106 contributions, a range of measures including those described below: Reducing Car Parking - The development reduces on-site car parking by 55% to 395 spaces and reduces the level of use of the car parking at the site. Access to parking will be closely controlled to ensure it is used on a needs-basis rather than by general staff. The Proposed Development will result in a significant reduction in car use associated with the site by removing up to 10,000 two-way movements per weekday and 12,000 per weekend day. Public Transport - Staff and visitor trips to and from the site will be notably catered for by a much improved public transport service (increased Park and Ride frequencies and new routes), and enhanced walking and cycling routes. All of which will be monitored, reviewed and managed through a progressive and targeted site-wide Travel Plan, to serve future employees/visitors to the site but also fully available to the wider community. Off-site and wider benefits - The strategy removes barriers to walking, cycling and public transport use not just within the site and surrounding area, but further afield	Transport Assessment Travel Plan Planning Conditions S.106/S.278 All Phases	Great

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	into the Cambridge built-up area. This benefits users of the site, local populations and the wider movement of people in Cambridge. On-site design priorities - The ground plane has been designed to prioritise cyclists and pedestrians with private cars (except for some disabled spaces) constrained to a single parking location near the site entrance, so improving pedestrian and cycle routes into the site, linked into established routes. Entry points into the site will be considerably improved from their existing condition. A site currently dominated by surface car parking will be reimagined, creating a series of legible and attractive streets and spaces made for people and not the car. Enhanced cycle provision - Safer, higher capacity cycle routes designed to LTN 1/20 standards – providing a link to the strategic cycle network including the City-wide roll-out of the Chisholm Trail. Exemplary cycle parking in convenient locations, catering for all types of cycles, that are covered, safe, and secure. Changing and showering facilities will be provided in all buildings. Sustainable Transport Mode Share - The site provides for a strong mix of non-car modes – focused around the site-wide mobility hub. The relocated and enhanced bus stop within the site serves as a focal point around which provision is planned for cycle and scooter hire, car-club facilities, public transport/network information, wayfinding signage and cycle maintenance facilities. This is a “planned-place” to support and encourage the use of non-private car modes to travel. <i>(Some of the leading measures that fulfil the strategy are described below in more detail)</i>		

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Improved Sustainable Mode Share	The Transport Strategy targets a shift in mode share from the current reliance on private car use to significant emphasis on sustainable transport modes. Not only does this benefit the site and surrounding areas, but also aligns with City-wide initiatives to achieve the same. The changes between existing and proposed mode shares are summarised below, highlighting the respective and notable scales of change. The existing mode shares are drawn from established Census data. <table border="1"> <thead> <tr> <th>Mode</th><th>Existing</th><th>Proposed</th><th>Change</th></tr> </thead> <tbody> <tr> <td>Cycle</td><td>15.5%</td><td>40.0%</td><td>+ 25%</td></tr> <tr> <td>Train</td><td>1.9%</td><td>16.0%</td><td>+ 14%</td></tr> <tr> <td>Bus</td><td>4.4%</td><td>16.0%</td><td>+ 12%</td></tr> <tr> <td>On foot</td><td>6.9%</td><td>15.5%</td><td>+ 9%</td></tr> <tr> <td>Other</td><td>0.4%</td><td>1.5%</td><td>+ 1%</td></tr> <tr> <td>Taxi</td><td>0.5%</td><td>0.5%</td><td>0%</td></tr> <tr> <td>Motorcycle</td><td>1.1%</td><td>1.1%</td><td>0%</td></tr> <tr> <td>Car Passenger</td><td>4.6%</td><td>4.6%</td><td>0%</td></tr> <tr> <td>Car Driver</td><td>64.8%</td><td>4.8%</td><td>- 60%</td></tr> <tr> <td>Total</td><td>100.0%</td><td>100.0%</td><td></td></tr> </tbody> </table>	Mode	Existing	Proposed	Change	Cycle	15.5%	40.0%	+ 25%	Train	1.9%	16.0%	+ 14%	Bus	4.4%	16.0%	+ 12%	On foot	6.9%	15.5%	+ 9%	Other	0.4%	1.5%	+ 1%	Taxi	0.5%	0.5%	0%	Motorcycle	1.1%	1.1%	0%	Car Passenger	4.6%	4.6%	0%	Car Driver	64.8%	4.8%	- 60%	Total	100.0%	100.0%		Transport Assessment Travel Plan Planning Conditions and S.106/S.278	
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Monitor and Manage Regime	As part of the progressive and targeted site-wide Travel Plan, measures have been agreed with the Local Highway Authority to ensure car use is minimised and use of sustainable modes is maximised. The Travel Plan sets out the monitor and manage regime which will ensure that there is controlled and managed access to parking, sustainable transport is promoted and there remains to be an active, responsive, and	Transport Assessment Travel Plan Planning Conditions and S.106/S.278																																													

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	targeted sustainable transport strategy in place through construction and into the operational stage. This involves a positive feedback regime which is kept under regular review and is carried out in conjunction with the Local Highway Authority. This includes regular monitoring of both the on-site and off-site conditions, and will trigger additional measures, initiatives and/or incentives to maintain compliance with the targeted mode shares. Regular surveys will be carried out in support of this regime – both on-the-ground, and surveys of occupiers and users.		
Reducing On-Site Parking and Car Use	Car parking on site will be reduced by over half (55% reduction), reducing the intensity of parking space use by 5-10 times, due to the change in parking characteristics from retail car parking (with multiple turnover of use of spaces in any one day) to commercial use (with longer single use of spaces). This will be allied with making the car parking less convenient by placing it in only one part of the site and for it to be heavily managed and not freely open, allocated on a ‘needs-based’ rather than ‘want-based’ approach. These measures will directly reduce the associated use of the private car as a direct benefit to the capacity of local roads, the push to a greater use of sustainable transport modes and improved air quality.	Transport Assessment Travel Plan Car Park Management Strategy Planning Conditions and S.106/S.278	
Significantly Enhanced Public Transport	Additional bus services, frequency and routing will help to address declining bus services and deliver a mode shift to sustainable options. Such services will be available to the users of the redeveloped Beehive Centre, but also fully so to the wider community.	Transport Assessment Travel Plan Planning Conditions and S.106/S.278	

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	Bus Service Enhancements proposed are: • Newmarket Park and Ride – two additional buses (frequency of services increased per hour, in each direction), every other service extended to Cambridge Station. • Milton Park and Ride – two additional buses to provide new service between Milton Park and Ride and the site. • Three additional routes based on current population densities (one bus per route from the outset, potential for two buses per route should demand require it): • St Ives/Huntingdon – Site • St Neots/Cambourne – Site • Ely/Waterbeach – Site The scope and extent of the potential enhancements has been positively received by the Cambridgeshire and Peterborough Combined Authority (as the public transport authority) and the bus strategy is in place to be secured through a planning consent for the Proposed Development. The service enhancements are summarised below, which serve to provide a peak-hour frequency of up to 15 buses per hour.		

TOPIC		COMMENTARY		HOW / WHEN SECURED		WEIGHT																																															
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	This represents a considerable public benefit delivered by the Development due to the increased number of bus services and bus capacity available to the wider community to help make a meaningful contribution to the City becoming a zero-carbon community, reducing congestion and a move towards sustainable modes of travel.																																																				
Enhancing Walking and Cycling Infrastructure in		Routes to and from the site connecting to key interchanges (e.g., stations and city centre), and onward links to Park & Ride are to be improved to support the redeveloped Beehive Centre and to act as infrastructure improvements available for the wider community. A more pleasant walking/cycling environment will be created,		Transport Assessment Travel Plan Plans																																																	

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and Around the Site	encouraging more people to use sustainable transport modes in favour of the private car. The Site secures new links to support and integrate with the Chisholm Trail including fully LTN1/20 compliant routes through the Site. The Greater Cambridge Partnership has confirmed that progress is being made for delivering phase 2 of the Chisholm Trail; the on-site proposals provide a valuable means of connection to the existing and future elements of the Trail to support the city-wide cycle infrastructure. Each of the existing access points are to be enhanced to significantly improve access on foot or cycle. The main access via Coldham's Lane will still cater for vehicles but provide much greater facilities for vulnerable and sustainable modes whilst reducing the current impression of Coldham's Lane being a barrier to permeability. The access via York Street, Sleaford Street and St Matthews Gardens will remain walking/cycle only, but with vastly improved experience and visibility for users. Walking & Cycling measures have been identified along four broad corridors between the Site and: • Coldham's Lane / Brooks Road Sainsburys. • Cambridge Station. • Riverside / Newmarket Road. • City Centre / East Road. Just these four corridor improvements amount to in excess of 30 interventions to improve provision for sustainable travel modes. These are set out in the accompanying Transport Assessment.	Planning Conditions and S.106/S.278	

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	These are focused on removing or improving barriers to movement, including pinch points, blockages, under-provision along key routes and streamlining movement corridors. This includes measures between the Site and Newmarket Road. The off-site proposals are being reviewed positively by the Highway Authority, and a suite of measures will be agreed as part of the S106 legal agreement. Furthermore, contributions will be made towards the authorities' planned improvements along Newmarket Road as part of the Eastern Corridor/Access improvements.		
Improving Coldham's Lane junction	The Proposed Development commits to making significant changes to the Coldham's Lane junction to the site to reduce its car dominated and engineered design and so improve the Coldham's Lane environment for those using sustainable travel modes moving through the junction and so be part of the wider approach to encourage people to use sustainable modes in favour of the private car.	Transport Assessment Travel Plan Plans Planning Conditions and S.106/ S.278	
SOCIAL			
A New Local Centre for All			
A New High- Quality Local Centre	The masterplan for the redevelopment of the Beehive Centre creates new streets and open spaces that combine with useful shops, services, cafes, and leisure spaces within the proposed buildings. This will create a new part of the city that provides a vibrant new local centre for the local community, notably for Abbey, Petersfield, and Romsey wards.	Parameter Plans Local Centre and Public Realm Management Strategy Wayfinding Strategy Planning Condition/S.106	Great

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	The new centre is designed to be used and enjoyed by everyone, with no barriers to access. Partnerships with local groups will help to create areas and spaces of interest for a wide range of people. The masterplan for the buildings and the landscape have been developed in tandem to create a vision for a place that can act as: - A useful local shopping destination with a retail mix informed by local people and interest groups, including IndieCams. - A place to come and enjoy open spaces alongside active buildings. - A social hub with a programme of events focused around the community spaces and the new public open spaces. - A place to be active, supported by initiatives such as Cam Skate's 'Skate the Streets'. - A place to come to work, with opportunities at all skill levels. The local centre will be a facility that adds to the variety of amenities available to the local community. The Local Centre and Public Realm Strategy ensures that the new Local Centre will add to and complement the local offer. The Development will deliver an exceptional and significant new public amenity.	All Phases	
A Destination Place	The new ground plane environment will be a more valuable new public asset than merely the contribution of the individual components. The proposal will create a unique offer within Cambridge where outdoor green amenity space for public use is bounded by active ground floor mixed-use spaces within buildings.	Plans Public Realm and Local Centre Strategy Wayfinding Strategy Planning Condition	

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	This relationship brings the opportunity to create spaces with a unique identity where people can come to socialise within the landscape and mixed-use ground floor. The character and scale of these spaces, as well as the uses within the neighbouring buildings are controlled within the Parameter Plans. The Wayfinding Strategy will assist to help create a recognisable place and ensure a clear sense of welcome and inclusivity so all can feel able to access the new facilities and opportunities created by the development.		
Active Mixed-Use Ground Floor Spaces	The proposals can accommodate circa 5,200m² of mixed-use ground floor space including around new shops, cafes, services, and mixed-use spaces. These mixed-use spaces will form a new Local Centre set within a high-quality landscape and public realm. These are to provide a wide range of new shops and amenities for the employees on the redeveloped site and the wider community. The new offer will feature a more diverse mix of uses such as leisure, health and wellness, and retail including for local shops. Railpen has partnered with Indie Cambridge to help guide the mix of ground floor uses to create a vibrant and popular destination for local people that caters for all budgets, provides independent retail to complement existing facilities and contributes to the success of the city. The community space in the heart of the Site will add to the vibrancy and offer and will include public toilet provision. Leasing strategies will include an element of convenience retail, likely as a small-format supermarket store.	Plans Planning Condition	

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	The proposals are not just for a collection of new shops/amenities but is well-considered to create an attractive and welcoming place, within which the new indoor facilities can be grouped around and create a dynamic relationship with the outdoor spaces. It will be curated, maintained and managed through the Public Realm and Local Centre Strategy.		
New and Varied Public Open Spaces	2.6 hectares of open space, which will include for a wide range of spaces and uses, including a community park. A strategy to form a place that will cater for a wide range of the community. Except for the ecology area and service yards, spaces will be accessible to the public without gates or any other barriers. A considerable benefit that responds to the leading issue that arose from stakeholder engagement.	Plans Landscape Management Plan Local Centre and Public Realm Strategy Planning Conditions and S106	
New Community Provision			
Local Partnerships and New Community Uses	The proposals include for a number of specified facilities arising out of local engagement and stakeholder discussions, being facilities that the scheme can accommodate and help to directly address unmet local needs. Listed below are some of the issues and related needs identified through engagement with the local community:	Plans Social Infrastructure Strategy Planning Conditions and S.106	Considerable

TOPIC (MAIN BENEFITS IN WHITE ROWS, SUPPORTING DETAILS IN GREY ROWS)	COMMENTARY	HOW / WHEN SECURED CONDITION, S106, ES, DRAWINGS, DOCUMENTS (ACROSS ALL PHASES UNLESS OTHERWISE STATED)	WEIGHT SLIGHT, LIMITED, MODERATE, CONSIDERABLE, AND GREAT
	Relationship between people and place: • There is a lack of facilities for young people (7-18-year-olds), such as skate parks. • Romsey ward is described as lacking a library, benches to socialise, a community centre that is welcoming to everyone. • While the greater focus has been on the provision for young people through consultation, to ensure that the provision will cater for everyone and all ages. Making a unique place that does not replicate what works locally: • Residents have little interest in replicating what is already working in the local area. Creating an interactive space where people can meet, exchange, and learn from each other: • Stakeholders noted there was a social divide between Abbey Ward and Petersfield Ward residents. These issues underpin the inclusion of the specialised community uses that the Proposed Development is proposing to bring forward. These include: Youth and Community Space Railpen has worked with a number of local organisations, including Abbey People, Cambs Youth Panel and Romsey Mill, to guide the design of a new youth and community space at the Beehive Centre. The new facility will provide a dedicated space for young people and the wider community, in particular meeting a shortfall for youth provision locally. It is expected that the facility will comprise two activity rooms,	Elements delivered in the first phase: • Youth and Community Space • STEM Education Space Elements delivered after the first phase: • Skate the Streets	

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	studio space, centre management and publicly accessible toilets, including a Changing Places facility. STEM Educational Space Railpen and Cambridge Science Centre are working together to create a new STEM educational space at the Beehive. The proposed space will be an energetic hub of youth engagement and activity throughout the day, providing an exceptional and distinctive 'STEM' educational resource nestled in the heart of a vibrant Beehive community. Skate the Streets Railpen has partnered with Cam Skate to incorporate skateboarding and roller skating within the heart of the Beehive redevelopment through the integration of skateable features into the built environment. Consultation sessions with local skaters of all ages and abilities mean that architectural features and spaces are designed with the input of the people who will use them, ensuring the plans meet the needs of skaters and pedestrians.		
An Improved and Inclusive Place			
Positive Health Impacts	Significant health impacts associated with changes in access to employment, provision of open space and public realm, places for social interaction, mix of uses for a wide variety of the community to use, enabled to achieve WELL certification, inclusive and age friendly design and access to healthy food. Improved natural surveillance and Secured by Design principles to create a safer environment within which one feels safe.	Health Impact Assessment Planning Condition/S.106 All Phases	Considerable

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	The operational phase of the Proposed Development is expected to create a positive health impact across the following list of health determinants. A justification of the benefit is included, and parentheses show that for the vulnerable groups the health benefit would have a proportionally greater positive impact on them. • Access to open space and nature (younger people, low income and unemployed residents, and long-term illness or disability) - There is a significant uplift of open space on site, providing 2.6ha. The majority would be publicly accessible. There is an aim to achieve at least 100% biodiversity net gain. These spaces can contribute a positive impact on health and wellbeing for its users. • Accessibility and active travel (older people, low income and unemployed residents, long term illness or disability) - The proposal includes measures to encourage walking, cycling and reduce the reliance on cars, by providing improved facilities such as cycle routes, a new pedestrian environment, cycle parking. Resulting in significant transport mode shifts, all of which positively impact health. • Crime reduction and community safety (younger people, older people, ethnic minority groups, homeless people, care leavers) - the Proposed Development has various crime prevention measures such as increased natural surveillance, continuous use of spaces (day and night), on-site security and Secured by Design principles. All would contribute to a safer environment which has a positive wellbeing and health impact. • Access to healthy foods (younger people, older people, ethnic minority groups, homeless people, and care leavers) - The Proposed Development would deliver cafes and restaurants on site which would meet the needs of		

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	the local community and building occupants. These would include affordable and healthy food options. • Access to work and training (low-income residents and unemployed residents, ethnic minority groups, long term illness or disability, single parents, homeless people, and care leavers) - The Proposed Development would support significant employment in the operational phase. The Applicant has committed to maximising opportunities for local jobs and skills within a comprehensive Employment and Skills Strategy, specific details are outlined in the following 'Economic' section. Social cohesion and inclusive design (younger people, older people, low income and unemployed residents, ethnic minority groups, long term illness or disability) - The Proposed Development will include community facilities, open spaces and a new local centre, all designed to support social interactions and creating a welcoming, accessible and vibrant place for all.		
Delivering Inclusive Design	Red 2 Green Railpen has created focus groups with Red2Green to look closely at site plans and provide ideas on how to make the site more accessible for neurodiverse people. Red2Green is a Cambridgeshire charity providing opportunities for young adults and adults with learning disabilities and autism. They offer person-centred care to support their clients with life, education, and employment skills, as well as enabling positive mental health. Red2Green also has an Autism in the Workplace service which helps employers promote neurodiversity inclusion through training and long-term employee support.	Design Code Parameter Plans Planning Condition/S.106	

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	Make Space for Girls Railpen has partnered with Make Space for Girls and Julia King Associates (JKA) to work with local young women and girls to co-design part of the external public space in the Beehive Centre redevelopment.		
New Provision for Young People	The objective assessment of local needs at the outset of the project undertaken by Social Life found that the greatest demand for new community provision was needed for young people. The Public Realm and Local Centre creates social and cultural opportunities by providing flexible spaces that can accommodate community events, cultural celebrations, and seasonal festivities. Provision of spaces and facilities for young people to address a shortfall in the local area and respond to local consultation. The Applicant continues to work with the community to ascertain youth requirements and will continue to do so through the delivery and operational stages as set out within the Public Realm and Local Centre Strategy. Young people would also have a role within the Public Art preparation.	Plans Public Art Strategy Public Realm and Local Centre Strategy Planning Condition/S.106	
Achieving an Improvement to Health and Well- being	An opportunity in increasing health and well-being is possible by allowing people to come into contact with an increased amount of both flora and fauna, varying season by season. This is to be achieved through an imaginative planting design that changes throughout the year and connects people to nature and wildlife through different senses: smell, taste, sound, and visual stimuli.	Parameter Plans Landscape Strategy Planning Condition/S.106	

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A Safer Place	The redeveloped centre will be a safer place by design, and it will feel safer. This will be accomplished through a considered layout to achieve vastly improved natural surveillance, better lines of sight for all routes, active uses in the evening, well-considered lighting and an on-site security presence, including CCTV security.	Parameter Plans Landscape Strategy Local Centre and Public Realm Strategy Planning Condition/S.106	
ECONOMIC			
New and Better Jobs for All			
Employment and Skills Action Plan	Within the Outline Planning Application is an Employment and Skills Strategy (ESS) that sets out the ambition for achieving benefits to the local community around employment and skills, including for an action plan to ensure tangible actions will deliver the ESS benefits. The ESS would see a significant benefit delivered to the local community through increased job opportunities and outreach programmes to actively ensure the opportunities are made available to all. It is expected that this document will be conditioned as an approved document and a further planning condition imposed to secure an Employment and Skills Delivery Plan prior to first occupation of the site and subsequent stages thereafter. The Delivery Plan would provide more detail on the specific measures to support the outreach and community support objectives. The Applicant would work with the council to identify potential opportunities for local people and maximise the skills opportunities arising from the proposals at that time. Such a Plan (or series of Plans) would be secured by planning condition as a requirement of any consent. To ensure the strategy is successful, the Applicant would appoint an Employment and Skills Coordinator who would provide a point of contact between the council, principal construction contractor and tenants of the Proposed Development. This	Employment and Skills Strategy Planning Condition/S.106 All Phases Collaboration with these organisations commencing from enabling works stage: • Abbey People • Form the Future • FutureIn Cambridge City Council and Cambridgeshire and Peterborough Combined Authority	Great

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	dedicated person would be responsible for the delivery of the employment and skills commitments outlined in the S106 agreement. <i>(Some of the leading measures that fulfil the strategy are described below).</i>		
A Significant Increase in Operational Employment	There are approximately 855 (670 FTE) existing jobs at the Beehive Centre. The Proposed Development would support 6,450 (5,755 FTE) jobs in total. This is equivalent to 5,590 gross additional (5,080 FTE) jobs compared to existing uses. This significant uplift will provide job opportunities locally. Accounting for displaced jobs from elsewhere and indirect and induced impacts from the supply chain and worker expenditure, the proposals will support up to 7,130 net additional (6,480 FTE) jobs.	Employment and Skills Strategy Planning Condition	
Significant Construction Employment and Delivering Social Value	The Applicant will work with top tier contractors who are experienced at targeting and training local people for employment through a clear action plan. The Applicant is committed to working with a contractor(s) with a commitment to providing apprenticeships and working with the council to support the employment and skills aims. These commitments will be passed down contractually through the supply chain. There is an action within the Employment and Skills Strategy to pursue the opportunity to foster a working programme of partnerships, including with the Marshalls Skills Academy in Cambridge.	Employment and Skills Strategy Planning Condition	
Bolstering Local Employment -	The Applicant will work with local job boards and Cambridge City Council, notifying them of relevant opportunities. The Applicant is committed to notification of job	Employment and Skills Strategy	

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Local Jobs Advertisements	vacancies arising from both the construction and end-use occupation to the Council or any other agency nominated by the Council. This will ensure that individuals are aware of new opportunities that may be accessed by them within the Proposed Development. This would be a targeted strategy to ensure that a wide audience is aware of the job opportunities, especially the identified areas of greater local deprivation. This is an action set within the Employment and Skills Strategy.	Planning Condition	
Collaboration with Existing Employment and Skills Programmes to Reduce the Skills Gap and Increase Job Opportunities for All	The Applicant will explore opportunities to collaborate with existing employment and skills programmes. The Applicant will partner with existing successful outreach programmes that are bigger in scale and well-established. The Applicant will work with partners who target existing issues, with a focus to increase job opportunities to those people in the more deprived local areas. For example, the partners may provide programmes to support priority groups, or they may focus on related sectors such as life science. Some emerging long-term partners include: Abbey People (Abbey Works initiative) – the Proposed Development is situated in the Abbey ward. Many people within Abbey have issues with income and employment and would be keen to work part-time but lack the skills and pathways to do so. Abbey Works is a project which aims to help people to try roles in different industries which can help them understand areas of retraining or which apprenticeships to take. The Applicant has agreed to partner with Abbey People. This may consist of, for example, identifying roles at the Proposed Development that tenants would be willing to fill using a work placement (typically around 8 – 12 weeks). The scheme aims to have a continuous number of potential workers coming in, with the possibility of getting them into permanent roles or	Employment and Skills Strategy Planning Condition	

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	apprenticeships. Beneficiaries of the scheme includes residents in CB5 postcodes, who are aged 16 or over and not in full time education or employment, or older adults, who have never worked or are long term unemployed (unemployed for at least a year). Therefore, becoming a partner organisation would meet a number of commitments outlined within the Employment and Skills Strategy (ESS), such as: providing adult training, focusing outreach on areas within Cambridge that are struggling, and providing new pathways into life sciences. • • Form the Future – the Applicant is working with Form the Future to create a long-term programme working with schools and local educational organisations to ensure positive employment opportunities for young people. • • FutureIN – is a body who work with young homeless people and give them opportunities in construction. The Applicant is working with FutureIN to target construction opportunities to Abbey residents. • Cambridge City Council and Cambridgeshire and Peterborough Combined Authority (CPCA) – the Applicant is collaborating with Cambridge City Council and CPCA to ensure the objectives of the ESS and wider scheme match their requirements. Given the development will be built over many years it is expected that these requirements may change, and so the ESS will need to be regularly reviewed to ensure the objectives are still up to date.		
Jobs for All Skill Levels	The Proposed Development would support:	Employment and Skills Strategy	

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	• 14% entry-level jobs (905 jobs), an uplift of 520 low-skilled jobs compared to the existing site. • 19% mid-level jobs (1,225 jobs), an uplift of 1,070 compared to the existing site; and • 67% high-level jobs (4,315 jobs), an uplift of 4,010 compared to the existing site. The uplift of jobs across all levels is a significant benefit of the proposal. The benefit of the increase in low to mid-skilled roles is particularly significant because they directly respond to key local employment issues identified in and around Cambridge, outlined within the Employment and Skills Strategy. These include: • Lack of mid-level roles - The jobs market in Cambridge is focused on high-level occupations within specialised sectors. In 2021 there were 3,200 fewer workers in mid-level occupations in Cambridge compared to 2015. The Proposed Development's contribution of an additional 1,070 mid-skilled roles represents around 33% of the loss in mid-skilled qualifications since 2015. • Increasing demand for higher qualified workers, the education skills gap, and the adult skills gap - evidence shows that there has been a growing demand for higher qualified workers in Cambridge. This has created an education and adult skills gap. Particularly for residents within areas of high deprivation in income and education, who, on average, are less qualified. The Proposed Development's increase in low and mid level opportunities will reduce the dependency for workers to require higher qualifications. This would improve accessibility within the Cambridge job market, help to reduce the skills gap, and reduce inequality.	Planning Condition	

TOPIC (MAIN BENEFITS IN WHITE ROWS, SUPPORTING DETAILS IN GREY ROWS)	COMMENTARY	HOW / WHEN SECURED CONDITION, S106, ES, DRAWINGS, DOCUMENTS (ACROSS ALL PHASES UNLESS OTHERWISE STATED)	WEIGHT SLIGHT, LIMITED, MODERATE, CONSIDERABLE, AND GREAT
	Promoting equality in Cambridge - Cambridge is considered the most unequal city in the UK. The northeast part of Cambridge and areas around the Proposed Development are considered to be some of the most deprived in Cambridge and in the country. Particularly in terms of income, education, skills and training. The Proposed Development's geographical location makes it well placed to help address these issues, by providing an increase in jobs across all skill levels (that would be well paid - see Cambridge Living Wage benefit below) and within the locality of the most deprived neighbourhoods in the city.		
Deliver the Cambridge Living Wage	Cambridge is ranked as the 5 th most expensive city to live in the UK and is noted to be the most unequal city in the UK. A small but growing proportion of residents are being paid below the real living wage, 11% in 2021, up from 9% in 2020. The Applicant will work with tenants at the Proposed Development to become a Cambridge living wage employer. The Cambridge Living Wage being recognised by Cambridge City Council. This will ensure that future employees, across all skill levels, at the Proposed Development have financial security over the course of their employment and increased salaries compared to those achieved on the site now, thereby helping to reduce the existing high level of inequality within the city.	Employment and Skills Strategy Planning Condition/S.106	
Actions to Achieve Educational Equality	The Applicant has committed to ensuring tenants will engage with local primary and secondary schools and to work with the local authority and partners, wherever possible, such as the Careers and Enterprise Company to identify schools in deprived areas or with limited existing help. School engagement would help improve knowledge of the pathways to the life sciences sector, which is often a barrier for many students, and so improve the chances and opportunities to those children who may otherwise not be aware of a path into the R&D sector, at all skill levels.	Employment and Skills Strategy Planning Condition/S.106	

TOPIC (MAIN BENEFITS IN WHITE ROWS, SUPPORTING DETAILS IN GREY ROWS)	COMMENTARY	HOW / WHEN SECURED CONDITION, S106, ES, DRAWINGS, DOCUMENTS (ACROSS ALL PHASES UNLESS OTHERWISE STATED)	WEIGHT SLIGHT, LIMITED, MODERATE, CONSIDERABLE, AND GREAT
	The Applicant will seek that tenants focus their outreach and training opportunities on areas in Cambridge that are struggling, such as northeast Cambridge, under the guide of a Strategic Plan to be secured by planning condition as a requirement of any consent. A continuing working arrangement with Form the Future is included for to help achieve this, along with links with Cambridge Science Centre, Cambridge Youth Panel and Make Space for Girls. All to be achieved through the Employment and Skills Strategy, and in part by the Social Infrastructure Strategy, to be secured through planning condition.		
Promoting Equality in Cambridge, Including Mid- Level Jobs and the Adult Skills Gap,	The Applicant will work with tenants to provide training and opportunities for both younger and older generations, set within a strategy set out in the Employment and Skills Plan. The intention is to include for a partnership with the Cambridgeshire and Peterborough Combined Authority (CPCA) Adult Education Budget, which provides training to adults that lack qualifications helping to improve employment prospects in areas where levels of educational attainment are low, such as northeast Cambridge.	Employment and Skills Strategy Planning Condition/S.106	
Increase Apprenticeships to Help Address a Shortfall	Apprenticeships take up is low in Cambridge and Greater Cambridge. In 2021/22 there were 4.4 apprenticeships starts per 1,000 workers in 2021/22 in Cambridge, compared to 4.3 starts in Greater Cambridge. This is significantly lower than the regional and national rates of 12 and 13 starts per 1,000 workers, respectively.	Employment and Skills Strategy Planning Condition/S.106	

TOPIC (MAIN BENEFITS IN WHITE ROWS, SUPPORTING DETAILS IN GREY ROWS)	COMMENTARY	HOW / WHEN SECURED CONDITION, S106, ES, DRAWINGS, DOCUMENTS (ACROSS ALL PHASES UNLESS OTHERWISE STATED)	WEIGHT SLIGHT, LIMITED, MODERATE, CONSIDERABLE, AND GREAT
	It is both national and local policy to promote alternative routes into employment that differs from the higher education route. The Applicant will ensure that contractors and tenants provide apprenticeships during the construction and operational phases. They will target to work with local bodies to ensure these are provided to learners from a variety of socio-economic backgrounds. There is the potential for 135 'earn and learn' positions per year at the Proposed Development, based on a planning condition which ensures 2% of jobs generated to be 'earn and learn' positions. This is equivalent to 27% of the total number of apprenticeships starts in the 2021/22 academic year.		
Improving Diversity and Inclusion within the R&D Sector	The Applicant will encourage tenants to develop partnerships to promote routeways for priority groups into the types of jobs being offered by the Proposed Development. The Applicant will seek to improve representation in the life sciences sector by working with operators to provide as much data on diversity in their workforces, at all levels, and to seek pathways for priority groups into the types of jobs available. An action set within the Employment and Skills Strategy.	Employment and Skills Strategy Planning Condition/S.106	
Wider Economic Benefits			
Vastly Increased Economic Output (GVA)	£600m in additional economic output (GVA) will be supported by the new workforce annually. This is based on £660m in gross GVA generated for the Proposed Development set against £60m generated by the existing uses onsite. Annual tax revenues of between £180m and £240m are expected.	Planning permission to enable development to deliver the benefit.	Considerable

TOPIC (MAIN BENEFITS IN WHITE ROWS, SUPPORTING DETAILS IN GREY ROWS)	COMMENTARY	HOW / WHEN SECURED CONDITION, S106, ES, DRAWINGS, DOCUMENTS (ACROSS ALL PHASES UNLESS OTHERWISE STATED)	WEIGHT SLIGHT, LIMITED, MODERATE, CONSIDERABLE, AND GREAT
Vastly Increased Business Rates	Up to £11.4m in annual business rate payments. This is equivalent to an uplift of £8.5m per year, when compared to the £2.9m generated by the existing site uses per year.	Planning permission to enable development to deliver the benefit.	Moderate
Worker Expenditure within wider Economy	Based on the estimates of daily worker expenditure and conservatively assuming only 60% of workers will spend in the local area, it is estimated that the Proposed Development's workers would generate an additional £9.6m (£10.2m in total) in worker expenditure per year compared to the existing site.	Planning permission to enable development to deliver the benefit.	Moderate
Contribution to the Important R&D and Life Science Cluster	The importance of Cambridge and its knowledge-based R&D cluster is well-recognised, both locally and at the national level. This is particularly acute for the life science sector, which is a growing part of the Cambridge cluster. The importance to the Cambridge economy and the recognition of 'clusters' are acknowledged and supported by the adopted Local Plan. The proposals include for high-quality and adaptive floorplates to cater for a large part of the R&D cluster, but expressly includes buildings that are designed to accommodate laboratory space for life science companies. The scale, adaptability and purpose-built design of the proposals to accommodate for this sector is of great benefit. There is an acute and evidenced need for more laboratory and R&D floorspace within Cambridge. The proposals would make a valuable and meaningful contribution to address this need on previously developed land in a highly sustainable location. The location of the site is highly advantageous to contribute to the 'Cambridge Cluster', address an identified shortfall and to bolster the resilience and critical	Planning permission to enable development to deliver the benefit.	Great

TOPIC	COMMENTARY	HOW / WHEN SECURED	WEIGHT
(MAIN BENEFITS IN WHITE ROWS, SUPPORTING DETAILS IN GREY ROWS)		CONDITION, S106, ES, DRAWINGS, DOCUMENTS (ACROSS ALL PHASES UNLESS OTHERWISE STATED)	SLIGHT, LIMITED, MODERATE, CONSIDERABLE, AND GREAT
	mass of a nationally important sector. This is a matter to which the National Planning Policy Framework attaches significant weight.		

