Public Document Pack

# Joint Development Management Committee

**Date:** Wednesday, 18 November 2026

**Time:** 10.00 am

**Venue:** Council Chamber - South Cambridgeshire District Council, South Cambridgeshire Hall, Cambourne Business Park, CB23 6EA

**Contact:** democratic.services@cambridge.gov.uk, tel 01223 457000

## Agenda


| | | |
|---|---|---|
| 1 | Apologies | |
| 2 | Declarations of interest | |
| 3 | Minutes | (PAGES 5 - 8) |

**Applications**

| | | |
|---|---|---|
| 4 | 26/02610/FUL 163 Cambridge Science Park | (PAGES 9 - 80) |
| 5 | 26/01872/OUT and 26/01902/OUT Cambridge Science Park | (PAGES 81 - 242) |
| 6 | 26/02816/FUL William James House, Cowley Road, Cambridge | (PAGES 243 - 310) |

**Joint Development Management Committee Members:**
**Cambridge City Council:** Cllrs Porrer (Chair), Fisher, Flaubert, Griffin, Illingworth and Smart, Alternates: Bennett, Blackburn-Horgan, Clough, Grimwood, Nestor and Wade

**South Cambridgeshire District Council:** Cllrs Bradnam (Vice-Chair), Bostanci, Cahn, Sandford, Sebastian and R.Williams, Alternates: Rixon, Stobart and H.Williams

## Emergency Evacuation Procedure

In the event of the fire alarm sounding all persons should vacate the building by way of the nearest escape route and proceed directly to the assembly point. The duty Officer will assume overall control during any evacuation, however in the unlikely event the duty Officer is unavailable, this responsibility will be assumed by the Committee Chair.

## Information for the public

The public may record (e.g. film, audio, tweet, blog) meetings which are open to the public.

For full information about committee meetings, committee reports, councillors and the democratic process:

- Website: http://democracy.cambridge.gov.uk
- Email: democratic.services@cambridge.gov.uk
- Phone: 01223 457000

Cambridge City Council is committed to being transparent and open when the Council and its members are involved in taking decisions. The Council will endeavour to live stream/record the Joint Development Management Committee. Public speakers are reminded that by speaking/appearing in this meeting you are giving consent to being recorded. The livestream can be watched online as the meeting happens or the recording can be watched after the meeting via the Council's YouTube page [https://www.youtube.com/@camcitco/streams].

On some occasions livestreaming may not be possible. Whilst this is frustrating it is important to note that there is no legal requirement to record or livestream meetings. The meeting may proceed in person only should there be an ICT failure on the day. Democratic Services aim to live stream this meeting on the Council's YouTube channel. If the service cannot be provided, this will be clearly stated on the agenda page of the City Council's website. Regardless of whether the meeting is streamed, members of the public are welcome to attend the meeting in person

Those wishing to address the meeting will be able to do so virtually via Microsoft Teams, or by attending to speak in person. You must contact Democratic Services democratic.services@cambridge.gov.uk by 12 noon two working days before the meeting.

## Information for Councillors

After the publication of the agenda, if any committee members have any questions, they should be sent to officers up to 12 noon 2 days in advance of the meeting – these will be responded to as part of officer presentation (together with any queries raised by Members at the committee site visit).

The site visit protocol and public speaking scheme can be found at the below link.

Planning Committee guidance

This page is intentionally left blank

**JOINT DEVELOPMENT MANAGEMENT COMMITTEE**

21 October 2026
10.00 am - 12.40 pm

**Present**: Councillors Porrer (Chair), Bradnam (Vice-Chair), Fisher, Griffin, Illingworth, Smart, Bostanci, Cahn, Sandford, Clough and H.Williams

**Officers Present:**
Delivery Manager (Strategic Sites and NSIP/Major Infrastructure Projects): Philippa Kelly
Team Leader (Delivery): Michael Sexton
Legal Adviser: Vanessa Blane
Committee Manager: Sarah Michael
Meeting Producer: Matthew Hussey

**FOR THE INFORMATION OF THE COUNCIL**

## 26/48/JDMC Apologies

Apologies were received from Councillor Flaubert, (Councillor Clough attended as an Alternate), Councillor R. Williams (Councillor H. Williams attended as an Alternate), and Councillor Sebastian.

## 26/49/JDMC Declarations of interest

| Name | Item | Interest |
|---|---|---|
| Councillor Bradnam | 26/51/JDMC | Personal: Formerly employed by NIAB, previous owners of the application site. Discretion unfettered. |
| Councillor Sandford | 26/51/JDMC | Personal: Had received an email from the objectors setting out their position, but had not formed an opinion. Discretion |

| | | |
|---|---|---|
| | | unfettered. |

**26/50/JDMC Minutes**

The minutes of the meeting held on 16 September 2026 were approved as a correct record and signed by the Chair.

**26/51/JDMC 26/01403/FUL Chapter House, Howes Place, Cambridge, CB3 0UW**

The Committee received an application for retrospective planning permission for provision of postal lockers at Chapter House.

The Team Leader (Delivery) updated his report by referring to the amendment sheet:

i. Additional Text to Section 19 (Other matters)
    a. 19.7 19.8 The postal lockers are provided solely for the private use of residents of Chapter House (Nos. 1–68) for receiving post and parcels. Access to the lockers is controlled under the building's management/occupier arrangements, with residents receiving an automated SMS or email notification containing a unique code to open the allocated locker.
    b. This private use can be secured by condition (condition 2).
ii. Additional Condition
    a. 2. The Postal Lockers shall only be used by the residents of Chapter House (Nos. 1 to 68) for the receipt of postal and parcel deliveries. Reason: In the interests of highway safety (Cambridge Local Plan 2018 policy 81).

The Officer also referred to an email sent to all Committee Members by Howes Place residents which had been published and raised no new concerns.

Neal Jennion addressed the Committee speaking in objection to the application.

Alex Duchesne (Applicant’s representative) addressed the Committee speaking in support of the application.

Councillor Porrer proposed and Councillor H. Williams seconded an amendment to the Officer’s recommendation for an additional informative to

encourage the applicant to consider the future relocation of the postal lockers within the wider site.

This amendment was **carried unanimously**.

The Committee
**Resolved (by 10 votes to 1)** to grant the application for retrospective planning permission in accordance with the officer recommendation and subject to the planning conditions as set out in the officer report, with minor amendments to the conditions as drafted delegated to officers, including:

i. Additional condition 2 to ensure postal lockers are only used by the residents of Chapter House for the receipt of postal and parcel deliveries.
ii. An informative advising the applicant to consider the future relocation of the postal lockers within the wider site and adjacent 'NIAB development' that would reduce the demand for delivery access via Howes Place and the use of the existing service yard that served Chapter House by motor vehicles.

## 26/52/JDMC National Scheme of Delegation

The Strategic Sites Delivery Manager provided Members with a briefing on the new National Scheme of Delegation, which will come into effect from November 2026.

Councillor Cahn requested that data should be collected on the number of applications presented to the Joint Development Management Committee in future, and noted that there should be a review of any additional workload for the planning service as a result of the new scheme.

Councillor H Williams noted that her approval of the scheme would be because it was required by law.

The Committee

**Resolved (by 9 votes to 0, with 2 abstentions) to:**

i. Note the report.
ii. Approve the revised November 2026 Greater Cambridge Scheme of Delegation (SoD) to reflect the National Scheme of Delegation and deal with residual applications and matters not otherwise encompassed by the new regulations.

The meeting ended at 12.40 pm

**CHAIR**

# 26/02610/FUL – 163 Cambridge Science Park, Milton Road, Cambridge

## Application details

**Report to**: Joint Development Management Committee

**Lead Officer:** Joint Director of Planning and Economic Development

**Ward/parish:** Milton & Waterbeach ward/Milton parish

**Proposal:** Demolition of existing building and development of new commercial building, including access, landscaping and ancillary infrastructure

**Applicant:** Stanhope PLC

**Presenting officer:** Mairead O'Sullivan

**Member site visit date:** n/a

**Key issues:** 1. Foul water

2. Tree Loss

3. Scale, massing and townscape impact

4. Car parking

**Recommendation:** Approve subject to:

I. the conditions and informatives as detailed in this report, with delegated authority to officers to carry through minor amendments to those conditions and informatives (and to include others considered as appropriate and necessary) prior to the issuing of the planning permission, and:

II. The prior completion of a Section 106 Agreement under the Town and Country Planning Act 1990 with delegated authority to officers to negotiate, settle and complete such an Agreement as referenced in the Heads of Terms within this report including any other planning obligations considered appropriate and necessary to make the development acceptable in planning terms.

## 1. Reason for Referral

1.1 This is a Schedule 2 application under the Town and Country Planning (Discharge of Local Planning Authority Functions) (England) Regulations 2026. It is referred to planning committee for determination in accordance with the decision of the Planning Committee Gateway Panel held on 21 October 2026. At that meeting, the Nominated Member and Officer agreed the Gateway Test is engaged because it raised issues of economic, social or environmental significance to the local areas / significant planning matters having regard to the development plan and any other material considerations. A copy of the Gateway Meeting assessment form is included as **Appendix 1** to this report.

## Artificial Intelligence (AI)

AI may have been used as an administrative tool to assist in the drafting and formatting of this report. It has not been used to assess the planning merits of the application or to exercise professional planning judgement. The analysis, conclusions and recommendation are those of the case officer.

## Report contents


| Document section | Document heading |
|---|---|
| 1 | Reason for referral |
| 2 | Executive summary |
| 3 | Site description and context |
| 4 | The proposal |
| 5 | Relevant site history |
| 6 | Policy |
| 7 | Consultations |
| 8 | Third party representations |
| 9 | Member representations |
| 10 | Local groups / petition |
| 11 | Planning background |
| 12 | Assessment |
| 13 | Principle of development |
| 14 | Design, layout, scale and landscaping |
| 15 | Trees |
| 16 | Carbon reduction and sustainable design |
| 17 | Biodiversity |
| 18 | Water management and flood risk |
| 19 | Highway safety and transport |
| 20 | Car and cycle provision |
| 21 | Amenity |
| 22 | Third party representations |
| 23 | Other matters |
| 24 | Planning obligations (s106) |
| 25 | Planning balance |
| 26 | Recommendation |
| 27 | Planning conditions |
| Appendix 1 | Gateway Meeting assessment form |
| Appendix 2 | Policy Glossary |


**Table 1** - Contents of report

## 2. Executive summary

2.1 The application seeks full planning permission to demolish a vacant single-storey office building at 163 Cambridge Science Park and replace it with an eight-storey commercial building providing approximately 14,982 sqm (GIA) of office and dry laboratory space.

2.2 The application has been amended to address consultee comments from the LLFA and Health Development Officer. Further information has been provided to address comments from the Transport Assessment team.

2.3 The cycle store access, layout and composition of stands have been amended to address comments from Camcycle.

2.4 Milton Parish Council and Cambridge Past Present and Future have objected to the application on the ground of excessive height and scale of development. Milton Parish Council also raise concerns in relation to car parking.

2.5 The principle of development is supported and in accordance with policies E/1 and E/9 which support appropriate development at Cambridge Science Park and development which supports the Cambridge Cluster.

2.6 At around 34m high (approximately 40m to the top of the PV panels on the saw-tooth plant enclosure), the building would be significantly taller than the existing building and would increase the prominence of built form along Milton Road. This is considered acceptable given the evolving context of the North East Cambridge skyline. The proposal is supported by Urban Design and Landscape Officers.

2.7 Anglian Water objects because the Cambridge Water Recycling Centre is currently operating under capacity pressures and funding for upgrades has not yet been secured. Whilst this is a material planning consideration, the minor increase in foul flows associated with this development is not considered to result in any significant adverse environmental impacts.

2.8 Car parking would increase from 55 to 125 spaces. The additional car parking spaces do not significantly increase peak trips to site and the Transport Officer considers the proposal acceptable.

2.9 Transport mitigation is to be secured via S106 agreement with a contribution towards strategic transport and the applicant completing works to widen an element of footway to create a shared use path along the Science Park Ring Road.

2.10 Surface water will be managed through blue and green roofs and permeable paving. Finished floor levels will be raised by 300mm to manage surface water flood risk. The LLFA has withdrawn their objection, subject to conditions, following the submission of additional information.

2.11 The proposal is estimated to deliver a biodiversity net gain of 93.44%.

2.12 The development is targeting BREEAM 'Excellent'. It proposes an all-electric, zero fossil fuel approach to space heating and hot water. It achieves a 30% reduction in carbon emission. The façade is designed for disassembly creating flexibility for long-term adaptability.

2.13 The proposal would achieve a greater than 55% reduction in water use through high efficiency fixtures and fittings alongside greywater reuse. A comprehensive water metering and monitoring system will be secured via condition.

2.14 Officers recommend that the Joint Development Management Committee approve the application subject to:

- The planning conditions as set out below with amendments to the conditions as drafted delegated to officers.
- Satisfactory completion of a Section 106 Agreement which includes the Heads of Terms (HoT's) as set out in the report with amendments to the Heads of Terms as set out delegated to officers.

| **Consultee** | **Object / No objection / No comment** | **Paragraph Reference** |
|---|---|---|
| Milton Parish Council | Objection | 7.1 |
| Active Travel England | No comments received | 7.2 |
| Anglian Water | Holding objection | 7.3 |
| Archaeology | No comment | 7.5 |

| | | |
|---|---|---|
| County Highways Development Management | No objection | 7.6 |
| County Transport Team | No objection | 7.7 |
| Ecology Officer | No objection | 7.11 |
| Environment Agency | No comment | 7.12 |
| Environmental Health – Air quality | No objection | 7.13 |
| Environmental Health – Contamination land | No objection | 7.14 |
| Environmental Health – Environmental planning | No objection | 7.15 |
| Fire and rescue | No objection | 7.16 |
| Health development officer | No objection | 7.17 |
| Landscape Officer | No objection | 7.18 |
| Lead Local Flood Authority | No objection | 7.23 |
| Minerals and waste planning | No objection | 7.24 |
| Natural England | No comments received | 7.25 |
| Police Architectural Liaison Officer | No comments received | 7.26 |
| Sustainability Officer | No objection | 7.27 |
| S106 Officer | No comments received | 7.28 |
| Tree Officer | No objection | 7.29 |

| | | |
|---|---|---|
| Urban Design Officer | No objection | 7.30 |
| Waste Officer | No objection | 7.31 |
| Wildlife Trust | No comments received | 7.32 |
| Cambridgeshire Quality Panel minutes summary | n/a | 7.33 |
| Joint Development Management Committee briefing minutes summary | n/a | 7.40 |
| Third Party Representations | 1 neutral comment | Section 8 |
| Local Interest Groups and Organisations | 2 objections | Section 10 |

*Table 2 summary of consultation responses*

## 3. Site description and context

3.1 The site is a plot within Cambridge Science Park which is currently occupied by a single storey vacant commercial building with surrounding surface car parking (55 spaces) and landscaping. Cambridge Science Park is a commercial science and technology campus area located in the north of Cambridge city which comprises 61.6 hectares of employment land including landscaped parkland. It is home to approx. 170 companies and employs approx. 7,500 people. The site is a rectangular plot approx. 0.366 hectares (ha). The existing building is approx. 1,022sqm (GIA).

3.2 The site lies on the eastern edge of Cambridge Science Park adjacent to Milton Road. To the south and west of the site is surface car parking associated with neighbouring commercial buildings. To the north of the site is the access road to the distinctive NAPP Pharmaceuticals Building. The site is accessed from the inner ring road of the science park.

3.3 There is an existing buffer of mature trees around the west, north and south of the existing building as well as a narrow strip of trees and planting on the western boundary between the existing surface car park on the site and adjoining site.

3.4 The site falls within the area covered by the Northeast Cambridge Area Action Plan (NEC AAP). The site lies wholly within the administrative boundary of South Cambridgeshire District Council. The site lies in Flood Zone 1 but has areas of high, medium, and low surface water flood risk extents.

## 4. The proposal

4.1 The application seeks full planning permission for the demolition of the existing building and development of new commercial building, including access, landscaping and ancillary infrastructure.

4.2 The proposed development consists of an eight storey commercial building comprising dry lab floorspace with associated cycling facilities and undercroft car parking. The building height is 34m (43.45m AOD) with the total height to the top of the PV panels approx. 40m (49.52m AOD). The building would comprise up to 14,982sqm of dry lab and office space. The floor plans show dry lab floor space at first floor with the remaining upper floors being in office use. A sky lobby is proposed on the top floor with access to a sky garden. The building has been designed for future flexibility should needs change.

4.3 The building has a double height glazed ground floor with the upper floors clad in Glass Reinforced Concrete (GRC) panels in white and grey. There is a regular rhythm of fenestration, panels and louvres across each elevation. The building has a flat parapet with a saw tooth screen to enclose the plant room on the eighth floor. This will be set back from the parapet and clad in a copper coloured perforated mesh.

4.4 The periphery of the site is heavily treed. The band of trees running adjacent to Milton Road around the outer edge of the science park is of particular importance to the character of the area. 14 removals are proposed to allow for development, but an additional 37 trees are proposed to be planted. The scheme is supported by a comprehensive hard and soft landscaping scheme, and a landscape management plan will be secured by condition. The application is supported by a LVIA which demonstrates how the landscape, townscape and visual assessment has informed the design process.

4.5 The building is accessed via the Science Park Ring Road. The site lies behind plot 161 and does not directly front onto the ring road. The building entrance lies in the south western corner of the building and is double hight, recessed at ground floor with visitor cycle parking conveniently arranged near to the building entrance. The cycle store is located at the

northern end of the building adjacent to supporting facilities (showers, lockers, etc).

4.6 The application is supported by:

- Plans
- Planning Statement
- Design and Access Statement
- Landscape and Visual Impacts Assessment (LVIA)
- Tree survey and arboricultural impact assessment
- Sustainability Statement
- Preliminary Ecological appraisal
- Biodiversity Net Gain Assessment
- Construction and Operational Waste Management Strategy
- Noise impact assessment
- Contaminated land assessment
- Air quality assessment
- Drainage Strategy (revised)
- Flood risk assessment
- Employment and skills plan
- Framework travel plan
- Transport assessment
- Public art strategy
- Statement of community involvement
- Utilities statement
- Ventilation and extraction statement
- Planning fire safety notice
- Health Impact Assessment (amended)
- Archaeology desk-based assessment

4.7 The application has been amended to address representations, and further consultations have been carried out as appropriate. Further information was provided to address an objection from the Lead Local Flood Authority (LLFA). The cycle store access, layout and arrangement were amended to address concerns raised by Camcycle. Further information was provided to address comments from the Transport Assessment Team. The Health Impact Assessment was amended to address comments from the Health Development Officer. The applicant has also provided a response to comments from Cambridge Past Present and Future and Milton Parish Council.

**Pre-application Community Engagement**

4.8 The application was reviewed by Cambridgeshire Quality Panel in April 2026. The developer team provided a briefing to members of JDMC on 17 June 2026. The applicant engaged in pre-submission public consultation in the form of direct mail to local businesses and residents inviting them to a consultation event at the science park, advertisements on the science park website and social media platforms and engagement with local councillors and Milton Parish Council.

## 5. Relevant site history

| Reference | Description | Outcome |
|---|---|---|
| S/1179/83/F | Erection of industrial/science building | Permitted August 1983 |
| 26/02363/SCRE | EIA Screening Opinion under the Town and Country Planning (Environmental Impact Assessment) Regulations 2017 for proposed dry lab, workspaces and ancillary facilities. | EIA screening not required |

*Table 3 site history*

## 6. Policy

### 6.1 National policy

- National Planning Policy Framework 2026
- National Planning Practice Guidance
- National Design Guide 2021
- Local Transport Note 1/20 (LTN 1/20) Cycle Infrastructure Design
- Circular 11/95 (Conditions, Annex A)
- Conservation of Habitats and Species Regulations 2017
- Environment Act 2021
- ODPM Circular 06/2005 – Protected Species
- Equalities Act 2010

**Draft Greater Cambridge Local Plan 2024-2045**

6.1.1 The Proposed Submission Greater Cambridge Local Plan represents the latest stage of preparing a new joint Local Plan for Greater Cambridge. Once it is adopted, it will become the statutory development plan for the Greater Cambridge area, replacing the current (adopted) Local Plans for Cambridge City and South Cambridgeshire District. The Proposed Submission Local Plan was published for public consultation (under Regulation 19 of The Town and Country Planning (Local Planning) (England) Regulations 2012) between 3 August and 25 September 2026. At this stage, the Proposed Submission Local Plan and its policies can only be afforded limited weight as a material consideration in decision making.

**NPPF 2026**

6.1.2 The updated NPPF (2026) is a material consideration which must be considered where it is relevant to a planning application. It is intended to create a clearer, more rules-based planning system, accelerate housing delivery, support economic growth, and make planning decisions more predictable. The NPPF introduces a suite of national Development Management decision making policies. This includes applying the presumption in favour of sustainable development found in Policies S3 and S4, which require approving development proposals that accord with an up-to-date development plan without delay, unless the benefits of doing so would be substantially outweighed by any adverse effects, when assessed against the decision-making policies in the Framework.

6.1.3 For the purposes of decision making, Annex A of the NPPF states that Development plan policies (or parts of those policies) which are materially inconsistent with national decision-making policies in the Framework should be given very limited weight.

6.1.4 A review of the adopted Local Plan policies has been undertaken in the context of the updated NPPF. This has found that most policies in both adopted plans remain broadly consistent with national policy and can be given weight until replaced by policies in the Greater Cambridge Local Plan. A small number of policies, or parts of policies are materially inconsistent with national policy. Where appropriate, reference is made within the relevant sections of the assessment, to the appropriate policy weight which is attributed to local plan policies.

6.1.5 In respect of this application, officers consider the below policies may be materially inconsistent with relevant NPPF 2026 decision-making policies. The weight attributed to any such policy is a matter of planning judgement and depends on the nature of the proposal under consideration:

6.1.6 South Cambridgeshire Local Plan 2018 policies: S/5, S7(Part 2), S9, S10, S11, S/12, CC/2, CC/3, CC/5, NH/3, H/8, H/16, E/11, E/13, E/16.

**6.2 South Cambridgeshire Local Plan (2018)**

S/1 – Vision
S/2 – Objectives of the Local Plan
S/3 – Presumption in Favour of Sustainable Development
S/5 – Provision of New Jobs and Homes
S/12 – Phasing, Delivery and Monitoring
CC/4 – Water Efficiency
CC/6 – Construction Methods
CC/7 – Water Quality
CC/8 – Sustainable Drainage Systems
CC/9 – Managing Flood Risk
HQ/1 – Design Principles
HQ/2 – Public Art and New Development
NH/4 – Biodiversity
NH/6 – Green Infrastructure
E/1- New Employment Provision Near Cambridge – Cambridge Science Park
E/9 – Promotion of Clusters
SC/2 – Health Impact Assessment
SC/9 – Lighting Proposals
SC/10 – Noise Pollution
SC/11 – Contaminated Land
SC/12 – Air Quality
TI/2 – Planning for Sustainable Travel
TI/3 – Parking Provision
TI/8 – Infrastructure and New Developments

6.3 **Supplementary Planning Documents** (prepared in parallel with the Local Plan preparation and shortly to be adopted by the Executive Councillor by an out of cycle decision)

- RECAP Waste Management Design Guide SPD (2026).
- Health Impact Assessment

**6.4 Other guidance**

- Biodiversity Checklist for Land Use Planners in Cambridgeshire and Peterborough (2001).
- Cambridge and Milton Surface Water Management Plan (2011)
- Cambridge and South Cambridgeshire Level 1 Strategic Flood Risk Assessment (2010)
- Cambridgeshire and Peterborough Waste Partnership (RECAP): Waste
- Cambridgeshire Design Guide For Streets and Public Realm (2007)
- Cycle Parking Guide for New Residential Developments (2010)

## 7. Consultations

**Publicity**

Neighbour letters – Y

Site Notice – Y

Press Notice – Y

**Parish Council - Object**

7.1 The proposal exceeds acceptable building height parameter for edge of the Science Park and would dominate the approach to Science Park and be visible from Milton roundabout. The stacked car parking would not provide enough parking spaces for staff leading to marking displacement in Milton as well as a safety risk because of potential vehicle fires.

**Active Travel England – No comments**

7.2 No comments received.

**Anglian Water - Object**

7.3 Until alternative funding for a new Water Recycling Centre (WRC) has been confirmed Anglian Water maintains a temporary objection to all future planning applications.

7.4 The sewer network has capacity for the anticipated foul flows but the development will contribute to contribute to pollution and deterioration of the watercourse as the existing WRC cannot accommodate additional flows. If planning permission is granted, the developer will need to serve notice under Section 106 of the Water Industry Act 1991. A number of informatives are recommended.

**County Archaeology- no comment**

7.5 No comments.

**County Highways Development Management - No Objection**

7.6 A construction traffic management plan is recommended.

**County Transport Assessment Team- No objection**

7.7 Highway capacity is 'maxed-out', so any future growth will need to be delivered in a way that does not add additional car trips to the network. This will require developments to come forward with significant sustainable travel enhancements, demand management measures and adherence to a strict 'trip budget' for an area.

7.8 The existing building has 55 car parking spaces which is proposed to be increased to 125 spaces. The current outline application for the science park, 26/01902 has submitted a Parking Management Plan for the future management of parking within the science park. This is considered outside of this application but will limit the amount of parking on the park to 6977 spaces. It will be up to the park as a whole to meet this target, even if the amount of parking at this site increases by 70 spaces.

7.9 To mitigate the impacts of the development a contribution towards strategic infrastructure is required. The applicant must also commit to widening an element of footway along the ring road of the science park to create a share use path.

7.10 A travel plan should be provided by condition.

**Ecology Officer- No Objection**

7.11 The submitted ecological information is considered sufficient to determine the application. Conditions are recommended requiring compliance with the mitigation measures outlined in the preliminary ecological appraisal, the

submission of a landscape and ecological management plan, the submission of a construction ecological management plan, the provision of ecological enhancements, the provision of ecologically sensitive lighting and the statutory biodiversity net gain condition.

**Environment Agency- No comments**

7.12 No comments provided.

**Environmental Health- Object / No Objection**

Air Quality

7.13 The submitted Air Quality Assessment is considered robust and concludes that construction and demolition impacts will not be significant, provided the proposed site-specific dust mitigation measures are implemented. The Environmental Health Officer recommends that the Construction Environmental Management Plan (CEMP), incorporating the dust management measures, is secured as an approved document.

Contamination

7.14 The submitted Phase 1 Contaminated Land Assessment identifies the site as having a low to moderate potential for contamination due to its former commercial, workshop and laboratory uses. Intrusive investigation recommended to assess risk from soil contamination and ground gas. A pre-commencement condition is recommended. An unexpected contamination condition is also recommended.

Environmental Planning

7.15 Conditions are recommended in requiring a Demolition and Construction Environmental Management Plan (DCEMP), details of piling, details of plant, machinery and equipment noise, lighting details and details of plant of ventilation or the extraction and filtration of odours, dust or fumes.

**Fire Authority – No comments**

7.16 No comments received.

**Health Development Officer- No Objection**

7.17 A rigorous Health Impact Assessment, several iterations of refinements have been undertaken as part of the application process. A clear set of recommendations are made within the HIA. It is important that the implementation of these and the monitoring of the HIA are secured through an appropriate mechanism.

**Landscape Officer- No Objection**

7.18 The submitted scheme is broadly as discussed throughout the pre-application consolation. As the engagement was collaborative and positive, concerns and queries raised by landscape officer have largely been resolved within the scheme now submitted.

7.19 The submitted LVIA demonstrates how landscape, townscape and visual assessment has informed an iterative design process, helping to shape the siting, massing and architectural response of the building, while minimising impacts on landscape character and views. We broadly support the findings of the assessment.

7.20 The retention and enhancement of the Milton Road tree belt have been a particularly important design consideration.

7.21 welcome the refinement of the building form, including the articulation of the façades and roofscape, which helps to reduce the perceived bulk and height of the building in views from the north and east.

7.22 A series of conditions are recommended.

**Lead Local Flood Authority- No objection**

7.23 The LLFA removed their objection following amendments from the applicant. The information provided demonstrates that surface water from the proposed development can be managed through the use of blue/green roofs and permeable paving, with infiltration as the method of surface water disposal. The site has high, medium, and low surface water flood risk extents. It is proposed that this existing flood risk is managed by raising finished floor levels to 300mm above existing ground levels with localised lowering of external ground levels to maintain flood storage capacity. A number of conditions and informatives are recommended.

**Minerals and Waste planning – No comments**

7.24 No comments received.

**Natural England- No comments**

7.25 No comments received.

**Police Architectural Liaison Officer- No comments**

7.26 No comments received.

**Sustainability Officer- No Objection**

7.27 Recommend raising target from proposed >55% to 60% reduction in water usage Wat01 (4 credits). This can be done through a bespoke condition. Conditions are also recommended in relation to renewables, greywater, compliance with the sustainability strategy, commercial water metering and BREEAM certification.

**S106 Officer- No comments**

7.28 No comments received.

**Tree Officer- No Objection**

7.29 The proposals require the removal of one tree and parts of two tree groups to facilitate the development, with additional removals recommended due to poor condition, together with limited root and crown pruning to retained trees. Conditions are recommended requiring an arboricultural method statement and tree protection plan to ensure trees on site are protected during construction.

**Urban Design Officer - No Objection**

7.30 The proposals would fit well with the aspirations of the draft CSP masterplan (it is site D4 in the masterplan) for densification and enhanced public realm across the park. The proposed massing of the building is acceptable and responds positively to the surrounding context. The proposal will achieve a high level of connectivity and will support active travel modes. The building will be more prominent in views looking south along Milton Road, but the slender proportion of the north elevation helps to moderate the mass. Conditions are recommended.

**Waste - No Objection**

7.31 An amended Waste Management Strategy has been submitted to address concerns raised. Therefore, there is no objection to the proposal in waste terms.

**Wildlife Trust - No comments**

7.32 No comments received.

**Cambridgeshire Quality Panel Meeting of 28 April 2026**

7.33 The proposals were presented to the Cambridgeshire Quality Panel on 28 April 2026 as part of the design development process. The Panel considered the overall scale, massing and architectural approach, together with the roofscape, façade treatment and environmental performance of the building. The Panel was generally supportive of the proposals, recognising the quality of the design and its suitability for the location, whilst identifying a number of areas where further refinement and clarification would be beneficial. The key points raised by the Panel are summarised below.

- Overall, the building is considered well-scaled for its location, with admirable restraint.
- Roof design broadly supported, with suggestions on improved amenity provision, planting, and core locations.
- Integrating photovoltaics into the roof was seen as a positive opportunity to signal sustainability without visual dominance and could be visible at distance from Milton Road.
- The façade's depth and angled elements for shading were widely welcomed as a high-quality architectural and environmental response.
- The panel sought further information about the façade performance and how the building performed generally in terms of energy and climate response.
- The panel felt that the roof and façade strategy were divorced but should work together as a coherent whole.
- The quality of the development was recognised as high but targeted refinements were needed for clarity and long-term sustainability.

**Joint Development Control Committee pre-application briefing of 17 June 2026**

7.34 The applicant presented to members of JDMC who had queries and comments on the following topics:

- Queried the overall height of the building with plant and how it compares to other new buildings in the area
- Queried the colour of the building and how the façade would weather
- The angled front design was considered interesting

- Whether there would be a green roof or PVs
- Whether there would be a basement carpark
- Whether native trees could cope with heatwaves/droughts and the lifespan of the trees proposed
- The layout and provisions for the car park including preventing flooding
- Whether the designing out crime officer had been consulted
- Concerns around stacker car parks being expensive and impractical and queried if there were other good examples of stacker car parks
- How current car and cycle parking provisions compare with proposed
- How flexible the floorspace would be for different uses in future
- Requested more cargo bike spaces
- Concerns around cycle access and the need for segregation to avoid conflict
- Request for a changing places toilet
- Queried if the café would be open to the public
- Requested that the project targets BREEAM outstanding and queried the overall water reduction levels proposed

7.35 Consultee responses are material considerations. They assist the Local Planning Authority in reaching its planning judgement but do not determine the outcome of the application

## 8. Third party representations

8.1 1 neutral representation has been received.

8.2 The representation raises the following issue:

- Concerned about noise and disturbance to neighbouring properties from the proposed roof terrace if it is not managed properly.

8.3 The above representations are a summary of the comments that have been received. Full details of the representations are available on the Council's website.

## 9. Member Representations

9.1 No member representations have been made.

## 10. Local Groups / Petition

10.1 Cam Cycle has made a representation objecting to the application on the following grounds:

- inadequate cycle parking provision, considering it fails to fully accord with Local Plan Policy 80 in promoting accessible and inclusive sustainable travel.
- considers the proposed 20% provision of Sheffield stands to be insufficient, advocating Sheffield stands as the default solution with two-tier racks introduced only where demand requires.
- questions the accessibility of the cycle store due to the need to pass through two consecutive doorways, which could make access more difficult for some users

10.2 Cambridge Past, Present and Future has made a representation objecting to the application on the following grounds:

- no objection in principle to the redevelopment of this site
- the building must align with the emerging Cambridge Science Park Design Code and Parameter Plans, respect the sensitive edge of park/edge of city location and Cambridge's historic skyline.
- concerned about the excessive building height and scale being proposed, conflict with emerging and established planning frameworks, and inadequate provision for landscape mitigation.
- A second comment confirms that CPPF maintain their objection
- They emphasise that positive feedback from Cambridgeshire Quality Panel should not override planning policy considerations around the height of the building

10.3 The above representations are a summary of the comments that have been received. Full details of the representations are available on the Council's website.

## 11. Planning background

11.1 The application is subject to a Planning Performance Agreement (PPA) and follows a comprehensive and collaborative pre-application consultation process between the applicant and their design team, and local authority officers. The submitted scheme is reflective of the scheme discussed at pre-application stage. The pre-application process included a review by Cambridgeshire Quality Panel and a briefing to the Joint Development Management Committee (JDMC).

11.2 The site lies within the area covered by the proposed masterplan for Cambridge Science Park. This is a cross-boundary outline planning application that is currently being considered by the councils (Application references 26/01872/OUT and 26/01902/OUT) the report for which can be found elsewhere on this Agenda.

11.3 This application at 163 Cambridge Science Park is a standalone full planning application and has been assessed against the adopted development plan.

11.4 Whilst the application is standalone, the proposals have been considered against the emerging wider Cambridge Science Park Masterplan, Parameter Plans and Design Code. Whilst these have not been approved and therefore carry no weight? they represent a clear direction of travel for the park in terms of increased densities, design and detailing of new buildings, enhanced public realm and active travel measures. Whilst the application is taller than the proposed CSP parameter plan heights, it has nonetheless adhered to the masterplan and design code principles. A 'Design Code Compliance' checklist has been undertaken and the Design and Access Statement provides a thorough assessment of the scheme against the CSP Design Code and Parameter Plans. This assessment shows broad compliance with the exception of the overall proposed building height.

## 12. Assessment

### Decision Making Principles

Section 38(6) of the Planning and Compulsory Purchase Act 2004 and section 70(2) of the Town and Country Planning Act 1990 require that applications for planning permission be determined in accordance with the development plan, unless material considerations indicate otherwise. The NPPF sets out the Government's policies for plan making and for making decisions on development proposals. It is a material consideration of considerable importance. In making decisions, the NPPF should be read alongside policies in the development plan. It advises that proposals which accord with an up-to-date development plan should be approved without delay.

## 13. Principle of Development

13.1 Policy E/1: new employment provision near Cambridge – Cambridge Science Park states that appropriate proposals for employment development and redevelopment on Cambridge Science Park will be supported, where they enable the continued development of the Cambridge Cluster of high technology research and development companies.

13.2 Policy E/9: Promotion of clusters states that development proposals in suitable locations will be permitted which support the development of employment clusters. Employment land at Cambridge Science Park is highlighted as especially suitable.

13.3 The application is supported by an employment and skills plan which seeks to ensure that the development contributes positively to local employment and skills outcomes. An Employment and Skills Strategy including a monitoring programme will be secured via S106 agreement.

13.4 The proposal is for appropriate development within Cambridge Science Park. The application intensifies the use of an underused and currently vacant site within Cambridge Science Park and is therefore compliant with local plan policies E/1 and E/9 of the Local Plan and NPPF

## 14. Design, layout, scale and landscaping

14.1 The application is supported by a LVIA which has informed the design process. The LVIA demonstrates how landscape, townscape and visual assessment has informed an iterative design process, helping to shape the siting, massing and architectural response of the building, while minimising impacts on landscape character and views. The findings of the LVIA are broadly supported by the Urban Design and Landscape Officers.

**Design, scale, massing and townscape impacts**

14.2 The proposal is for a rectangular-shaped building comprising eight storeys, with a double-height ground floor, a sky garden at eighth-floor level and a sawtooth plant enclosure incorporating a green roof and photovoltaic panels. The building would have a height of approximately 34m to parapet level (43m AOD), increasing to approximately 40m (49.5m AOD) at the highest point of the PV panels.

14.3 The existing building is single storey and is largely screened from public views by the established tree belt along Milton Road and, when viewed from within the Science Park, by the intervening buildings. The proposed

development would therefore represent a substantial increase in the scale and prominence of built form on this part of the Science Park. However, it is important to consider this change in the context of the evolving character of both Cambridge Science Park and the wider North East Cambridge area.

14.4 Cambridge Science Park is undergoing a gradual but significant transformation from its original predominantly low-rise, lower-density character towards more intensive forms of development, with greater building scale, massing and architectural articulation. Recent and emerging schemes, including Plot 440 and Fenway, illustrate this evolution and establish a different relationship between buildings, plots and the wider public realm. The proposed development should therefore be considered as part of this broader transition in the character and identity of the Science Park, rather than solely in comparison with its established built form.

14.5 The changing character of Milton Road is also an important consideration. Existing, consented and emerging development on both sides of the road is contributing to a more urban and articulated townscape, with a progressively more substantial built form defining this important movement corridor. While the proposed building would be taller than the emerging parameter plan for this part of the Science Park, its scale and massing have been subject to consideration by the Cambridgeshire Quality Panel and detailed assessment by the Council's Landscape and Urban Design Officers. These assessments have concluded that the proposed building represents a successful design response to its context and would make a positive contribution to the evolving character of the Science Park.

14.6 The visual relationship with Milton Road will vary depending on the direction of view. Looking north along Milton Road, the retained tree belt will provide an important foreground, with the proposed building emerging above the established tree canopy. This will help to integrate the development into the existing landscape structure and moderate its visual prominence. In views looking south, the building will be more prominent but should be considered in the context of the recently completed development at Merlin Place and the consented scheme for the future redevelopment of Trinity Hall Farm. These developments will contribute to a more substantial and urbanised townscape along this section of Milton Road.

14.7 During the pre-application process, and informed by the Landscape and Visual Impact Assessment (LVIA), the design has been refined, including the articulation of the building facades and the treatment of the roofscape, to reduce the perceived bulk and massing in views from the north and east. The resulting design provides a more considered response to its setting,

balancing the functional requirements of a substantial R&D building with the need to achieve an attractive and well-articulated addition to the Science Park skyline.

14.8 The proposed plant enclosure incorporates a sawtooth roof, set back from the main parapet and finished in copper-coloured perforated mesh. This treatment will help to reduce the apparent mass of the plant enclosure, giving it a lightweight appearance and providing visual interest at roof level. The enclosure will be set within the wider roofscape, which also incorporates the roof terrace and sky garden.

14.9 Third-party representations have raised concerns that the proposed building exceeds the maximum height of 31.5m identified for this zone in the emerging Science Park parameter plan. Whilst this is a relevant consideration in understanding the intended evolution of the Science Park, the emerging parameter plan does not form part of the adopted development plan and carries limited weight in the determination of this application. The proposal must therefore be assessed on its individual merits, having regard to the adopted development plan policies and the wider planning context. The submitted LVIA concludes that the effects on landscape character would be minimal overall, with effects on individual visual receptors varying according to their location and nature but generally reducing to minimal in the longer term.

14.10 Overall, the proposed scale and massing are considered to respond positively to the evolving character of Cambridge Science Park and the wider North East Cambridge townscape. Whilst the building would represent a significant increase in scale compared with the existing development on the plot, this is considered appropriate in the context of the wider transformation of the Science Park and the changing character of Milton Road. Its design, architectural articulation and relationship with the retained landscape structure would ensure that it makes a positive contribution to the emerging townscape.

**Layout and functional design**

14.11 The site is laid out to maximise tree retention and enhancement, in particular the belt of trees which runs adjacent to Milton Road. This is welcome and considered further in the landscaping proposals below.

14.12 The recessed area around the entrance of the building provides an arrival square which strongly demarcates the entrance to the building. The double height ground floor provides a welcoming entrance which strongly links with the surrounding landscape and public realm. Cycle store access is

conveniently located at the northern end of the building with supporting facilities (changing rooms, lockers, etc.) within easy access.

14.13 The building is laid out in such a way to encourage bump space, that is spaces that foster social interaction and engagement. The floorplans are laid out in such a way that there is flexibility for them to be occupied by different users and for the uses to change over time. Indicative layouts have been provided in the Design and Access Statement to demonstrate how this flexibility has been considered.

14.14 The building includes a sky lobby on the eight floor. This space will be surrounded by a sky garden and would provide extensive views across the city.

14.15 The site is well laid out, will be accessible and legible to users and maximises tree retention. The building is well laid out, in particular in relation to the consideration of how the floorplans can be laid out flexibly to support a range of different users.

**Landscaping proposals**

14.16 The retention and enhancement of the Milton Road tree belt is an integral part of the landscaping proposals. The tree belt forms part of a wider network of well vegetated approaches to Cambridge which positively contribute to the character and setting of the city. The retention and enhancement of this tree belt is strongly supported and will help to soften the building in views.

14.17 The application is accompanied by a Canopy Coverage Plan, which demonstrates that proposed tree planting would result in a modest increase of approximately 60m² in canopy cover across the site after 20 years. Although the increase is modest the proposals would improve species diversity and enhance the overall landscape structure, helping to support a more robust and resilient local ecosystem and strengthening the long-term contribution of the site to the wider green infrastructure network.

14.18 The proposal would create an attractive public realm surrounding the building. The entrance square would provide a welcoming and sheltered pedestrian access point to the building. Break out space is proposed to the north of the building in a pleasant, landscaped area. The proposed roof garden will create an additional breakout space at a high level which will be landscaped with drought resilient plants.

**Public art**

14.19 A Public Art Strategy has been submitted as part of the proposals. The focus of the public art will be around the buildings entrance. A Public Art Delivery Plan (PADP) will be developed detailing the process to select an artist, the art design brief and process, through to installation and management. Public art will be secured through planning obligations in the S106 agreement.

**Conclusion**

14.20 In summary, although the proposal would increase the prominence of built form along Milton Road, its scale, massing and design are considered to respond positively to the evolving character of Cambridge Science Park and the wider North East Cambridge townscape. The building would make a positive contribution to the emerging skyline, whilst the retention and enhancement of the established tree belt would help to integrate the development into its landscape setting. Tree retention and enhancement are supported and will be secured through conditions and a S106 agreement in respect of trees outside the applicant's ownership. The development also includes high-quality landscaping proposals, including an entrance square, breakout space and sky garden. The floorspace is designed to provide flexibility for future R&D uses. The proposals are supported by the Council's Urban Design and Landscape Officers, subject to conditions (Condition 23 hard and soft landscape, condition 24 tree pits, condition 24 green roofs, condition 26 landscape management plan, condition 29 external materials, condition 30 GRC panels banding, condition 31 louvre patterns for the lab bay modules)

14.21 The proposed development is consistent with the design, layout and landscaping objectives of the NPPF, particularly policies L2, DP3 and N3, which promote the efficient use of land, high-quality and context-responsive design, strong landscape integration, and the creation of attractive, healthy and sustainable places. The proposal accords with SCDC Local Plan (2018) policies HQ/1, HQ/2, NH/2 and NH/6 which seek to ensure that development proposals respond positively to local character and deliver high-quality design as part of well-designed and sustainable communities

## 15. Trees

15.1 The application is accompanied by a Tree Survey and Arboricultural Impact Assessment. 9no. category U trees are proposed to be removed with ongoing monitoring and maintenance of 2no. category C trees, and one

hedge. 3no. category B trees in group A001 and a portion of the category C A002 group are proposed for removal on the eastern boundary of the site to accommodate the development. A category B Himalayan birch on the southern edge of the site is also proposed for removal to accommodate the development. Some root pruning and crown works are also required.

15.2 The Tree Officer and Landscape Officer have considered the proposals and both have no objection subject to conditions.

15.3 The 14 trees identified for removal would be replaced by 37 newly planted trees which, as demonstrated by the submitted Canopy Coverage Plan, would result in a modest increase of approximately 60m² in canopy cover across the site after 20 years, provided that newly planted trees are adequately established and maintained. The proposals would improve species diversity and enhance the overall landscape structure, helping to support a more robust and resilient local ecosystem and strengthening the long-term contribution of the site to the wider green infrastructure network.

15.4 Some of the tree planting and removals are outside of the red line boundary on land owned by Trinity College, the owners of Cambridge Science Park. The tree works outside of the red line boundary will be controlled by S106 obligations. A planning condition is recommended requiring a tree protection plan (TPP) (**condition 28 TPP**).

15.5 Some harm is attributed to the loss of 14 trees as part of the redevelopment of the site. However, the loss is considered to be mitigated by the additional 37 new trees to be planted. This proposed succession planting will improved age structure, result in a modest increase to canopy cover and help to strengthen the long-term resilience and longevity of the site's tree stock.

15.6 Subject to appropriate conditions and S106 agreement, the proposed development is consistent with NPPF policies DP3, N2 and N3 which promote the retention and integration of trees and green infrastructure as part of high-quality, sustainable development. The proposal accords with SCDC Local Plan (2018) policies HQ/1, NH/2, NH/4 and NH/6 which seek to conserve landscape character, strengthen green infrastructure networks, and ensure that trees and landscaping contribute positively to placemaking and environmental quality**.**

## 16. Carbon reduction and sustainable design

16.1 Policy CC/3 requires that proposals for new dwellings and new non-residential buildings of 1,000m2 or more will be required to reduce carbon

emissions by a minimum of 10% through on-site renewable energy and low carbon technologies. Officers consider that Policy CC/3 remains broadly consistent with the objectives of the NPPF and can continue to attract weight as part of the development plan

16.2 The application is supported by a sustainability statement.

16.3 The development is targeting BREEAM 'Excellent'. It proposes an all-electric, zero fossil fuel approach to space heating and hot water, with roof-mounted photovoltaic panels. Air Source Hea Pumps (ASHPs) will be the main heating source. A separate ASHP will be provided for hot water. The proposal achieves a 30% reduction in carbon emission exceeding the policy requirement (policy CC/3 requires a 10% reduction).

16.4 The building façade has been designed to ensure that each elevation performs well in terms of window to wall ratio and to take advantage of shading. The louvers will be constructed from cast Glass fibre Reinforced concrete (GRC) to balance embodied carbon reduction, thermal mass, durability, and architectural expression. The façade will be designed for disassembly, allowing for the removal and replacement of windows, potentially even from the interior creating flexibility for long-term adaptability.

16.5 The proposal would achieve a greater than 55% reduction in water use through high efficiency fixtures and fittings alongside greywater reuse. A comprehensive water metering and monitoring system will be secured via condition.

16.6 The application has been subject to formal consultation with the Council's Sustainability Officer who raises no objection to the proposal subject to conditions relating to carbon reduction technologies and water efficiency (**Condition 3 energy statement, condition 4 grey water, condition 5 water metering, condition 6 BREEAM water, condition 7 BREEAM design stage, condition 8 BREEAM post construction**).

16.7 The applicants have suitably addressed the issue of sustainability and renewable energy. Subject to conditions the proposal is compliant with policies CC/1, CC/3 and CC/4 of the South Cambridgeshire District Council Local Plan 2018, NPPF Policies CC2, CC3 and DP3(2)(b) and the Greater Cambridge Sustainable Design and Construction SPD 2020.

## 17. Biodiversity

17.1 The application is accompanied by a Preliminary Ecological Appraisal which demonstrates that the proposed development is capable of delivering an estimated biodiversity net gain of 93.44%. The submitted ecological information assesses the site's habitats and identifies appropriate measures to conserve and enhance biodiversity including further surveys, timing works to avoid nesting season, including log piles to provide invertebrate habitats and the creation and retention of habitats through the proposed landscaping scheme.

17.2 The application site sits within the Impact Risk Zone of a nearby statutory protected site and Natural England have been consulted but have not provided any comments.

17.3 The Council's Ecology Officer raises no objection to the proposal and recommends planning conditions to secure ecological mitigation, enhancement and monitoring measures, ensuring the protection of species and the delivery of the proposed biodiversity net gain for the lifetime of the development (**Condition 17 lighting ecology, condition 18 ecological mitigation, condition 19 LEMP, condition 20 CecMP, Condition 21 ecological enhancements, condition 37 biodiversity**).

17.4 Subject to conditions, the proposal is considered to accord with Policies CC/2, HQ/1, NH/14 and NH/6 of the South Cambridgeshire Local Plan, NPPF Policy N2, the Greater Cambridge Biodiversity SPD 2022, the Environment Act 2021 and Circular 06/2005.

## 18. Water management and flood risk

18.1 The site is in Flood Zone 1 and is therefore considered at risk of flooding. However there are pockets of medium and high surface water flood risk within the site. The LLFA originally objected to the application however the applicant has made amendments and provided further information to address their concerns. Surface water will be managed through infiltration in the form of blue and green roofs and permeable paving. This controls the flow rate of water leaving the site and provide water quality treatment which is important when discharging into the ground. The finished floor levels will be raised by 300mm to manage surface water flood risk. Conditions are recommended (**Condition 34 surface water operational, condition 35 groundwater monitoring, condition 36 surface water construction**)

18.2 The applicant has satisfactorily addressed matters relating to flood risk, surface water drainage and sustainable water management. Subject to conditions, the proposal accords with SCDC Local Plan 2018 Policies CC/7, CC/8 and CC/9, and is consistent with NPPF Policies F4, F5, F6, F7 and F8.

**Foul Water**

18.3 Under Section 106 of the Water Industry Act 1991, all Water and Sewerage Companies have a legal obligation to provide developers with the right to connect to a public sewer. The duty imposed by section 94 of the 1991 Act requires these companies to deal with any discharge that is made into their sewers.

18.4 Decision making policy DM7: Relationship with other regulatory regimes of the NPPF (2026) states that development proposals should be assessed on the basis of whether they would be an acceptable use of land. Matters which are controlled by separate regulatory regimes may, in the context of a particular development proposal, be a material consideration where they have land-use implications. Decision-makers should assume, unless there is clear evidence to the contrary, that those separate regimes will operate effectively.

18.5 The Application site is located within the Cambridge Water Recycling Centre (WRC) catchment area. Anglian Water comments state that following the announcement from the Ministry of Housing, Communities and Local Government (MHCLG) that the Housing Infrastructure Fund (HIF) will no longer be available to support the delivery of a new, modern Water Recycling Centre (WRC) for Greater Cambridge, the first phase of their feasibility assessment has now been completed.

18.6 Anglian Water state that this assessment confirms that their focus is now on upgrading the existing WRC to accommodate future growth. They are continuing to work with their regulators and MHCLG to secure the necessary funding through the relevant regulatory framework (the large gated scheme process - introduced by Ofwat and the Regulators' Alliance for Progressing Infrastructure Development (RAPID) in March 2026 under the Major Water Infrastructure Programme (MWIP)). However, at the present time, such funding has not been confirmed and in the absence of an agreed strategy for managing growth within this WRC catchment, an objection is raised.

18.7 Wastewater infrastructure capacity has become a strategic issue for many local planning authorities across the south-east of England over the last few years. At a local level, the MHCLG decision in August 2025 not to

support the delivery of the Cambridge WRC has resulted in objections being raised by Anglian Water to planning applications within the Cambridge WRC catchment.

18.8 Officers note that Anglian Water does not have the statutory power to issue a 'holding direction' or directly prevent the local planning authority from determining the planning application. Officers have no evidence to suggest that the regulatory framework established by the Water Industry Act is not working, in terms of the requirement of water and sewerage companies to deal with any discharge made into their sewers.

18.9 The availability of treatment capacity at Cambridge WRC, and any environmental or amenity harm caused by increased discharges from storm overflows associated with the application proposals is considered by officers to be a material planning consideration in the assessment of this planning application. The weight to be attached to this matter is for the decision maker.

18.10 Officers do not consider it reasonable to withhold the consideration of this planning application until the funding source for improvement works at Cambridge WRC to accommodate future growth has been confirmed by Anglian Water.

**Capacity of Cambridge WRC**

18.11 Under the application proposals, foul water would be treated at Anglian Water's Cambridge WRC. Anglian Water have advised that this treatment works currently lacks the capacity to treat the additional flows generated by the proposed development.

18.12 No direct evidence has been provided by Anglian Water to substantiate their position. No information on the environmental harm arising from the additional foul flows has been submitted to the local planning authority by Anglian Water alongside their objection.

18.13 Nonetheless, officers have undertaken a desktop exercise and reviewed datasets published by the Environment Agency which relate to the monitoring of storm overflows at Cambridge WRC. The results are extracted below:

| Year | Number of spills | Duration (hours) |
|---|---|---|
| 2021 | 0 | 0 |
| 2022 | 0 | 0 |
| 2023 | 74 | 1476 |
| 2024 | 23 | 295 |
| 2025 | 4 | 39 |

Table 4 – storm overflows at Cambridge WRC (source Defra Data Services Platform)

18.14 The data indicates that storm overflows at Cambridge WRC are being used in circumstances other than the exceptional storm conditions for which they were designed. This would appear to validate Anglian Water's position that there is currently inadequate capacity to deal with existing waste flows in normal non-storm circumstances, and that – for a limited number of spills and for a specified duration - untreated sewerage is being discharged into the receiving water course (The River Cam).

18.15 The desktop exercise indicates that as Cambridge WRC is currently operating above its operational capacity, additional flows could worsen the situation. On this basis, officers take the view that the net increase in foul water flow arising from this development has the potential to cause environmental harm to receiving watercourses.

**163 Cambridge Science Park**

18.16 Foul water from the new site will discharge by gravity to the public sewer running under Cambridge Science Park Road to the west of the site. The existing peak foul water flow rate has been calculated as approximately 4.54 l/s. The proposed peak foul water flow rate has been calculated as approximately 4.95 l/s. The applicant has been asked to provide further detail of foul flows in the form of daily discharge rates (litres/day). This information will be provided on the amendment sheet.

18.17 The proposed development will result in a minor increase in wastewater rates. Anglian Water has not provided any specific evidence to demonstrate the harm to the environment that the additional foul flows arising from this development would cause to the receiving watercourse.

18.18 Officers consider that due to the marginal increase in foul flow rates from the application site when compared to the existing building on the site, increased storm overflow discharges to the receiving water course in non-exceptional circumstances are unlikely to be attributed to this development. In the absence of any evidence from Anglian Water to substantiate their position that foul water flows from the development (either on its own or cumulatively) pose an unacceptable risk to the environment, officers take the view that the risk of environmental harm to the receiving water course is low.

18.19 On the above basis, officers consider that that the application proposals would not conflict with the aims and objectives of the development plan policies which seek to protect the environment and amenity.

18.20 The applicants have suitably addressed the issues of water management and flood risk, and subject to conditions the proposal is in accordance with policies 31 and 32 of the Local Plan and with decision making Policy DM7 of the NPPF which states that Local planning decisions should not seek to duplicate or extend controls managed by those external regulatory regimes, in that decision-makers should assume, unless there is clear evidence to the contrary that separate regulatory regimes will operate effectively.

## 19. Highway safety and transport impacts

19.1 Access to the site is via an existing access from the science park ring road. The application proposes an additional 70 car parking spaces. This intensification of use is not considered to give rise to any significant adverse impacts on highway safety. The Highway Authority has no objection to the proposed development subject to the imposition of a demolition and construction traffic management condition (**Condition 22 Demolition and construction Traffic Management Plan**).

19.2 The application is supported by a Transport Assessment and Travel Management Plan.

19.3 The development would result in an increase in peak hour trips of 43 vehicles in the AM peak and 40 in the PM peak hours. This flow, when split between the two accesses to the science park, is not considered to need to be modelled and the Transport Assessment Team has no objection to this minor increase in peak car trips subject to mitigation.

19.4 To mitigate the impacts of the development a financial contribution of £ 1,291,000 towards strategic infrastructure including schemes being implemented by the Greater Cambridge Partnership and for improved bus services to the area has been agreed. For further details see heads of terms section.

19.5 To mitigate the development, the applicant will also commit to widening the footway adjacent to the science park perimeter road between the crossing place next to the main access roundabout and the northern side road serving the Bradfield Centre. This will improve access to the site and be part of wider accessibility improvements which will be secured through future development in the Science Park.

19.6 A Travel plan will be secured via condition (**Condition 27 Travel Plan**).

19.7 The application has been subject to formal consultation with Cambridgeshire County Council's Local Highways Authority and Transport Assessment Team, who raise no objection to the proposal subject to conditions and S106 mitigation.

19.8 The application has satisfactorily addressed matters relating to highway safety and transport impact. Subject to conditions / S106 mitigation, the proposal accords with Policy TI/2 of the SCDC Local Plan 2018 and is consistent with NPPF Policies TR3, TR4 and TR6.

## 20. Car and cycle provision

20.1 Car parking is provided undercroft in mechanical triple stackers. Cycle parking is located within the northern end of the building. Cycle store access has been improved and the size, layout and composition of cycles has been amended in response to comments from Camcycle.

**Cycle parking**

20.2 The application provides 213 cycle parking spaces. The breakdown of spaces is provided in the below table. Access to the cycle store has been improved. The original proposal showed double doors to access the store. These have been replaced by a single door improve access. The Transport Assessment details that initially 167 staff are expected to travel to the building by cycle therefore additional capacity is included in the proposed store.

20.3 The application has been amended to increase the amount of Sheffield stands to 35% of the total. The amount and type of cycle parking provided is considered acceptable given the high volumes of cycle parking spaces required. A cycle parking monitoring plan is recommended to be secured by condition to ensure that should the cycle parking layout be amended to increase capacity in future, that Sheffield stand provision remains at a minimum of 20% of the total spaces (**Condition 32 Cycle parking**).

| Type | Amount | Percentage |
|---|---|---|
| Sheffield stands | 63 | 35 |
| Non-standard spaces | 10 | 5 |
| Double stackers | 140 | 65 |
| **Total** | **213** | **100** |

Table 5 cycle parking details

20.4 Supporting facilities are included in the form of changing rooms, lockers and showers which are conveniently located close to the cycle store. Visitor cycle parking is to be provided adjacent to the front door in the recessed area at ground floor. This is supported as it is a clear and convenient location with a good level of natural surveillance.

20.5 The application has satisfactorily addressed matters relating to cycle parking, suitably prioritising is provision through secure and accessible design. Subject to condition, the proposal accords with Policy TI/3 of the SCDC 2018 Local Plan and is consistent with NPPF Policy TR4.

**Car parking**

20.6 The existing building has 55 car parking spaces. The application provides an additional 70 car parking spaces on site which increases the total provision to 125 car parking spaces. Although there is an increase in car parking spaces proposed on site, the Transport Assessment shows that there will not be a significant increase to peak car trips. There is a separate agreement where Trinity College, the owners of the Science Park, have agreed to fix car parking levels in the park at a maximum of 6977 spaces. This agreement breaks the park down into zones with a car parking budget for each zone; this site lies within Zone D4 of the Science Park Masterplan which has a budget of 388 spaces. The additional on plot car parking as

part of this application allows 318 spaces to serve the remaining plots within D4.

20.7 Although the car driver and other mode shares for the application are considered suitable, the increase in car parking on this site means that a lower number of car parking spaces will be available for the remaining sites in Zone D4. The applicant has responded highlighting that they are a third party and not obliged to reduce car parking on their own plot.

20.8 The current outline application for the science park, 26/01902 has submitted a Parking Management Plan for the future management of parking within the science park. This is considered outside of this application, but will limit the amount of parking on the park to 6977 spaces. It will be up to the park as a whole to meet this target, even if the amount of parking at this site increases by 70 spaces.

20.9 Trinity, the owner of the Science Park and applicant for the masterplan application, are aware of this position and have not submitted any representations on this application.

20.10 The application has satisfactorily addressed matters relating to car parking. Subject to condition(s), the proposal accords with Policy TI/3 of the SCDC Local Plan 2018 and is consistent with NPPF Policies TR2, TR3 and TR6.

## 21. Amenity

21.1 The site is not near any existing residential development.

**Construction and environmental health impacts**

21.2 The Council's Environmental Health Team have assessed the application and recommended conditions to cover contamination, noise, lighting and construction impacts (**Condition 9 contamination, condition 10 remediation, condition 11 unexpected contamination, condition 12 Demolition and Construction Environmental Management Plan (DCEMP), condition 13 Piling, Condition 14 Plant noise, condition 14 plant extract, condition 15 lighting**).

21.3 The proposal would not give rise to unacceptable impacts on health, living conditions or the natural environment. Subject to conditions, the proposal accords with Policies CC/6 (construction methods) SC/9 (light), SC/10 (noise), SC/11 (contamination) SC/12 (air quality), SC/14 (odour) and HQ/1 of the SCDC Local Plan 2018 and is consistent with NPPF Policies DP3 and P2.

### Amenity for future occupiers

21.4 The application is supported by A Health Impact Assessment which has been amended in response to comments from the Health Development Officer. The amended document is considered to provide a rigorous assessment and the report provides a serios of recommendations and monitoring indicators. Implementation of these measures is to be secured via conditions (**Condition 33 HIA compliance**)

21.5 The development would have a positive impact on human health and wellbeing for future employees in line with the Greater Cambridge Health Impact Assessment SPD (2025).

## 22. Third party representations

22.1 The remaining third-party representations not addressed in the preceding paragraphs are summarised and responded to in the table below:

| Third party comment | Officer response |
|---|---|
| Excessive height and scale | See section 14 of the report |
| Inadequate cycle parking and poor access arrangement to cycle store | The cycle parking access and arrangement has been amended to remove double doors and provide a higher proportion of Sheffield Stands. |
| Displacement parking to Milton | An element of the strategic transport contribution will be secured for new Controlled Parking Zones in the surrounding area. |
| Fire risk from stacked parking arrangement | There is no policy that resists stacked car parking. The Planning Fire Safety Notice details the fire safety strategy for the car park. A suitable sprinkler system will be provided and developed as the design progresses to control the fire growth rate within the car park. To mitigate the fire risk associated with EVs, charging points are proposed to be located outside the building and will be provided with manual a power supply cut-off point and linked with the fire detection system within the car park to automatically cut off power if a fire is detected within the car park. |

Table 6 Officer response to third party representations

## 23. Other matters

### Bins

23.1 The proposed refuse and recycling arrangements have been assessed against the RECAP Waste Management Design Guide SPD (2026). The SPD seeks to ensure that development incorporates appropriately sized and accessible bin storage, efficient collection arrangements and suitable access for waste vehicles, whilst safeguarding visual and residential amenity.

23.2 The proposal accords with Policy HQ/1 of the SCDC Local Plan 2018 and is consistent with NPPF Policies DP3 and P2. The development meets the objectives of the RECAP Waste Management Design Guide SPD (2026).

**Human Rights Considerations**

23.3 Due regard has been given to the applicant's reasonable development rights and expectations, balanced and weighed against wider community interests, as set out in the Human Rights Act 1998.

**Public Sector Equality Duty**

23.4 As required by Section 149 of the Equality Act 2010, due regard has been given for the need to eliminate discrimination, advance equality of opportunity, and foster good relations between different people, insofar as these are material planning considerations, when considering this planning application.

## 24. Planning obligations (S106)

24.1 The Community Infrastructure Levy Regulations 2010 have introduced the requirement for all local authorities to make an assessment of any planning obligation in relation to three tests. If the planning obligation does not pass the tests, then it is unlawful. The tests are that the planning obligation must be:

(a) necessary to make the development acceptable in planning terms;

(b) directly related to the development; and

(c) fairly and reasonably related in scale and kind to the development.

24.2 The applicant has indicated their willingness to enter into a S106 planning obligation in accordance with the requirements of the Council’s Local Plan and the NPPF. In determining this application, the Council is required by law (Section 70(2) of the Town and Country Planning Act 1990) to have regard to any local finance considerations, so far as material to the application

24.3 Policy TI/8 ‘Infrastructure and New Developments’ states that Planning permission will only be granted for proposals that have made suitable arrangements for the improvement or provision of infrastructure necessary to make the scheme acceptable in planning terms. The nature, scale and phasing of any planning obligations and/or Community Infrastructure Levy (CIL) contributions sought will be related to the form of the development and its potential impact upon the surrounding area.

**Heads of Terms**

24.4 The Heads of Terms (HoT’s) as identified are to be secured within the S106 and are set out in the summary table below:

| **Obligation** | **Contribution / Term** | **Trigger** | **CIL Reg 122 comments** |
|---|---|---|---|
| **Transport** | Strategic Transport contribution of £1,291,000 towards Improvements including Waterbeach to Cambridge bus corridor; Bus Improvements to serve NE Cambridge Chisholm Trail; Milton Road corridor; Cambourne to Cambridge bus corridor; Additional 1000 Park and Ride spaces in Cambridge; New Controlled Parking Zones in the surrounding area. | TBC | Policy TI/2 of the SCDC Local Plan 2018 |
| **Transport** | Widening the footway adjacent to the science park perimeter road between the crossing place next to the main access roundabout and the northern side road serving the Bradfield Centre. The cost of this is to be deducted from the strategic transport contribution. | TBC | Policy TI/2 of the SCDC Local Plan 2018 |

| | | | |
|---|---|---|---|
| **Employment and Skills Plan** | Appointment of Skills and Employment Plan co-ordinator | On commencement | Local Plan support development that contributes towards and supports economic growth and providing access to local employment opportunities. |
| Public Art | A Public Art Delivery Plan to provide public art on site with a budget of £250,000 | Completion to Shell and Core | Policy HQ/2 of the Local Plan |

Table 7 Heads of terms for S106 agreement

24.5 The planning obligations are necessary, directly related to the development and fairly and reasonably in scale and kind and therefore the required planning obligation(s) passes the tests set by the Community Infrastructure Levy Regulations 2010 and are in accordance with Policies TI/8 and HQ/2 of the SCDC Local Plan 2018 and are consistent with NPPF policy DM8.

## 25. Planning Balance

### Decision-Making Framework

25.1 Section 38(6) of the Planning and Compulsory Purchase Act 2004 and section 70(2) of the Town and Country Planning Act 1990 require planning applications to be determined in accordance with the Development Plan unless material considerations indicate otherwise. The NPPF 2026 is a material consideration of considerable importance and should be read alongside the Development Plan.

25.2 The proposal has been assessed against the adopted Development Plan, relevant supplementary planning documents, consultee responses, representations received and all other material considerations. Officers have also assessed the proposal against the relevant national decision-making policies contained within the NPPF 2026, including Policies S4/S5, DP3, TR3, TR4, CC2, N2, N3, F4-F8, P2, HC1, HC4, DM8 and HE4-HE9, where relevant to the development proposed.

25.3 Officers have additionally had regard to the statutory duties contained within sections 66(1) and/or 72(1) of the Planning (Listed Buildings and Conservation Areas) Act 1990 and have attached considerable importance and weight to those duties in reaching a recommendation.

**Consistency with the Development Plan and NPPF**

25.4 The assessment contained within this report concludes that the proposal:

- Accords with policies E/1, E/9, S/5 CC/4, CC/8, CC/9, HQ/1, HQ/2, NH/4, NH/6, SC/2, SC/9, SC/10, SC/11, SC/12, TI/2, TI/3 and TI/8 of the development plan

- Is consistent with the relevant policies of the National Planning Policy Framework (NPPF), inclusing S/3, TR3, TR4, TR6, DP1, DP2, DP3, DP4, N2, N3, CC1, CC2, CC3, F4, F5, F6, F7, F8, P2 and DP3

- Is capable of satisfying identified policy requirements, subject to the recommended planning conditions and completion of the necessary planning obligations.

25.5 Officers have taken account of the extent of any conflict with both Development Plan policies and national policy and have attributed weight accordingly.

**Benefits of the Proposal**

25.6 The proposal would provide the following benefits which attract positive weight in the planning balance:

- Economic benefits arising from construction activity and investment.
- Economic benefits from the creation of 11,439 sqm (NIA) of employment floorspace creating approximately 894 jobs
- Biodiversity enhancements and biodiversity net gain.
- Landscape, green infrastructure and tree planting benefits.
- Sustainable drainage and climate resilience measures.
- Contributions towards strategic transport infrastructure.
- Improvements to walking and cycling routes within the Science Park.
- An Employment and Skills Plan.
- Public art provision

25.7 Collectively these benefits attract substantial weight in favour of the proposal.

### Harm and Areas of Policy Conflict

25.8 Notwithstanding the above benefits, officers have identified the following adverse impact:

- Foul water capacity
- Loss of 14 trees

25.9 In terms of foul capacity, for the reasons set out in paragraphs 18.16-18.21 of this report these adverse impacts attract limited weight against the proposal.

25.10 In terms of tree loss, for the reasons set out in paragraphs 15.5 and 15.6 of this report, these adverse impacts attract limited weight.

25.11 Having taken into account the provisions of the development plan, NPPF and NPPG guidance, the views of statutory consultees and wider stakeholders, as well as all other material planning considerations, the proposed development is recommended for approval.

## Overall Planning Balance

25.12 Having considered the Development Plan as a whole, the relevant provisions of the NPPF 2026, all consultation responses, representations received and other material considerations, officers conclude that the proposal accords with the Development Plan and is broadly consistent with the relevant national decision-making policies of the NPPF.

25.13 Whilst some limited adverse impacts have been identified, these are either capable of being satisfactorily mitigated through planning conditions and planning obligations or are insufficient, individually or cumulatively, to outweigh the identified benefits.

25.14 Taking all matters into account, the benefits of the proposal attract greater weight than the identified harm. The proposal therefore represents sustainable development, accords with the Development Plan when read as a whole and is consistent with the relevant policies of the NPPF 2026. Officers recommend that planning permission should be **GRANTED**.

## Recommendation

25.15 That the Committee resolves to **GRANT PLANNING PERMISSION** subject to**:**

- The planning conditions as set out below with amendments to the conditions as drafted delegated to officers.
- Satisfactory completion of a Section 106 Agreement which includes the Heads of Terms (HoT's) as set out in the report with amendments to the Heads of Terms as set out delegated to officers.

## Planning conditions

### Time

1. The development hereby permitted shall be begun before the expiration of three years from the date of this permission.

   Reason: In accordance with the requirements of Section 91 of the Town and Country Planning Act 1990 (as amended by Section 51 of the Planning and Compulsory Purchase Act 2004).

### Drawings

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

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

### Energy Statement

3. No development above ground level shall proceed until an Energy Statement has been submitted to and approved in writing by the Local Planning Authority. The Statement shall demonstrate that a minimum of 10% carbon emissions (to be calculated by reference to a baseline for the anticipated carbon emissions for the property, as defined by Building Regulations) can be reduced through the use of on-site renewable energy and low carbon technologies. The approved scheme shall be fully installed and operational prior to the occupation of the development and thereafter maintained in accordance with the approved details. Where grid capacity issues subsequently arise, written evidence from the District Network Operator confirming the detail of grid capacity and a revised Energy Statement to take account of this, shall be submitted to and approved in writing by the Local Planning Authority. The revised Energy Statement shall be implemented and thereafter maintained in accordance with the approved details.

   Reason: To ensure an energy efficient and sustainable development (South Cambridgeshire Local Plan 2018 policy CC/3 and the Greater Cambridge Sustainable Design and Construction SPD 2020).

## Grey water

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

   Reason: To respond to the serious water stress facing the area and ensure that development makes efficient use of water and promotes the principles of sustainable construction (South Cambridgeshire Local Plan 2018 Policies CC/4 and CC/7 and the Greater Cambridge Sustainable Design and Construction SPD 2020).

## Water metering

5. Prior to first occupation a comprehensive water metering and monitoring system shall be commissioned and installed within the building to quantify at least daily: the total volume of mains water used, the total volume of greywater reclaimed, and the total volume of rainwater used. No occupation shall occur until such time as the local planning authority has been notified through an independent verification report that the water metering and monitoring system has been installed and is fully functional.
   The metering and monitoring system shall be retained in a fully functioning operational use at all times and for the lifetime of the development.

   Reason: To ensure that the development makes efficient use of water and promotes the principles of sustainable construction in accordance with Policy CC/4 of the South Cambridgeshire Local Plan 2018, the Greater Cambridge Sustainable Design and Construction SPD 2020, the Written Ministerial Statement on Addressing water scarcity in Greater Cambridge: update on government measures (March 2024) Joint Ministerial Statement on addressing Water Scarcity in Greater Cambridge.

## WATER

6. Prior to the occupation of the building, evidence of water saving shall be submitted to and approved in writing by the Local Planning Authority. Such evidence shall demonstrate the achievement of a water saving reduction of between 55-60% relative to the BREEAM New Construction UK version 7 Wat01 baseline. The development shall be carried out and thereafter maintained strictly in accordance with the agreed details.

   Reason: To respond to the serious water stress facing the area and ensure that development makes efficient use of water and promotes the principles of sustainable construction (South Cambridgeshire Local Plan 2018 Policies CC/4 and CC/7 and the Greater Cambridge Sustainable Design and Construction SPD 2020).

## BRE design stage

7. Within 12 months of commencement of construction of the building hereby approved, a BRE issued Design Stage Certificate shall be submitted to, and approved in writing by, the Local Planning Authority demonstrating that BREEAM 'Excellent' will be met. Where the Design Stage certificate shows a shortfall in credits for BREEAM 'Excellent', a statement shall also be submitted identifying how the shortfall will be addressed. If such a rating is replaced by a comparable national measure of sustainability for building design, the equivalent level of measure shall be applicable to the development.

   Reason: To ensure an energy efficient and sustainable development (South Cambridgeshire Local Plan 2018 policy CC/1 and the Greater Cambridge Sustainable Design and Construction SPD 2020

## BRE Post construction

8. Within 12 months following first occupation of the building hereby approved, a BRE issued Construction Certificate shall be submitted to, and approved in writing by, the Local Planning Authority within 1 month of issue. The certificate shall demonstrate that the approved BREEAM rating has been met. If such a rating is replaced by a comparable national measure of sustainability for building design, the equivalent level of measure shall be applicable to the proposed development.
   Reason: To ensure an energy efficient and sustainable development (South Cambridgeshire Local Plan 2018 policy CC/1 and the Greater Cambridge Sustainable Design and Construction SPD 2020

## Contaminated land

9. No development (or phase of) shall take place, unless otherwise agreed, until:

a) The application site has been subject to a detailed scheme for the investigation and recording of contamination, based on the Phase 1 Desk Study, and remediation objectives have been determined through risk assessment. The resulting Phase 2 Intrusive Site Investigation Report is to be submitted to and approved in writing by the Local Planning Authority.

b) A Remediation Method Statement containing proposals for the removal, containment or otherwise rendering harmless any contamination, based upon the Phase 2 Intrusive Site Investigation, has been submitted to and approved in writing by the Local Planning Authority.

   Reason - To ensure that risks from land contamination to the future users of the land and neighbouring land are identified and to ensure that the development can be carried out safely without unacceptable risks to workers, neighbours and other offsite receptors as well as to controlled waters, property and ecological systems in accordance with Policy SC/11 of the adopted South Cambridgeshire Local Plan 2018.

## Remediation

10. The development (or each phase of the development where phased) shall not be occupied until the works specified in the approved Remediation Method

Statement are complete and a Verification Report demonstrating compliance with the approved Remediation Method Statement has been submitted to and approved in writing by the Local Planning Authority.

Reason: To demonstrate that the site is suitable for approved use in the interests of environmental and public safety in accordance with Policy SC/11 of the South Cambridgeshire Local Plan.

## Unexpected contamination

11. If, during development, any additional or unexpected contamination is identified, then remediation proposals for this material should be submitted to and approved in writing by the Local Planning Authority before any works proceed and shall be fully implemented prior to first occupation of the development hereby approved.

    Reason: To ensure that any unexpected contamination is rendered harmless in the interests of environmental and public safety in accordance with Policy SC/11 of the South Cambridgeshire Local Plan.

## DCEMP

12. No development, including demolition, shall commence until a site wide Demolition and Construction Environmental Management Plan (DCEMP) Plan for that phase of the development has been submitted to and approved in writing by the Local Planning Authority.
    The DCEMP shall include the consideration of the following aspects of demolition and construction:

a) Demolition, construction and phasing programme.
b) Contractors' access arrangements for vehicles, plant and personnel including the location of construction traffic routes to, from and within the site, details of their signing, monitoring and enforcement measures.
c) Construction/Demolition hours which shall be carried out between 0800 hours to 1800 hours Monday to Friday, and 0800 hours to 1300 hours on Saturday and at no time on Sundays, Bank or Public Holidays, unless in accordance with agreed emergency procedures for deviation.
d) Delivery times and collections / dispatches for construction/demolition purposes shall be carried out between 0800 to 1800 hours Monday to Friday, 0800 to 1300 hours on Saturdays and at no time on Sundays, bank or public holidays, unless otherwise agreed in writing by the Local Planning Authorit
e) Soil Management Strategy having particular regard to potential contaminated land and the reuse and recycling of soil on site, the importation and storage of soil and materials including audit trails.
f) Noise impact assessment methodology, mitigation measures, noise monitoring and recording statements in accordance with the provisions of BS 5228-1:2009+A1:2014 Code of Practice for noise and vibration control on construction and open sites.
g) Vibration impact assessment methodology, mitigation measures, monitoring and recording statements in accordance with the provisions of BS 5228-2:2009+A1:2014 Code of Practice for noise and vibration control on construction and open sites. Details of any piling construction methods / options, as appropriate.

h) Dust mitigation, management / monitoring and wheel washing measures in accordance with the provisions of Control of dust and emissions during construction and demolition - Greater Cambridge supplementary planning guidance 2020.
i) Use of concrete crushers.
j) Prohibition of the burning of waste on site during demolition/construction.
k) Site artificial lighting including hours of operation, position and impact on neighbouring properties.
l) Drainage control measures including the use of settling tanks, oil interceptors and bunds.
m) Screening and hoarding details.
n) Access and protection arrangements around the site for pedestrians, cyclists and other road users.
o) Procedures for interference with public highways, including permanent and temporary realignment, diversions and road closures.
p) External safety and information signing and notices.
q) Implementation of a Stakeholder Engagement/Residents Communication Plan, Complaints procedures, including complaints response procedures.
r) Membership of the Considerate Contractors Scheme. Development shall be carried out in accordance with the approved DCEMP.

Reason: To protect the amenity of the adjoining properties in accordance with Policy CC/6 of the South Cambridgeshire Local Plan 2018.

## Piling

13. In the event of piling, no development shall commence until a method statement detailing the type of piling, mitigation measures and monitoring to protect local residents from noise and/or vibration has been submitted to and approved in writing by the Local Planning Authority. Potential noise and vibration levels at the nearest noise sensitive locations shall assessed in accordance with the provisions of BS 5228-1&2:2009 Code of Practice for noise and vibration control on construction and open sites.
Development shall be carried out in accordance with the approved statement.

Reason: To protect the amenity of the adjoining properties in accordance with Policy CC/6 of the South Cambridgeshire Local Plan 2018.

## Plant noise

14. The plant/equipment and any associated plant enclosures, hereby approved, shall be installed and operated in accordance with the submitted details in the Noise Impact Assessment 163 Cambridge Science Park (Ref: 38305-HML-XX-XX-RP-O-500001 Revision: P03 and dated 2nd July 2026) prepared by Hilson Moran.
Prior to the commencement of use, a post installation operational noise performance completion report for plant and equipment shall be submitted to and approved in writing by the Local Planning Authority.
Should the noise limits detailed in the report referred to above not be met then the details of further attenuation work, as required, shall be submitted to the Local Planning Authority for its approval in writing. The noise

attenuation/insulation scheme shall be implemented and thereafter maintained in strict accordance with the approved details.

Reason: To protect the amenity of nearby properties in accordance with Policies HQ/1 and SC/10 of the South Cambridgeshire Local Plan 2018.

## Plant ventilation /extract

15. No development above ground level shall commence until a scheme detailing plant, equipment or machinery for the purposes of ventilation or the extraction and filtration of odours, dust or fumes has been submitted to and approved in writing by the local planning authority. The approved scheme shall be installed before the use is commenced and shall be retained as such.

Reason: To protect the amenity of nearby properties in accordance with Policy SC/14 of the South Cambridgeshire Local Plan 2018.

## Lighting - EH

16. Prior to occupation of the development an artificial lighting scheme, to include details of any external lighting of the site such as street lighting, floodlighting, security lighting and an assessment of impact on any sensitive residential premises off site, shall be submitted to and approved in writing by, the Local Planning Authority. The scheme shall include layout plans / elevations with luminaire locations annotated, full isolux contour map / diagrams showing the predicted illuminance in the horizontal and vertical plane (in lux) at critical locations within the site, on the boundary of the site and at adjacent properties, hours and frequency of use, a schedule of equipment in the lighting design (luminaire type / profiles, mounting height, aiming angles / orientation, angle of glare, operational controls) and shall assess artificial light impact in accordance with the Institute of Lighting Professionals "Guidance Notes for the Reduction of Obtrusive Light GN01:2011".
The approved lighting scheme shall be installed, maintained and operated in accordance with the approved details / measures unless the Local Planning Authority gives its written consent to any variation.

Reason: To protect the amenity of the adjoining properties in accordance with Policy CC/6 of the South Cambridgeshire Local Plan 2018

## Lighting – ecology

17. Prior to the installation of any artificial lighting in any phase, an ecologically sensitive artificial lighting scheme for that phase shall be submitted to and approved in writing by the Local Planning Authority. The scheme shall include details of the baseline condition of lighting, any existing and proposed internal and external artificial lighting of the site in that phase and an artificial lighting impact assessment with predicted lighting levels. The scheme shall:

a) include details (including luminaires, fittings and any shrouds) of any artificial lighting on the site and an artificial lighting impact assessment with predicted lighting levels at the site boundaries;

b) unless otherwise agreed, not exceed 0.4 lux level (against an agreed baseline) on the vertical plane at agreed locations;
c) detail all building design measures to minimise light spillage;
d) set out a monitoring and reporting regime for the lighting scheme.
The approved lighting scheme shall be fully installed, maintained and operated in accordance with the approved details. The scheme shall be retained as such thereafter.

Reason: To conserve and enhance ecological interests in accordance with South Cambridgeshire Local Plan 2018 policies HQ/1 and NH/4and the Greater Cambridge Planning Biodiversity Supplementary Planning Document (2022).

## Ecological mitigation

18. Prior to the occupation of the development, the ecological mitigation shall be carried out in full in accordance with the details contained in the Preliminary Ecological Appraisal (38305-HML-XX-XX-RP-U-880001 P04). The ecological measures shall thereafter be retained for the lifetime of the development.

Reason: To conserve and enhance ecological interests in accordance with South Cambridgeshire Local Plan 2018 policies HQ/1 and NH/4and the Greater Cambridge Planning Biodiversity Supplementary Planning Document (2022).

## LEMP

19. No part of the development, including demolition, ground works), shall commence until a Landscape and Ecological Management Plan (LEMP), for that part of the development, has been submitted to, and approved in writing by, the local planning authority. The LEMP shall include the following:

a) Long-term design objectives
b) Aims and objectives of management.
c) Description and evaluation of features to be managed.
d) Ecological trends and constraints on site that might influence management.
e) Prescriptions for management actions.
f) Prescription of a maintenance schedule and phasing plan for a 30-year period for all hard and soft landscaping areas including ecological mitigation, including an annual work plan capable of being reviewed every 5 years.
g) Details of the body or organisation responsible for its implementation and its funding.
h) Ongoing monitoring and remedial measures including identification of contingencies and/or remedial action.
The approved LEMP shall be implemented in full in accordance with the approved details.

Reason: To conserve and enhance ecological interests in accordance with South Cambridgeshire Local Plan 2018 policies HQ/1 and NH/4and the Greater Cambridge Planning Biodiversity Supplementary Planning Document (2022).

## CecMP

20. No part of the development, including demolition, ground works), shall commence (including demolition, ground works) and no vegetation clearance shall occur, until a Construction Ecological Management Plan (CEcMP), for that part of the development, has been submitted to and approved in writing by the local planning authority. The CEcMP shall include the following:

a. Risk assessment of potentially damaging construction activities.
b. Identification of biodiversity protection zones.
c. Practical measures (both physical measures and sensitive working practices) to avoid or reduce impacts during construction (may be provided as a set of method statements).
d. The location and timings of sensitive works to avoid harm to biodiversity features.
e. The times during construction when specialist ecologists need to be present on site to oversee works.
f. Responsible persons and lines of communication.
g. The role and responsibilities on site of an ecological clerk of works (ECoW) or similarly competent person.
h. Use of protective fences, exclusion barriers and warning signs if applicable.

The approved CEcMP shall be adhered to and implemented throughout the construction period strictly in accordance with the approved details.

Reason: To conserve and enhance ecological interests in accordance with South Cambridgeshire Local Plan 2018 policies HQ/1 and NH/4and the Greater Cambridge Planning Biodiversity Supplementary Planning Document (2022).

## Ecological enhancement

21. No development above ground level shall take place until an ecological enhancement scheme has been submitted to and approved in writing by the local planning authority. The scheme shall include details of bat and bird box installation, hedgehog provisions and other ecological enhancements. The approved scheme shall be fully implemented prior to first occupation or in accordance with a timescale agreed in writing by the local planning authority.

Reason: To conserve and enhance ecological interests in accordance with South Cambridgeshire Local Plan 2018 policies HQ/1 and NH/4and the Greater Cambridge Planning Biodiversity Supplementary Planning Document (2022).

## TMP

22. Prior to the commencement of any demolition or construction works, a site traffic management plan shall be submitted to and agreed in writing by the Local Planning Authority.

Reason: in the interest of highway safety

## H&S landscaping

23. No development above ground level, other than demolition, shall commence until a hard and soft landscaping scheme has been submitted to and approved in writing by the Local Planning Authority. The landscaping details shall accord with the following approved plans:Landscape Masterplan, CSP-RMA-ZZ-ZZ-DR-L-01001 P10, Robert Myers Associates, Ground Floor Masterplan, CSP-RMA-ZZ-00-DR-L-01001 P12, Robert Myers Associates, Planting Strategy, CSP-RMA-ZZ-ZZ-DR-L-02001 P14, Robert Myers Associates, Material Palette, CSP-RMA-ZZ-ZZ-DR-L-02002 P06, Robert Myers Associates, Canopy Coverage Plan, CSP-RMA-ZZ-00-DR-L-01002 P08, Robert Myers Associates, Levels Plan, CSP-RMA-ZZ-00-DR-L-01003 P05, Robert Myers Associates, UGF Plan, CSP-RMA-ZZ-ZZ-DR-L-01003 P07, Robert Myers Associates, Tree Strategy Existing, CSP-RMA-ZZ-00-DR-L-01008 P05, Robert Myers Associates, Tree Strategy Removed, CSP-RMA-ZZ-00-DR-L-01009 P06, Robert Myers Associates, Tree Strategy Proposed, CSP-RMA-ZZ-00-DR-L-01010 P05, Robert Myers Associates, Tree Works Adjacent to Site, CSP-RMA-ZZ-00-DR-L-01004 P04, Robert Myers Associates, Tree Works on Site, CSP-RMA-ZZ-00-DR-L-01005 P03, Robert Myers Associates, Tree Works on and Adjacent to Site, CSP-RMA-ZZ-00-DR-L-01011 P02, Robert Myers Associates, Roof Terrace Plan, CSP-RMA-ZZ-06-DR-L-01001 P09, Robert Myers Associates

The scheme shall include the following:

a) proposed finished levels or contours; car parking layouts, other vehicle and pedestrian access and circulation areas;
b) hard surfacing materials;
c) Street furniture and artifacts (including refuse and cycle storage);
d) planting plans; written specifications (including cultivation and other operations associated with plant and grass establishment); schedules of plants, species, plant sizes and proposed numbers/densities where appropriate;
e) boundary treatments indicating the type, positions, design, and materials of boundary treatments to be erected (including gaps for hedgehogs);
f) an implementation programme.
g) Details of irrigation systems

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

Reason: To ensure the development is satisfactorily assimilated into the area and enhances biodiversity (South Cambridgeshire Local Plan 2018 Policies HQ/1 and NH/4).

## Tree pits

24. No development, apart from demolition and enabling works, shall take place until full details of all tree pits, including those in planters, hard paving and soft landscaped areas have been submitted to and approved in writing by the local planning authority and these works shall be carried out as approved. All proposed underground services will be coordinated with the proposed tree planting and the tree planting shall take location priority. The development shall be carried out in accordance with the approved details.

    Reason: In the interests of visual amenity and to ensure that suitable hard and soft landscape is provided as part of the development. (South Cambridgeshire Local Plan 2018; Policies HQ/1 and NH/4).

## Green roofs

25. No construction of the biodiverse (green) roof(s) shall commence until the following details have been submitted to and approved in writing by the Local Planning Authority.

a) The means of access for maintenance
b) Plans and sections showing the make-up of the sub-base to be used which may vary in depth from between 80-150mm
c) Planting/seeding with an agreed mix of species (the seed mix shall be focused on wildflower planting indigenous to the local area and shall contain no more than a maximum of 25% sedum)
d) Where solar panels are proposed, biosolar roofs should be incorporated under and in-between the panels. An array layout will be required incorporating a minimum of 0.75m between rows of panels for access and to ensure establishment of vegetation
e) A management/maintenance plan for the roof(s)

    The roof(s) shall be constructed and laid out in accordance with the approved details and planting/seeding shall be carried out within the first planting season following the practical completion of the roof. The roof(s) shall be maintained as such in accordance with the approved management/maintenance plan.
    The roof(s) shall not be used as an amenity or sitting out space of any kind whatsoever and shall only be used in the case of essential maintenance/repair or escape in case of emergency.

    Reason: To help mitigate and respond to climate change and to enhance ecological interests in accordance with Policies CC/1 and NH/4 of the South Cambridgeshire Local Plan 2018.

## landscape management plan

26. Before the development is first occupied or brought into use a landscape maintenance and management plan, including long term design objectives, management responsibilities and maintenance schedules for all landscape areas, shall be submitted to and approved in writing by the local planning authority. The landscape management plan shall be carried out as approved.

    Reason: To ensure that before any development commences an appropriate landscape and ecological management plan has been agreed (South Cambridgeshire Local Plan 2018 Policies HQ/1 and NH/4).

## Travel plan

27. No occupation of the building shall commence until a Travel Plan has been submitted to and approved in writing by the Local Planning Authority. The Travel Plan shall specify: the methods to be used to discourage the use of the private motor vehicle and the arrangements to encourage use of alternative sustainable travel arrangements such as public transport, car sharing, cycling and walking how the provisions of the Plan will be monitored for compliance and confirmed with the local planning authority The Travel Plan shall be implemented and monitored as approved upon the occupation of the development.

    Reason: In the interests of encouraging sustainable travel to and from the site in accordance with Policy TI/2 of the South Cambridgeshire Local Plan 2018.

## Tree protection plan

28. The approved tree protection methodology shall be implemented throughout the development and the agreed means of protection shall be retained on site until all equipment and surplus materials have been removed from the site. Nothing shall be stored or placed in any area protected in accordance with approved tree protection plans, and the ground levels within those areas shall not be altered nor shall any excavation be made without the prior written approval of the local planning authority.

    Reason: To ensure that trees to be retained will be protected from damage during any construction activity, including demolition (South Cambridgeshire Local Plan 2018 Policy HQ/1 and NH/4 and Section 197 of the Town and Country Planning Act 1990).

## External materials

29. No external elevations shall be installed until details of external materials to be used in the construction of the development have been submitted to and approved in writing by the Local Planning Authority. Development shall be carried out in accordance with the approved details.

Reason: To ensure the external appearance of the development does not detract from the character and appearance of the area in accordance with Policy HQ/1 of the South Cambridgeshire Local Plan 2018.

## GRC cast panels banding

30. No external elevations shall be installed until details of the horizontal banding between the GRC cast panels will be submitted to and approved in writing by the Local Planning Authority. Development shall thereafter be in accordance with the approved details.

    Reason: In the interest of visual amenity (Policy HQ/1 of the South Cambridgeshire Local Plan 2018).

## louvre patterns for the lab bay modules

31. The louvre patterns for the lab bay modules shall accord with the principles set out in the Dry Façade Rule Book (2524-SKM-XX-XX-G-A-039602 P01).

    Reason: In the interest of visual amenity (Policy HQ/1 of the South Cambridgeshire Local Plan 2018).

**Cycle parking**

32. No occupation of the building shall commence until details of the cycle parking and ongoing management and maintenance shall be submitted to and approved in writing by the local planning.
    The details shall include: (i)
    a) the number of cycle parking spaces and where relevant the details of phased installation; (ii)
    b) the location; (iii)
    c) the type of stands
    d) a Cycle Parking Management Plan which details Sheffield Stands will be retained as at least 20% of total cycle parking spaces in perpetuity.

    The building shall not be brought into operational use until the cycle parking has been installed in accordance with the approved details, and shall thereafter be maintained in accordance with the approved Cycle Parking Management Plan.

    Reason: To ensure appropriate provision for the secure storage of bicycles in accordance with Policy TI/3 of the South Cambridgeshire Local Plan 2018.

**HIA compliance**

33. The development shall be carried out in accordance with the measures set out in the submitted Health Impact Assessment (October 2026), including the monitoring of those measures, unless agreed in writing by the Local Planning Authority.

Reason: To ensure the development has a positive impact on the health and wellbeing of employees in accordance with Policy SC/2 of the South Cambridgeshire Local Plan (2018) and the Greater Cambridge Health Impact Assessment SPD (2025)

**Surface water drainage - operational**

34. No laying of services, creation of hard surfaces or erection of a building shall commence until a detailed design of the surface water drainage of the site has been submitted to and approved in writing by the Local Planning Authority. Those elements of the surface water drainage system not adopted by a statutory undertaker shall thereafter be maintained and managed in accordance with the approved management and maintenance plan.
The scheme shall be based upon the principles within the agreed Drainage Strategy Report prepared by AKT II (ref: 6326) dated 6 October 2026 and shall also include:
    a) Full results of the proposed drainage system modelling for the QBAR, 3.3% Annual Exceedance Probability (AEP) (1 in 30) and 1% AEP (1 in 100) storm events (as well as 1% AEP plus climate change), inclusive of all collection, conveyance, storage, flow control and disposal elements, together with an assessment of system performance;
    b) Detailed drawings of the entire proposed surface water drainage system, attenuation and flow control measures, including levels, gradients, dimensions and pipe reference numbers, designed to accord with the CIRIA C753 SuDS Manual (or any equivalent guidance that may supersede or replace it);
    c) Full details of the maintenance/adoption of the surface water drainage system.

    The development shall be carried out in accordance with the approved details prior to the first use and thereafter retained in perpetuity.

    Reason To ensure that the proposed development can be adequately drained and to ensure that there is no increased flood risk on or off site resulting from the proposed development and to ensure that the principles of sustainable drainage can be incorporated into the development, noting that initial preparatory and/or construction works may compromise the ability to mitigate harmful impacts.

**Groundwater monitoring**

35. No development, apart from enabling works, shall commence until peak seasonal groundwater monitoring has been undertaken and a final surface

water strategy based on the results of this monitoring has been agreed by the Local Planning Authority, in conjunction with the Lead Local Flood Authority.

Reason To ensure a satisfactory method of surface water drainage, and to prevent the increased risk of flooding to third parties.

**Surface water drainage construction**

36. No development, including preparatory works, shall commence until details of measures indicating how additional surface water run-off from the site will be avoided, and water quality will be managed, during the construction works have been submitted to and approved in writing by the Local Planning Authority. The applicant may be required to provide collection, balancing and/or settlement systems for these flows. The approved measures and systems shall be brought into operation before any works to create buildings or hard surfaces commence.

    Reason To ensure surface water is managed appropriately during the construction phase of the development, so as not to increase the flood risk to adjacent land/properties or occupied properties within the development itself; or cause detriment to water quality; recognising that initial works to prepare the site could bring about unacceptable impacts.

## Biodiversity

37. Development may not be begun unless:

a) a biodiversity gain plan has been submitted to the planning authority, and
b) the planning authority has approved the plan.

Reason: To ensure compliance with Schedule 7A of the Town and Country Planning Act 1990 (inserted by the Environment Act 2021).

## Informatives

1. Anglian water
   Notification of intention to connect to the public sewer under S106 of the Water Industry Act Approval and consent will be required by Anglian Water, under the Water Industry Act 1991. Contact Development Services Team 0345 606 6087 Option 2.
   Protection of existing assets - When an Anglian Water asset is shown on record plans within the land identified for proposed development, it is recommended that the applicant contacts the Anglian Water Development Services Team for further advice

on this matter. Building over existing public sewers or assets will not be permitted (without agreement) from Anglian Water.
Building near to a public sewer - No building will be permitted within the statutory minimum easement width of 3 metres from a pipeline without agreement from Anglian Water. Easements are subject to specific easement requirements dependent on the size and depth of the sewer or asset, or any advice or comment provided by Anglian Water. Please contact our Development Services Team on 0345 606 6087 - Option 2 for any queries.
The developer should note that the site drainage details submitted have not been approved for the purposes of adoption. If the developer wishes to have the sewers included in a sewer adoption agreement with Anglian Water (under Sections 104 of the Water Industry Act 1991), they should contact our Development Services Team on 0345 606 6087 Option 2 at the earliest opportunity. Sewers intended for adoption should be designed and constructed in accordance with Sewers for Adoption guide for developers, as supplemented by Anglian Water's requirements.

2. The principal areas of concern that should be addressed by the Traffic Management Plan are:

I. iMovements and control of muck away lorries (all loading and unloading shall be undertaken off the adopted public highway)
II. Contractor parking; provide details and quantum of the proposed car parking and methods of preventing on street car parking.
III. Movements and control of all deliveries (all loading and unloading shall be undertaken off the adopted public highway)
IV. Control of dust, mud and debris, in relationship to the operation of the adopted public highway.

3. Pollution control

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

4. Construction Surface Water Maintenance

Prior to final handover of the development, the developer must ensure that appropriate remediation of all surface water drainage infrastructure has taken place, particularly where the permanent drainage infrastructure has been installed early in the construction phase. This may include but is not limited to jetting of all pipes, silt removal and reinstating bed levels. Developers should also ensure that watercourses have been appropriately maintained and remediated, with any obstructions to flows (such as debris, litter and fallen trees) removed, ensuring the condition of the watercourse is better than initially found. This is irrespective of the proposed method of surface water disposal, particularly if an ordinary watercourse is riparian owned.

**5. Biodiversity Net Gain Informative**

Biodiversity net gain is a way of creating and improving biodiversity by requiring development to have a positive impact ('net gain') on biodiversity.

In England, biodiversity net gain is required under a statutory framework introduced by Schedule 7A of the Town and Country Planning Act 1990 (inserted by the Environment Act 2021). This statutory framework is referred to as 'biodiversity net gain' in Planning Practice Guidance to distinguish it from other or more general biodiversity gains.

Under the statutory framework for biodiversity net gain, subject to some exceptions, every grant of planning permission is deemed to have been granted subject to the condition that the biodiversity gain objective is met ("the Biodiversity Gain Condition"). This objective is for development to deliver at least a 10% increase in biodiversity value relative to the pre-development biodiversity value of the onsite habitat. This increase can be achieved through onsite biodiversity gains, registered offsite biodiversity gains or statutory biodiversity credits.

The biodiversity gain condition (as set out above at the end of this decision notice) is a pre-commencement condition: once planning permission has been granted, a Biodiversity Gain Plan must be submitted to and approved by Cambridge City Council (the local planning authority) before commencement of the development. There are exemptions, transitional arrangements and requirements relating to irreplaceable habitat which disapply the condition from certain planning permissions, as well as special modifications for planning permissions for phased development and the treatment of irreplaceable habitats.

**In the opinion of the Local Planning Authority, the approved development is engaged by paragraph 13 of Schedule 7A to the Town and Country Planning Act 1990, is subject to the statutory Biodiversity Gain Condition and none of the statutory exemptions or transitional arrangements are considered to apply.**

The effect of section 73D of the Town and Country Planning Act 1990

If planning permission is granted on an application made under section 73 of the Town and Country Planning Act 1990 (application to develop land without compliance with conditions previously attached) and a Biodiversity Gain Plan was approved in relation to the previous planning permission ("the earlier Biodiversity Gain Plan") there are circumstances when the earlier Biodiversity Gain Plan is regarded as approved for the purpose of discharging the biodiversity gain condition subject to which the section 73 planning permission is granted.

Those circumstances are that the conditions subject to which the section 73 permission is granted:

i. do not affect the post-development value of the onsite habitat as specified in the earlier Biodiversity Gain Plan, and
ii. in the case of planning permission for a development where all or any part of the onsite habitat is irreplaceable habitat the conditions do not change the effect of the development on the biodiversity of that onsite habitat (including any arrangements made to compensate for any such effect) as specified in the earlier Biodiversity Gain Plan.

**6. Advice on information required to discharge Biodiversity Gain Condition**

A Biodiversity Gain Plan to secure at least 10% increase in biodiversity value relative to the predevelopment biodiversity value of the onsite habitat as per the statutory condition as set out on this Decision Notice must be submitted to the Local Planning Authority and approved before the development can commence. In order to discharge the condition, the following information will be required:

-details of purchase and monitoring of the offsite biodiversity units, a biodiversity metric for the site, costings and evidence of appropriate legal agreements to guarantee delivery of ongoing habitat management requirements specifically:

i. Identification of receptor site or sites with associated plans;
ii. Details of the offsetting requirements of the development in accordance with current DEFRA biodiversity metric;
iii. The provision of evidence of arrangements to secure the delivery of offsetting measures, including a timetable of delivery; and
iv. A Management and Monitoring Plan, to include for the provision and maintenance of the offsetting measures for a period of not less than 30 years from the commencement of the scheme and itself to include:

a) Description of all habitat(s) to be created / restored / enhanced within the scheme including expected management condition and total area;

b) Review of Ecological constraints;

c) Current soil conditions of any areas designated for habitat creation and detailing of what conditioning must occur to the soil prior to the commencement of habitat creation works;

d) Detailed design and working methods (management prescriptions) to achieve proposed habitats and management conditions, including extent and location of proposed works;

e) Type and source of materials to be used, including species list for all proposed planting and abundance of species within any proposed seed mix;

f) Identification of persons responsible for implementing the works;

g) A timetable of ecological monitoring to assess the success of all habitats creation / enhancement.

h) The inclusion of a feedback mechanism to the Local Planning Authority, allowing for the alteration of working methods / management prescriptions, should the monitoring deem it necessary.

i) Evidence that appropriate arrangements are in place to ensure the Council is funded to monitor the proposed biodiversity gain from the site(s) proposed over a period of 30 years. This would normally be in the form of a freestanding S106 agreement with a biodiversity provider which has already secured on-going monitoring contributions for the Council.

**Commencing development which is subject to the biodiversity gain condition without an approved Biodiversity Gain Plan could result in your development becoming subject to enforcement action.**

Greater Cambridge Shared Planning offer pre-application guidance regarding Biodiversity Net Gain here: Biodiversity Net Gain Advice (greatercambridgeplanning.org)

**Background papers:**

The following list contains links to the documents on the Council's website and / or an indication as to where hard copies can be inspected.

- South Cambridgeshire Local Plan 2018
- South Cambridgeshire Local Development Framework SPDs

# Appendix 1 National Scheme of Delegation Gateway Meeting assessment form

GREATER CAMBRIDGE
SHARED PLANNING

## NATIONAL SCHEME OF DELEGATION

## SCHEDULE 2 APPLICATION GATEWAY ASSESSMENT FORM

**APPLICATION DETAILS:**

| Item | Details |
|---|---|
| Application Reference | 26/02610/FUL |
| Site Address | 163 Cambridge Science Park, Milton Road, Cambridge |
| Proposal Description | Demolition of existing building and development of new commercial building, including access, landscaping and ancillary |
| Applicant | Stanhope PLC |
| Ward | Milton & Waterbeach |
| Parish/Town Council | Milton |
| Application type | Full planning application |
| Case Officer | Mairead O'Sullivan |
| Date of Assessment | 21 October 2026 |

| | |
|---|---|
| Nominated Officer | Philippa Kelly |
| Nominated Member | Councillor Katie Porrer |

## 1. Schedule 2 Qualification:

☒ Major planning application (inc. 10 or more residential dwelllings/site area of more than 0.5 hectares)

☐ Section 73 application relating to a Schedule 2 permission

☐ Section 73A retrospective application

☐ Reserved Matters relating to a large outline permission

☐ Other – please specify

## 2. SUMMARY OF DEVELOPMENT PROPOSAL:

**Key Facts**

| Matter | Details |
|---|---|
| Site area | 0.36ha |
| Existing use | Commercial (office - vacant) |
| Proposed use | Commercial (office and dry laboratories – use class E) |
| Number of dwellings | n/a |
| Floorspace proposed | 14,982sqm |
| Heritage designation(s) | None |
| Environmental designation(s) | None |
| Policy allocation status | Lies within Cambridge Science Park – Policy E/1 |
| EIA Development | No |
| Major Infrastructure Implications | No |

**Site location plan**

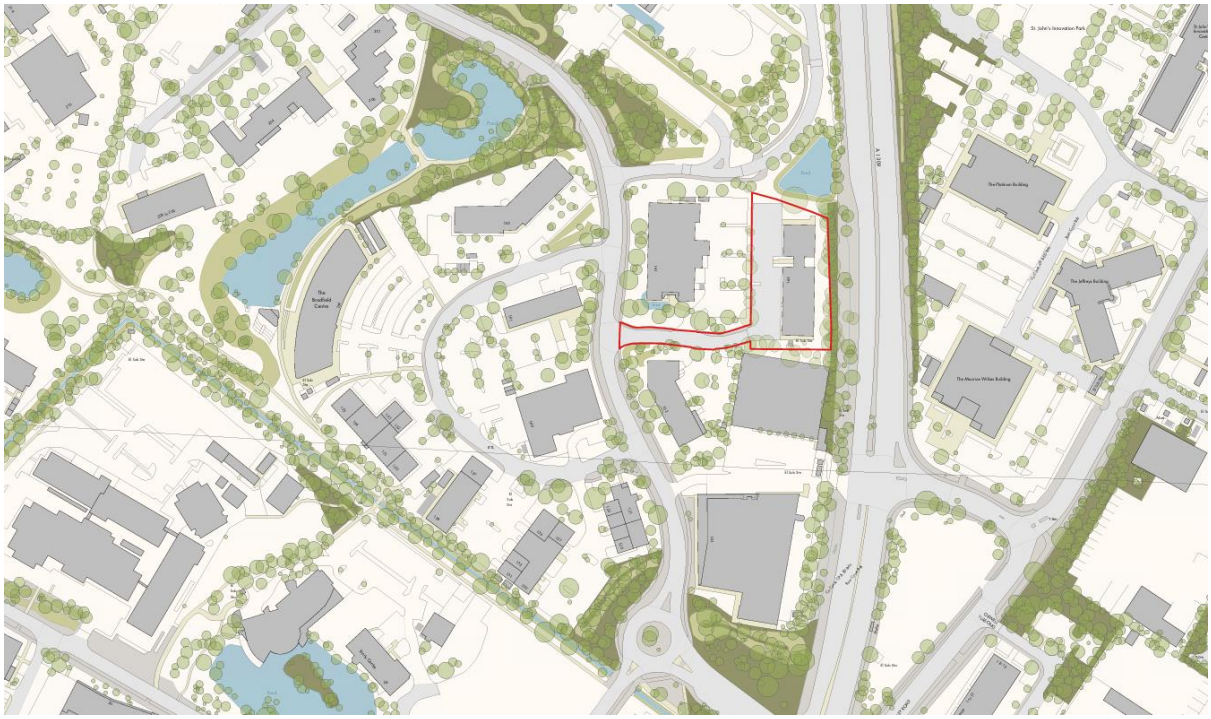


Figure 1 163 Cambridge Science Park Location Plan

**Officer Summary**

The application seeks full planning permission for the demolition of the existing building and construction of a new commercial building. The proposed development consists of an eight storey commercial building comprising office and dry lab floorspace with associated cycling facilities and undercroft car parking.

The application is subject to a PPA and has been through a number of pre-application meetings as well as a briefing to JDMC and review by Cambridgeshire Quality Panel. The application has been amended and further information submitted to address comments from the LLFA, Landscape Officer and Transport Assessment Team.

The main planning issues are considered to be:

- scale, massing and townscape impact
- car parking
- drainage matters

## 3. CRITERION A ASSESSMENT:

**Does the application raise an economic, social or environmental issue of significance to the local area?**

**Economic Significance:**

| Consideration | Assessment |
|---|---|
| Employment creation/loss | 894 jobs created |
| Impact on local economy | Local hires as part of Employment skills plan |
| Strategic investment implications | Limited |
| Impact on town/village centres | Limited |
| Impact on business land supply | Limited |

**Officer Commentary**

In terms of economic impact, the proposal would have a positive impact in terms of job creation and impact on the local economy. The site is currently occupied by a vacant single storey commercial unit with surface level carparking. The proposal would intensify the use of the site creating 14,982SQM floorspace (NIA) of modern R&D floorspace in the form of office and dry lab floorspace. The building layout is flexible allowing for future flexibility. The proposal would create 894 FTE jobs and uplift of 851 compared to the existing building.

The Employment and Skills Plan, which will be secured through s106 agreement, sets out targets for job creation of up to 15% local hires during the operational phase, supported by pre-employment support for new hires and local residents alongside aiming for up to 10% of advertised operational vacancies at entry-level roles.

The proposals are considered to raise issues of economic significance.

**Social Significance:**

| Consideration | Assessment |
|---|---|
| Housing delivery significance | None – commercial development |
| Affordable housing implications | None – commercial development |
| Community facilities/services | Limited |
| Health and wellbeing impacts | Limited |
| Impact on community cohesion | Limited |

**Officer Commentary**

The proposal would have some, albeit limited, social benefits. It would create additional jobs on site. The landscaping proposals will feed into wider landscaping within the science park. The application includes a Health Impact Assessment which has been assessed by the Specialist Development Officer.

The building has an indoor sky lobby which could potentially be hired by the local community.

The proposals are not considered to raise issues of social significance.

**Environmental Significance:**

| Consideration | Assessment |
|---|---|
| Climate change implications | Targeting BREEAM and 55% reduction in water use |
| Biodiversity impacts | 93.44% increase in BNG |
| Landscape/townscape effects | Increased prominence on Milton Road |
| Heritage impacts | Limited |
| Flood risk considerations | Limited |

**Officer Commentary**

The proposed development will contribute to an improvement in habitat quality and biodiversity net gain on the site (93.44% increase). Mitigation and adaptation to climate change is set out in the sustainability strategy. The development is targeting BREEAM 'Excellent'. It proposes an all-electric, zero fossil fuel approach to space heating and hot water, with roof-mounted photovoltaic panels. The proposal would achieve a greater than 55% reduction in water use through high efficiency fixtures and fittings alongside greywater reuse.

The proposals sit within a wider context of recent and emerging development which contribute to the ongoing intensification of this part of Cambridge. The development will increase the prominence of built form along the Cambridge Science Park side of Milton Road, and contribute to the ongoing evolution of both the Science Park and the North East Cambridge skyline. these changes will be experienced within the context of a rapidly changing townscape. The landscape and urban development officers have no objection to the proposal subject to a number of conditions.

The Lead Local Flood Authority (LLFA) objected to the application as submitted but their objection has been overcome and the objection removed subject to conditions.

The proposals are not considered to raise issues of environmental significance.

**Overall Criterion A Conclusion**

Criterion A NOT met

☐ Criterion A MAY be met

**Y Criterion A clearly met**

**Reasons**

The proposal would create high-quality employment floorspace that is initially proposed to be used for office and dry laboratories.  The space is designed for future flexibility should market needs change. The impact in terms of job creation and impact on the local economy is considered to be significant.

## 4. Criterion B Assessment

**Does the application raise a significant planning matter having regard to the Development Plan and other material considerations?**

**Development Plan Considerations**

| Factor | Assessment |
|---|---|
| Departure from Development Plan | No |
| Departure from Site Allocation | No |
| Conflict with Strategic Policies | No |
| Conflict with Neighbourhood Plan | No |

**Material Considerations**

| Matter | Significance |
|---|---|
| Highways | Limited |
| Flooding | Limited |
| Design | Moderate |
| Heritage | Limited |
| Ecology | Limited |
| Landscape | Moderate |
| Amenity | Limited |
| Other | Car parking<br>Foul water |

**Statutory Consultation Issues**

| Consultee | Objection Outstanding? |
|---|---|
| Highways Authority | No |
| Environment Agency | No |
| Historic England | No |
| Lead Local Flood Authority | No |
| Other | |

**Other consultee responses received:**

**Anglian Water**

Although not a statutory consultee, Anglian Water has a temporary objection to all future applications in the Cambridge Wastewater Treatment Centre (WWTC) catchment area until funding is secured for upgrades following the decision not to proceed with the redevelopment of the site. The existing peak foul water flow rate has been calculated as approximately 4.54 l/s. The proposed peak foul water flow rate has been calculated as

approximately 4.95 l/s. Anglian Water has confirmed that there is available capacity for the anticipated foul flows. The Environment Agency has not objected to the application.

**Transport Assessment Team**

Although also not a statutory consultee, the Transport Assessment Team has submitted a holding objection to the application as further information has been requested about car parking levels. The application provides an additional 70 car parking spaces on site. There is a separate agreement where Trinity college, the owners of the science park, have agreed to reduce overall car parking level in the park. This agreement breaks the park down into zones with a car parking budget for each zone; this site lies within Zone D4 which has a budget of 388 spaces.

Although the car driver and other mode shares for the application are considered suitable, the increase in car parking on this site means that a lower number of car parking spaces will be available for the remaining sites in Zone D4. The applicant has responded highlighting that they are a third party and not obliged to reduce car parking on their own plot. The applicant team has met with Trinity as part of pre-application discussions and Trinity has not objected to the planning application. Therefore, the proposed car parking levels are considered acceptable. A contribution towards deliver of sustainable transport measures will be secured via s106 agreement.

**Other:**

Cambridge Past Present and Future have objected to the proposal on the grounds of excessive height and scale.

Milton Parish Council has objected to the application on the ground of height, concerns over the stacked parking proposals and potential displacement car parking in Milton.

Camcycle objected to the application, but the proposed cycle store has now been amended in response to their comments to improve access arrangements and to include a higher proportion of Sheffield Stands.

A neutral comment has been submitted about the proposed terraces.

**Overall Criterion B Conclusion**

☐Criterion B NOT met

☐ Criterion B MAY be met

☒ **Criterion B clearly met**

**Reasons**

The application is considered to raise a significant planning matter in respect of the objection from Anglian Water.

## 5. Gateway Recommendation

**Officer View**

☐ Neither Criterion A nor B met

☐ Criterion A met

☐ Criterion B met

**Y Both Criteria met**

## 7. Nominated Officer and Nominated Member Decision

**Y Refer to Planning Committee**

☐ Delegate to Officers

**Date of Gateway Panel Meeting:** 21 October 2026

**Notes for Assessors**

- The presumption under the National Scheme of Delegation is **officer determination of Schedule 2 applications**, with referral occurring only in exceptional circumstances.
- The number of objections received is **not, by itself, a reason for referral**.
- The assessment should focus on the **significance** of the issue rather than the popularity or controversy of the proposal.

**For criteria A significance, *Note**: The statutory guidance states that significance will vary according to local circumstances and should be assessed on a case-by-case basis. Examples may include major allocated developments, significant community facilities, or notable heritage assets.*

**For criteria B significance,** Government guidance advises that significant planning matters are unlikely where a proposal broadly complies with an adopted allocation and relevant planning policies unless new material considerations arise.

This written record should be retained explaining how the gateway tests were applied.

# Appendix 2 NPPF Summary (2026)

**Policy S3: Presumption in favour of sustainable development**

Policy S3 establishes the presumption in favour of sustainable development. For decision-taking, development proposals that accord with an up-to-date development plan and the relevant national decision-making policies should be approved without delay. In applying this presumption, decision-makers should have regard to policies relating to sustainable locations, housing delivery, the efficient use of land, high-quality design and environmental protection.

**Policies TR3, TR4 and TR6: Highway safety and transport impacts**

Policies TR3, TR4 and TR6 promote development in sustainable locations, require safe and well-designed streets and seek to ensure that development proposals appropriately assess and mitigate transport impacts. Development should only be prevented or refused on transport grounds where there would be an unacceptable impact on highway safety or where transport impacts cannot be satisfactorily addressed.

**Policies DP1 to DP4: Well-designed places**

Policies DP1 to DP4 seek the creation of high-quality, sustainable places. Development should function well, be visually attractive, respond positively to local character, optimise the potential of sites, provide a high standard of amenity, and create safe, healthy and inclusive environments for existing and future users.

**Policies N2 and N3: Trees, biodiversity and the natural environment**

Policies N2 and N3 require planning decisions to contribute to and enhance the natural environment. Development should protect and enhance biodiversity, landscapes, green infrastructure, soils, trees and woodland, secure biodiversity net gain and minimise adverse impacts on the natural environment. Existing trees should be retained and integrated into development wherever practicable and appropriate.

**Policies CC1 to CC3: Climate change**

Policies CC1 to CC3 seek to ensure that the planning system supports the transition to net zero, increases resilience to climate change and takes account of the impacts of overheating, water scarcity, flooding, storms and other climate-related risks. Development should minimise greenhouse gas emissions and incorporate appropriate adaptation and resilience measures.

**Policies F4 to F8: Flood risk and water management**

Policies F4 to F8 address flood risk and water management. Development should avoid areas at highest risk of flooding where possible, apply a sequential and risk-based approach to site selection and design, manage surface water effectively, and ensure that development remains safe for its lifetime without increasing flood risk elsewhere.

**Policies P2 and DP3: Pollution, health and amenity**

Policies P2 and DP3 seek to ensure that development does not give rise to unacceptable impacts on health, living conditions or environmental quality. Development should avoid unacceptable impacts from noise, vibration, air pollution, odour, artificial lighting, contamination and other forms of pollution, whilst safeguarding the amenity of existing and future occupiers.

This page is intentionally left blank

**26/01902/OUT** Cambridge Science Park, Milton Road, Cambridge

## Application details

**Committee Date:** 18 November 2026

**Report to:** Joint Development Management Committee

**Lead Officer:** Joint Director of Planning and Economic Development

**Ward/parish:** Milton & Waterbeach

**Proposal:** Outline planning application with all matters reserved for a mixed-use redevelopment of Cambridge Science Park in separate and severable components each representing severable permitted areas comprising:

Flexible employment uses including research and development, office, and workspace, industrial and storage (including data) uses (Use Classes E(g), B2, B8 and sui generis), Flexible Class E, Class F1 and F2, C1 (hotel) and Sui Generis (bar and hot food takeaway) uses to support the operation of the wider Science Park, Highway works, including new vehicular, cyclist and pedestrian roads and paths, and car and cycle parking facilities including mobility hubs with associated electric vehicle charging infrastructure, landscape and public realm, including areas for sustainable urban drainage systems, biodiversity areas, outdoor play and sport facilities (Use Class F2(c)), utility, energy and water facilities and infrastructure together with enabling, site clearance, demolition and associated works, including temporary meanwhile uses.

**Applicant:** Masters, Fellows and Scholars of Trinity College

**Presenting officer:** Katie Christodoulides

**Reason For Referral:** This is a Schedule 2 application under the Town and Country Planning (Discharge of Local Planning Authority Functions) (England) Regulations 2026. It is referred to planning committee for determination in accordance with the decision of the Planning Committee Gateway Panel held on 21 October 2026. At that meeting, the Nominated Member and Officer agreed the Gateway Test is engaged because it raised issues of economic, social or environmental significance to the local

areas/significant planning matters having regard to the development plan and any other material considerations. A copy of the Gateway Meeting assessment form is included as **Appendix 6** to this report.

**Member site visit date:** 16 November 2026

**Key issues:**

1. Principle of development
2. Quantum of development
3. Design
4. Landscaping
5. Transport
6. Ecology and BNG
7. Drainage and Foul Water

**Recommendation: Approve** application 26/01902/OUT subject to:

(i) The planning conditions as set out in **Section 31** of this report, with delegated authority to officers to carry through amendments to the conditions (including additional/revised conditions as appropriate and necessary)

(ii) The prior completion of a Section 106 agreement under the Town and Country Planning Act 1990 by 26 February 2027, with delegated authority to officers to negotiate, settle and complete such an Agreement as referenced in the Heads of Terms within this report set out in **Section 28**, including any other planning obligations considered acceptable and necessary to make the development acceptable in planning terms. If the Section 106 agreement is not completed by this date, then delegated authority shall be given to officers to either refuse the Applications based on a lack of secured mitigation contrary to the adopted Local Plans, or to agree any such extended period for completion of the agreement as appropriate.

**26/01872/OUT-** Cambridge Science Park, Milton Road, Cambridge

# Application details

**Committee Date:** 18 November 2026

**Report to:** Joint Development Management Committee

**Lead Officer:** Joint Director of Planning and Economic Development

**Ward/parish:** East Chesterton Ward

**Proposal:** Outline planning application with all matters reserved for a mixed-use redevelopment of Cambridge Science Park in separate and severable components each representing severable permitted areas comprising:

Flexible employment uses including research and development, office, and workspace, industrial and storage (including data) uses (Use Classes E(g), B2, B8 and sui generis), Flexible Class E, Class F1 and F2, C1 (hotel) and Sui Generis (bar and hot food takeaway) uses to support the operation of the wider Science Park, Highway works, including new vehicular, cyclist and pedestrian roads and paths, and car and cycle parking facilities including mobility hubs with associated electric vehicle charging infrastructure, landscape and public realm, including areas for sustainable urban drainage systems, biodiversity areas, outdoor play and sport facilities (Use Class F2(c)), utility, energy and water facilities and infrastructure together with enabling, site clearance, demolition and associated works, including temporary meanwhile uses.

**Applicant:** Masters, Fellows and Scholars of Trinity College

**Presenting officer:** Katie Christodoulides

**Reason For Referral:** This is a Schedule 2 application under the Town and Country Planning (Discharge of Local Planning Authority Functions) (England) Regulations 2026. It is referred to planning committee for determination in accordance with the decision of the Planning Committee Gateway Panel held on 21 October 2026. At that

meeting, the Nominated Member and Officer agreed the Gateway Test is engaged because it raised issues of economic, social or environmental significance to the local areas/significant planning matters having regard to the development plan and any other material considerations. A copy of the Gateway Meeting assessment form is included as **Appendix 6** to this report.

**Member site visit date:** 16 November 2026

**Key issues:**

1. Principle of development
2. Quantum of development
3. Design
4. Landscaping
5. Transport
6. Ecology and BNG
7. Drainage and Foul Water

**Recommendation: Approve** application 26/01872/OUT subject to:

(i) The planning conditions as set out in **Section 31** of this report, with delegated authority to officers to carry through amendments to the conditions (including additional/revised conditions as appropriate and necessary)

(ii) The prior completion of a Section 106 agreement under the Town and Country Planning Act 1990 by 26 February 2027, with delegated authority to officers to negotiate, settle and complete such an Agreement as referenced in the Heads of Terms within this report set out in **Section 28**, including any other planning obligations considered acceptable and necessary to make the development acceptable in planning terms. If the Section 106 agreement is not completed by this date, then delegated authority shall be given to officers to either refuse the Applications based on a lack of secured mitigation contrary to the adopted Local Plans, or to agree any such extended period for completion of the agreement as appropriate.

**Artificial Intelligence (AI)**

AI may have been used as an administrative tool to assist in the drafting and formatting of this report. It has not been used to assess the planning merits of the application or to exercise professional planning judgement. The analysis, conclusions and recommendation are those of the case officer.

**Report contents**

**Table 1: Contents of Report**

| Document section | Document heading |
|---|---|
| 1 | Executive Summary |
| 2 | Site Description and Context |
| 3 | The Proposal |
| 4 | Relevant Site History |
| 5 | Policy |
| 6 | Environmental Impact Assessment Regulations (EIA) |
| 7 | Consultations |
| 8 | Third Party Representations |
| 9 | Member Representations |
| 10 | Local Groups / Petition |
| 11 | Cambridge Quality Panel Meetings |
| 12 | Pre-Application Developer Presentations |
| 13 | Planning Performance Agreement |
| 14 | Assessment |
| 15 | Principle of Development |
| 16 | Masterplan Concept, Building Design, Scale and Landscaping |
| 17 | Landscaping, Trees and Biodiversity |
| 18 | Landscape and Townscape Effects |
| 19 | Heritage Assets |
| 20 | Carbon Reduction, Sustainable Design and Potable Water Use |
| 21 | Drainage, Flood Risk and Foul Water Management |
| 22 | Highway Safety and Transport Impacts |
| 23 | Cycle and Car Parking Provision |
| 24 | Social Benefits and Community Infrastructure |
| 25 | Neighbour Amenity |
| 26 | Construction and Environmental Health Impacts |
| 27 | Other Matters |

| | |
|---|---|
| 28 | Planning Obligations (S106) |
| 29 | Planning Balance |
| 30 | Recommendation |
| 31 | Planning Conditions (See Appendix 5) |
| Appendix 1 | Policy Glossary CSP |
| Appendix 2 | Cambridge Quality Panel Report 30 September 2025 |
| Appendix 3 | Cambridge Quality Panel Report 4 February 2026 |
| Appendix 4 | Development Specification CSP |
| Appendix 5 | Recommended Planning Conditions |
| Appendix 6 | Gateway Meeting Assessment Form |

## 1.0 Executive Summary

1.1 This report relates to outline planning applications (the Applications) for the Site which is located within the administrative boundaries of Cambridge City Council and South Cambridgeshire District Council ('the Councils').

1.2 The outline planning applications with all matters reserved, seek permission for a mixed-use redevelopment of Cambridge Science Park (CSP) over the next 25 to 30 years. The proposal seeks flexible employment uses including research and development, office, and workspace, industrial and storage (including data) uses (Use Classes E(g), B2, B8 and sui generis), Flexible Class E, Class F1 and F2, C1 (hotel) and Sui Generis (bar and hot food takeaway) uses to support the operation of the wider Science Park.

1.3 The proposed scheme has evolved through an extensive pre-application process spanning approximately a year, involving officers from the Greater Cambridge Shared Planning Service (GCSP), its specialist technical advisors, and the applicant team and their technical advisors.

1.4 The development would increase the total floorspace from approximately 234,846 m² Gross External Area (GEA) to a maximum of 771,000 m² (GEA). The proposals have been designed to ensure that the proposed buildings don't occupy more than half the total site area.

1.5 The proposed masterplan seeks to create a site with a vibrant neighbourhood, through opening the park to the public and creating an enhanced central park which would be supported by green spaces connecting beyond the site boundaries. The masterplan is expected to deliver between 16,360 to 23,770 additional jobs.

1.6 The application seeks approval of the outline planning application set out in the Development Specification, the Parameter Plans and the Design Code.

1.7 Following the initial consultation, the Applications have been amended to take account of concerns raised including parameter plan heights, landscaping, visual impact and Design Code considerations.

1.8 The submitted proposals as amended are considered to align with South Cambridgeshire and Cambridge City Council's Local Plan and National Planning Policy which places an emphasis on economic benefits, and development which allows investment and expansion to support the economic vision and strategy for the area.

1.9 The proposals are supported by Heads of Terms (HoT's) which are to be secured within the Section 106 Agreement which will comprise of a package of sustainable travel and highway interventions to support the development, BNG, Public Art Strategy and Employment and Skills Strategy. As such, the development will be able to successfully mitigate its highway impacts and promote sustainable travel.

.

1.10 Overall, the proposed development will bring substantial positive public benefits that accord with the three overarching objectives of sustainable development as set out in the National Planning Policy Framework 2026, economic, social and environmental. Having taken into account the provisions of the development plan, the views of statutory consultees, as well as all other material planning considerations, the proposed development is recommended for approval subject to planning conditions and the prior completion of a Section 106 Agreement.

1.11 Officers recommend that the Joint Development Management Committee **APPROVE** the applications subject to the planning conditions as set out in **Section 31** below, with any minor amendments to the conditions as drafted delegated to officers, and the completion of a s106 agreement which includes the Heads of Terms set out in **Section 28** below with any minor amendments to the Heads of Terms as set out delegated to officers.

**Table 2: Summary of Consultee Reponses**

| **Consultee** | **Object/ No objection/ No comment** | **Paragraph Reference** |
|---|---|---|
| Active Travel England | Object | 7.2 |
| Anglian Water | Object | 7.3 - 7.6 |
| Building Safety Regulator | No objection | 7.7 |
| Cadent Gas | No objection | 7.8 |
| Cambridge City Airport | No objection | 7.9 |
| Communities Team | No objection | 7.10 - 7.11 |
| Conservation Officer | No objection | 7.12 |
| Contaminated Land Officer | No objection | 7.27 |
| County Archaeology | No objection | 7.13 |
| County Active Travel Team | No objection | 7.14 |
| County Definitive Map Team | No objection | 7.15 - 7.16 |
| County Highways | No objection | 7.17 - 7.18 |

| | | |
|---|---|---|
| County Planning, Minerals and Waste | No objection | 7.19 |
| County Transport Assessment Team | No objection | 7.20 |
| Designing Out Crime | No objection | 7.21 |
| Ecology Officer | No objection | 7.22 - 7.23 |
| Environment Agency | No objection | 7.24 |
| CCC Environmental Health | No objection | 7.25 |
| SCDC Environmental Health | No objection | 7.26 |
| SCDC Environmental Health Air Quality | No objection | 7.28 |
| Health Development Officer | No objection | 7.29 |
| Historic England | Neither supporting nor objecting | 7.30 - 7.33 |
| Landscape Officer | No objection | 7.34 - 7.35 |
| Lead Local Flood Authority | No objection | 7.36 |
| Milton Parish Council | Object | 7.1 |
| National Gas Transmission | No objection | 7.37 |
| National Highways | No objection | 7.38 |
| Natural England | No objection | 7.39 |
| Public Art Officer | No objection | 7.40 |
| Safeguarding Officer, Defence Infrastructure Organisation | No objection | 7.41 |
| Sport England | No objection | 7.42 |
| Sustainability Officer | No objection | 7.43 |
| Tree Officer | No objection | 7.44 |
| Urban Design Officer | No objection | 7.45 |
| Waste Shared Service | No objection | 7.46 |
| Third Party Representations (4) | Support | 8.2 |
| Member Representations (0) | None received | 9.1 |
| Local Interest Groups and Organisations (1) | Neither supporting nor objecting | 10.1 |

**2.0 Site Description and Context**

2.1 The site covers 61.6 hectares, with the majority of the site falling within the administrative boundary of South Cambridgeshire District Council (SCDC), with two plots and a multi-storey car park within the southeastern corner of the site falling within the administrative boundary of Cambridge City Council (CCC). The site lies within the Parish of Milton and East Chesterton Ward. See Figure 1 for the site location plan.

2.2 The site is bound by the A14 to the north and northwest, the A1309 (Milton Road) to the east and southeast, Cambridgeshire Guided Busway lies to the south and Cambridge Regional College and Sports Hall and Centre to the west.

2.3 The primary vehicular access to the site is from the A1309 (Milton Road), with a secondary vehicular access from the west along Kings Hedges Drive.

2.4 Cambridge Science Park (CSP) serves as a hub for innovation with 170 companies established within the park spread across 60 buildings, with approximately 7,000 to 7,500 employees. It functions as a centre for technology, life sciences and innovation supported by ancillary uses including Bright Horizons Nursery, the Bradfield Centre, Trinity Centre and the Cambridge Science Centre.

2.5 The built environment has evolved organically, with buildings of varying age, scale and architectural character across the site. The key facilities include the Trinity Centre which provides conferencing, restaurant and bar facilities with a barbershop along with The Bradfield Centre which provides co-working space, incubator space and café.

2.6 The landscape character of the park defines its identity and comprises of a variety of amenity and green space. There are three artificial ponds with grassland and woodland. The First Public Drain flows through the site, entering from the southern boundary and exiting from the eastern boundary. The site falls gently from the north-west corner towards the south-east. Overhead power lines (132kV) cross the site from southwest to west with four pylons within the site.

2.7 Policy E/1 of the South Cambridgeshire Local Plan 2018 supports appropriate proposals for employment development and redevelopment on the Cambridge Science Park. Policy S/AMC/NEC: North East Cambridge Area of Major Change is a proposed policy within the proposed Greater Cambridge Local Plan, Regulation 19.

2.8 There are no Scheduled Monuments, Listed Buildings or any Registered Parks and Gardens located on site. The Napp Research Centre at the north-eastern corner of the site, has some historic and architectural interest. The closest designated Heritage Asset is the Church of St George in Chesterton which is a Grade II listed building located approximately 750 metres from the site. The Golden Hind Pub is a locally listed building approximately 280 metres from the site. The nearest Conservation Areas are Milton (1.19km), Baits Bite Lock (1.45km) and Fen Ditton (1.24km).



**Figure 1: Site Location Plan (Source- Allies and Morrison LLP)**

## 3.0 The Proposals

3.1 Identical applications (SCDC and CCC) have been submitted for Outline planning permission with all matters reserved for a mixed-use redevelopment of Cambridge Science Park in separate and severable components each representing severable permitted areas. Each severable area as detailed on the development zone parameter plan is capable of being delivered independently from those around it. This ensures that if long leaseholders on site choose to submit stand-alone applications rather than a reserved matters application in line with the masterplan, the Outline permission will remain capable of implementation. Severability is detailed further in section 15 of the committee report.

3.2 The development comprises flexible employment uses including research and development, office, and workspace, industrial and storage (including data) uses (Use Classes E(g), B2, B8 and sui generis).

3.3 Flexible Class E, Class F1 and F2, C1 (hotel) and Sui Generis (bar and hot food takeaway) uses to support the operation of the wider Science Park are also proposed; Highway works, including new vehicular, cyclist and pedestrian roads and paths, and car and cycle parking facilities including mobility hubs with associated electric vehicle charging infrastructure form part of the proposals

3.4 Landscape and public realm, improvements include areas for sustainable urban drainage systems, biodiversity areas, outdoor play and sports facilities (Use Class F2(c)). The proposals also include; utility, energy, and water facilities and infrastructure; together with enabling, site clearance, demolition and associated works, including temporary meanwhile uses.

3.5 The outline application seeks permission for a maximum total ‘application cap’ of 771,000m² (GEA). Table 3 details the maximum floorspace areas in GEA sqm by land use sought through the Outline application.

**Table 3: Outline Application Maximum Floor Areas by Land Use (Source- Development Specification, DP9) (See Appendix 4)**

| Use | Proposed Use (Use Class) | Max Amount (GEA, sqm) |
|---|---|---|
| **Flexible employment uses including research and development, office and workspace, industrial and storage (including data);** | Classes E(g), B2 and B8 and Sui Generis (Data) | 565,500 |
| - **Associated Plant** | N/A | 35,000 |
| **Ancillary/Supporting Uses** | | |
| - **Retail, Food and Beverage and Co-working, and bars and hot food takeaway** | E(a), (b), (c) and Sui Generis (Bars and hot food takeaway) | 20,500 |
| - **Hotel and Conference** | C1 and Sui Generis | 15,000 |
| - **Community, sport or fitness facilities, creches and/or nurseries** | E(d), (e), (f) and F1, F2 | 18,000 |
| - **Mobility Hubs and Multi-storey car parks** | Sui Generis | 117,000 |
| **Total** | | 771,000 |
| **Total (Trip Generating Development)** | | 619,000 |

3.6 The development is divided into 13 Development Zones, which are sub-divided into 20 Severable Zones, each capable of independent delivery as detailed in Figure 2. The maximum GEA floorspace for each Development Zone is detailed in Table 4.

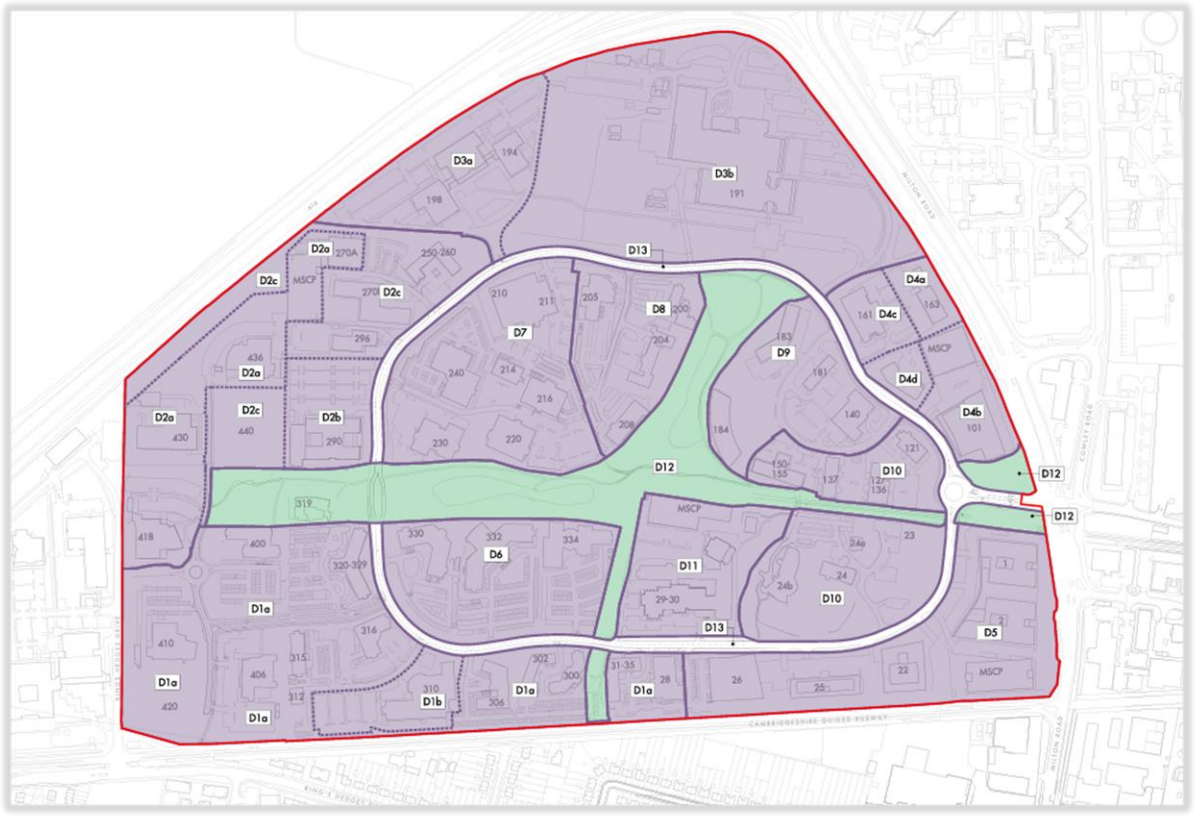



**Figure 2: Development Zone Parameter Plan (Source-Allies and Morrison LLP)**

3.7 Table 5 details the existing floorspace assumptions and how the recently approved schemes sit within the figures shown in Table 3.

**Table 4: Development Zone floorspace Caps (sqm GEA) (Source- Development Specification, DP9) (See Appendix 4)**

| | Commercial Use Classes E(g), B2, B8 and Sui Generis | Associated Plant | Retail, F&B and Co-working Uses E(a), (b) and (c) and Sui Generis | Hotel and Conference Uses C1 and Sui Generis | Community, sport or fitness facilities, creches and/or nurseries Uses E(d), (e), (f) and F1, F2 | Mobility Hubs and MSCP Sui Generis | Max Amount (GEA, sqm) |
|---|---|---|---|---|---|---|---|
| D1 | 122,000 | 19,000 | 3,500 | | 4,000 | 38,000 | 183,000 |
| D2 | 130,000 | 14,000 | 1,500 | | | 17,000 | 163,000 |
| D3 | 92,000 | 8,000 | 600 | | | 17,000 | 118,000 |
| D4 | 56,000 | 6,000 | 1,100 | | | | 63,000 |
| D5 | 68,000 | 3,000 | 250 | | | 10,000 | 71,000 |
| D6 | 76,000 | 9,000 | 2,600 | | | | 88,000 |
| D7 | 89,000 | 7,000 | 6,700 | | | | 103,000 |
| D8 | 51,000 | 4,000 | 1,400 | | | 18,000 | 74,000 |
| D9 | 35,000 | 5,000 | 3,300 | 15,000 | 3,000 | | 61,000 |
| D10 | 62,000 | 5,000 | 250 | | 10,000 | 17,000 | 94,000 |
| D11 | 43,000 | 2,000 | 800 | | | | 46,000 |
| D12 | | | 500 | | 500 | | 1,000 |
| D13 | | | | | | | 0 |

**Table 5: Floorspace assumptions (Source-Development Specification, DP9) (See Appendix 4)**

| | GEA (sqm | GEA Cumulative Areas (sqm) |
|---|---|---|
| Existing Floorspace | | 234,846 |
| Approved (440 CSP) | 14,062 | 248,908 |
| Approved Brockton, Fenway (210-240 CSP) | 83,172 | 332,080 |
| (Additional floorspace) | 438,920 | 771,000 |
| Proposed Total Floorspace | | 771,000 |

3.8 The amount of floorspace that could come forward is controlled in three ways:

- Firstly, by a maximum GEA cap by Development Zone (The Development Zone Cap) as set out in Table 4.
- Secondly by a maximum GEA cap by land use as set out within Table 3 (The Land Use Cap).
- Thirdly for the development as a whole (The Application Cap) of 771,000m².

3.9 The application is accompanied by the following supporting reports and key plans:

- Site Location Plan
- Parameter Plans
- Design Code
- Development Specification
- Outline Application User Guide
- Statement of Community Engagement
- Economic Needs Assessment
- Design and Access Statement
- Outline Public Art Strategy
- Transport Assessment
- Site Wide Travel Plan
- Parking Management Strategy
- Tree Survey Report
- Outline BNG Strategy
- Biodiversity Net Gain Metric
- Sustainability Statement
- Energy Statement
- Flood Risk Assessment
- Drainage Assessment
- Utilities Assessment
- Archaeological Desk Based Assessment
- Land Contamination Assessment
- Waste Design Guide Toolkit
- Outline Construction Environmental Management Plan
- Planning Statement
- Environmental Statement including
- Landscape Visual Impact Assessment
- Heritage and Townscape Visual Impact Assessment

**Amendments**

3.10 The application has been amended to address representations including from Active Travel England, Cambridge Past, Present and Future, Ecology Officer, Historic England, Landscape Officer, Lead Local Flood Authority, National Highways, Public Art Officer, Urban Design Officer and further consultations have been carried out as appropriate.

3.11 The amendments are identified below:

**Parameter Plans**

**Table 6: Parameter Plan Amendments**

| Parameter Plan | Summary of changes |
|---|---|
| PP01 Green and Blue Infrastructure Plan | Indicative open space added in DZ11.<br>Main entrances added (GB.54) in addition to Key Nodes/Gateway (colours amended). |
| PP02 Layout Plan | Indicative open space added in DZ11.<br>Main entrances added (GB.54) in addition to Key Nodes/Gateway (colours amended).<br>Heart of local/key cluster renamed on key. |

| | |
|---|---|
| | District landmark in D1a (west) amended to a neighbourhood landmark.<br>Neighbourhood landmark added in D1a (east) to replace vista frontage. |
| PP03 Access and Movement Plan | Removed exit-only route to Milton Road from D3.<br>Access from the eastern busway route to the Primary Circulation Route has been segregated for cyclists and pedestrians.<br>Indicative open space added in D11.<br>Main entrances added (GB.54) in addition to Key Node / Gateway (and colours amended).<br>Additional vehicle parcel entrance added in D2a.<br>MSCP symbols adjusted.<br>Entrance from south-east corner amended to a segregated pedestrian/cycle route. |
| PP04 Development Zone Plan | Introduced requirement for illustrative masterplans for each development zone. |
| PP05 Land Use Plan | Indicative open space added in D11. |
| PP06 Maximum Height Plan | Reduced heights along the Park frontage in DZ2, DZ8 and DZ9 to be sensitive to local character and long-distance views.<br>Indicative open space added in D11.<br>District landmark in D1a (west) amended to a neighbourhood landmark.<br>Neighbourhood landmark added in D1a (east) to replace vista frontage. |
| PP07 Framework Plan | Incorporates all relevant changes listed above. |

**Design Code**

3.12 The Design Code has been amended consisting of reducing heights, introducing a requirement for illustrative masterplans for each development zone, clarity on the definition of the building line and its impact, clarification on the approach to tree retention, SuDS, street trees and the continuity of footpath.

**Development Specification**

3.13 The Development Specification has been updated to reflect the addition and reallocation of Community, Sport or Fitness facilities and creches/nurseries within the Development Zone floorspace Caps.

**Heritage and Townscape**

3.14 The proposed amendments include a review of visual assessment View 15, 16 and 19, a review of heritage assessment Biggin Abbey, Ely Cathedral and Church of Great St Mary's. The amendments include a reduction in the maximum height parameters, alteration of landmark in D1a from a District Landmark to Neighbourhood Landmark and Designation of Neighbourhood Landmark in D1A, the strengthening of the notional view consideration area towards Ely Cathedral from Great St Mary's tower.

**Landscape and Visual Impact**

3.15 The updated LVIA has expanded the range of landscape receptors assessed to include individual landscape elements and the local character of the site.

**Amended Planning Application Documents**

3.16 The following documents accompanying the Applications have had an addendum or been updated to consider the impact of the proposed amendments on the assessment/analysis or conclusions set out:

- Cambridge Science Park Design Code (replacement document)
- Chapter 7 Human Health & Chapter 10 Noise and Vibration (replacement document)
- Design and Access Statement (replacement document)
- Development Specification (replacement document)
- Drainage Technical Note
- Ecosystem Note
- Environmental Statement Addendum
- EIA Non-Technical Summary (replacement document)
- Heritage and Townscape Visual Impact Assessment (replacement document)
- Highways Comments Response
- Landscape Visual Impact Assessment (replacement document)
- Outline Public Art Strategy (replacement document)
- Parking Management Strategy (replacement document)
- Planning Statement Addendum (replacement document)
- Utilities Assessment (replacement document)
- Water Vole Survey Note

3.17 The proposal has been shaped through a positive and collaborative pre application process as part of a Planning Performance Agreement (PPA). This included two pre-application developer briefing being presented to the Joint Development Control Committee in November 2025 and February 2026.

## 4.0 Relevant Site History

4.1 The planning history relevant to this application is set out in chronological order, starting with the most recent planning applications.

**Table 7: Relevant Recent Site History**

| Reference | Description | Outcome |
|---|---|---|
| 26/02610/FUL<br><br>163 Cambridge Science Park | Demolition of existing building and development of new commercial building, including access, Landscaping and ancillary infrastructure | Current Application |
| 26/02561/FUL<br><br>29 Cambridge Science Park | Installation of an external roof top plant, replacement glazing with solid panels and externally applied vinyls to first floor | Approved 28.08.2026 |
| 26/01959/FUL<br><br>101 Cambridge | Installation of hard landscaping, decking, external lighting and associated soft landscaping. | Approved 29.07.2026 |

| | | |
|---|---|---|
| Science Park | | |
| 26/01685/SCOP<br><br>23,24,24a, 24b,122,127-136, 137, 150-155 Cambridge Science Park | EIA Scoping Opinion request pursuant to Regulation 15 of the Town and Country Planning (Environmental Impact Assessment) Regulations 2017 (as amended) Proposed Development consists of a full planning application for the northern plot for a landmark building/multi-tenant lab building, multi-storey car park and highway works and outline planning application (all matters reserved apart from access) for the southern plot for two office/ research/ development buildings, The Trinity Centre and Cambridge Science Centre. | Approved 17.06.2026. |
| 25/04312/ADV<br><br>Whole of Cambridge Science Park | Installation and replacement of 103 No. illuminated and non-illuminated signs. | Approved 24.03.2026. |
| 25/04309/SCOP<br><br>Whole of Cambridge Science Park | EIA Scoping Opinion request pursuant to Regulation 15 of the Town and Country Planning (Environmental Impact Assessment) Regulations 2017 (as amended) Proposed Development consists of an outline application (all matters reserved apart from access) for science lab and office space, retail, food and beverage, sports and leisure and nursey use, alongside floorspace for hotels and convention spaces. | Scoping report issued 30.01.2026. |
| 25/00113/FUL<br><br>191 Cambridge Science Park | Erection of two-storey 2,145.2 sqm (GIA) extension to the north-west of the existing building to provide a new filling and packaging hall (B2 and B8 uses) with first-floor specialist building services plant, enclosed link to the existing warehouse at ground level and roof-mounted solar photovoltaics, along with installation of external plant, relocation of external recycling compound, new groundsman store, alterations to existing car park, new landscaping scheme and associated external works. | Approved 03.07.2025 |
| 24/04575/FUL<br><br>210-240 Cambridge Science Park | Demolition of existing units 210, 211, 214, 220, 230, 240 and redevelopment with Use Class E(g) floorspace (office) (E(g)(i)), research and development (E(g)(ii)) with complementary floorspace (Use Class E (a-g)) along with access, landscaping and supporting infrastructure. Retention of Unit 216. | Awaiting S106 Agreement |
| 24/01079/FUL<br><br>440 Cambridge Science Park | Erection of a Research and Development / Office building (use Class E) and associated landscaping, car and cycle parking, infrastructure works and plant | Approved 07.04.2025 |

**5.0 Policy**

(See Appendix 1 for detailed South Cambridgeshire and Cambridge City Local Plan Policies)

5.1 **National Policy**

National Planning Policy Framework 2026

5.2 The updated NPPF (2026) is a material consideration which must be considered where it is relevant to a planning application. It is intended to create a clearer, more rules-based planning system, accelerate housing delivery, support economic growth, and make planning decisions more predictable. The NPPF introduces a suite of national Development Management decision making policies. This includes applying the presumption in favour of sustainable development found in Policies S3 and S4, which require approving development proposals that accord with an up-to-date development plan without delay, unless the benefits of doing so would be substantially outweighed by any adverse effects, when assessed against the decision-making policies in the Framework.

5.3 For the purposes of decision making, Annex A of the NPPF states that Development plan policies (or parts of those policies) which are materially inconsistent with national decision-making policies in the Framework should be given very limited weight.

5.4 A review of the adopted Local Plan policies has been undertaken in the context of the updated NPPF. This has found that most policies in both adopted plans remain broadly consistent with national policy and can be given weight until replaced by policies in the Greater Cambridge Local Plan. A small number of policies, or parts of policies are materially inconsistent with national policy. Where appropriate, reference is made within the relevant sections of the assessment, to the appropriate policy weight which is attributed to local plan policies.

5.5 NPPF (2026) introduces a suite of national Development Management decision making policies – a set of procedural policies, and several thematic policies, structured around the respective document chapters, which must be considered where it is relevant to an application. This includes applying the presumption in favour of sustainable development found in Policies S3 and S4 of the NPPF, which requires approving development proposals that accord with an up-to-date development plan without delay, or any adverse impacts of doing so would significantly and demonstrably outweigh the benefits, when assessed against the policies in the NPPF taken as a whole.

5.6 In respect of this application, officers consider the below policies may be materially inconsistent with relevant NPPF 2026 decision-making policies. The weight attributed to any such policy is a matter of planning judgement and depends on the nature of the proposal under consideration:

Cambridge Local Plan 2018 Policies: 28

South Cambridgeshire Local Plan 2018 policies: S/5, S7(Part 2), CC/3

5.7 In following these requirements, the application proposals have been assessed against the NPPF (2026), and the relevant development plan policies.

National Planning Practice Guidance

National Design Guide 2021
Environment Act 2021
Town and Country Planning (Environmental Impact Assessment) Regulations 2017.
Conservation of Habitats and Species Regulations 2017
Equalities Act 2010
Planning and Compulsory Purchase Act 2004
Local Transport Note 1/20 (LTN 1/20) Cycle Infrastructure Design
ODPM Circular 06/2005 – Protected Species
Circular 11/95 (Conditions, Annex A)

EIA Directives and Regulations - European Union legislation regarding environmental assessment and the UK's planning regime remains unchanged despite the UK leaving the European Union on 31 January 2020

5.8 **South Cambridgeshire Local Plan (2018)**

Policy S/1: Vision
Policy S/2: Objectives of the Local Plan
Policy S/3: Presumption in Favour of Sustainable Development
Policy S/5: Provision of New Jobs and Homes
Policy S/7: Development Frameworks
Policy CC/1: Mitigation and Adaption to Climate Change
Policy CC/3: Renewable and Low Carbon Energy in New Developments
Policy CC/4: Water Efficiency
Policy CC/6: Construction Methods
Policy CC/7: Water Quality
Policy CC/8: Sustainable Drainage Systems
Policy CC/9: Managing Flood Risk
Policy HQ/1: Design Principles
Policy HQ/2: Public Art and New Development
Policy NH/2: Protecting and Enhancing Landscape Character
Policy NH/4: Biodiversity
Policy NH/6: Green Infrastructure
Policy NH/14: Heritage Assets
Policy E/1: New employment development and redevelopment on Cambridge Science Park
Policy E/9: Promotion of Clusters
Policy E/10: Shared Social Spaces as part of Employment Areas
Policy SC/2: Health Impact Assessment
Policy SC/9 Lighting Proposals
Policy SC/10: Noise Pollution
Policy SC/11: Contaminated Land
Policy SC/12: Air Quality
Policy TI/2: Planning for Sustainable Travel
Policy TI/3: Parking Provision
Policy TI/8: Infrastructure and New Developments

5.9 **Cambridge Local Plan 2018**

Policy 1: The presumption in favour of sustainable development
Policy 2: Spatial strategy for the location of employment development
Policy 5: Sustainable transport and infrastructure
Policy 8: Setting of the city
Policy 9: Review of the Local Plan

Policy 15: Cambridge Northern Fringe East and new railway Station Area
Policy 28: Sustainable design and construction, and water use
Policy 29: Renewable and low carbon energy generation
Policy 31: Integrated water management and the water cycle
Policy 32: Flood risk
Policy 33: Contaminated land
Policy 34: Light pollution control
Policy 35: Human health and quality of life
Policy 36: Air quality, odour and dust
Policy 37: Cambridge Airport Public Safety Zone and Air Safeguarding
Policy 38: Hazardous installations
Policy 39: Mullard Radio Astronomy Observatory, Lord's Bridge
Policy 40: Development and expansion of business space
Policy 41: Protection of business space
Policy 42: Connecting new developments to digital infrastructure
Policy 55: Responding to context
Policy 56: Creating successful places
Policy 57: Designing new buildings
Policy 58: Altering and extending existing buildings
Policy 59: Designing landscape and the public realm
Policy 60: Tall buildings and the skyline in Cambridge
Policy 61: Conservation and enhancement of historic environment
Policy 62: Local heritage assets
Policy 69: Protection of sites of biodiversity and geodiversity importance
Policy 70: Protection of priority species and habitats
Policy 71: Trees
Policy 72: Development and change of use in district, local and neighbourhood centres
Policy 73: Community, sports and leisure facilities
Policy 80: Supporting sustainable access to development
Policy 81: Mitigating the transport impact of development
Policy 82: Parking management
Policy 85: Infrastructure delivery, planning obligations and the Community Infrastructure Levy

5.10 **Greater Cambridge Local Plan 2024-2045 (Regulation 19 Proposed Submission)**

The Proposed Submission Greater Cambridge Local Plan represents the latest stage of preparing a new joint Local Plan for Greater Cambridge. Once it is adopted, it will become the statutory development plan for the Greater Cambridge area, replacing the current (adopted) Local Plans for Cambridge City and South Cambridgeshire District.

The Proposed Submission Local Plan was published for public consultation (under Regulation 19 of The Town and Country Planning (Local Planning) (England) Regulations 2012) between 3 August and 25 September 2026.

In line with Policy DM4: Emerging development plan proposals of the National Planning Policy Framework (NPPF), local planning authorities may give weight to relevant policies in emerging plans according to several factors. The Proposed Submission Local Plan is consistent with policies in the National Planning Policy Framework 2026. Whilst the joint Local Plan is at an advanced stage in the plan making process, the Regulation 19 consultation is yet to be completed.

Therefore, at this stage, the Proposed Submission Local Plan and its policies can only be afforded limited weight as a material consideration in decision making.

Submission of the Local Plan to the Secretary of State is anticipated by the end of December 2026

5.11 **Supplementary Planning Documents**

Biodiversity SPD – Adopted February 2022
District Design Guide SPD - 2010
Sustainable Design and Construction SPD – Adopted January 2020
Cambridgeshire Flood and Water SPD – Adopted November 2016
Health Impact Assessment SPD – Adopted March 2011
Landscape in New Developments SPD – Adopted March 2010
Open Space SPD – Adopted January 2009
Public Art SPD – Adopted January 2009
Trees and Development Sites SPD – Adopted January 2009
Cambridge Planning Obligations Strategy SPD – 2010
Greater Cambridge Planning Obligations SPD- 2026

5.12 **Other Guidance**

Cambridge and Peterborough Minerals and Waste Local Plan 2021

Policy 5- Mineral Safeguarding Areas
Policy 16: Consultation Areas

Cambridgeshire County Council RECAP Waste Management Design Guide SPD 2026

**6.0 Environmental Impact Regulations (EIA)**

6.1 The application proposals are of a type and scale that falls within Schedule 2(10) 'Infrastructure Projects' - specifically 10(b) 'Urban Development Projects' of the Town and Country Planning (Environmental Impact Assessment) (EIA) Regulations 2017 ('The Regulations').

6.2 In accordance with the EIA Regulations, given the size, scale and nature of the Proposed Development, significant environmental effects are considered likely in the absence of measures to reduce these effects. Accordingly, the Applicant has undertaken a voluntary EIA for the Proposed Development.

6.3 As part of the EIA process, an EIA Scoping Opinion was requested and received from the local planning authority. The Scoping Opinion, which was issued on 30January 2026, confirmed the scope of the EIA, The EIA has been undertaken in accordance with the comments received through the Scoping Opinion as well as the EIA regulations.

**Methodology for the Environmental Statement (ES)**

6.4 The ES considers the likely significant effects of the proposed development including during demolition, construction and on completion and occupation of the proposed development. The ES assess the maximum quantum, physical extent and development principles defined for the proposal, as set out in the

submitted parameter plans, development specification and design code which are put forward for approval.

**Topics covered by the Environmental Statement**

6.5 The ES assesses the following topics:

a) Socio-Economics
b) Health
c) Traffic and Movement
d) Air Quality
e) Noise and Vibration
f) Ecology and Biodiversity
g) Water Resources, Drainage and Flood Risk
h) Climate Change and Greenhouse Gases
i) Landscape and Visual Impact
j) Heritage, Townscape and Visual Impact

6.6 Regulation 26 of the EIA Regulations states that when determining an application in relation to which an environmental statement has been submitted, the relevant planning authority, the Secretary of State or an inspector, as the case may be, must –

a) examine the environmental information,
b) reach a reasoned conclusion on the significant effects of the proposed development on the environment, taking into account the examination referred to in sub-paragraph (a) and, where appropriate, their own supplementary examination,
c) integrate that conclusion into the decision as to whether planning permission or subsequent consent is to be granted, and
d) if planning permission or subsequent consent is to be granted, consider whether it is appropriate to impose monitoring measures.

6.7 This requirement is dealt with throughout the report.

6.8 The ES identifies the impacts, effects and effect significance. Where mitigation measures are identified to either eliminate or reduce likely adverse effects, these have been incorporated into the ES, as either demolition and construction commitments or operational or managerial standards and procedures.

6.9 Regulation 29 sets out the information which is required to accompany decisions for EIA developments. Having assessed the submitted details, officers are satisfied that the ES and other additional information provided complies with the 2017 EIA Regulations (as amended) and that sufficient environmental information has been provided to assess the environmental impacts of the development proposals.

6.10 An ES Addendum Report and updated ES Volume 1 Chapter 7 Health, ES Volume 1 Chapter 10 Noise and Vibration, ES Volume 2 HTVIA, ES Volume 2 LVIA and ES Non-Technical Summary were submitted in September 2026. The main amendments relate to building height, the Landscape and Visual Impact Assessment and the Health Impact Assessment. The addendum confirms that the scope of the updates would not alter the conclusions of the main Environmental Statement nor introduce additional likely significant effects.

## 7.0 Consultations

**Publicity (and for reconsultation of additional information)**

- Neighbour Letters- Yes
- Site Notice- Yes four site notices were posted close to the site.
- Press Notice- Yes Major and Environmental Impact Assessment

Reconsultation of the amendments was also carried out as above.

**Milton Parish Council – Objection**

7.1 Concern that the threefold increase in occupancy on site with no increase in parking provision will lead to displacement parking in Milton. A transport management plan for construction and occupation vehicles should be provided. Buildings are significantly higher than current buildings, potential for visual intrusion for neighbouring areas. The positioning and screening of the tallest buildings to be considered. Local water supply is under pressure and this would exacerbate supply issues. There is a lack of onsite increase in biodiversity, mitigations off site would not benefit immediate local residents. Is noted that application 26/02610/FUL at 163 Cambridge Science Park exceeds the proposed height envelopes.

**Active Travel England- Objection**

7.2 ATE's previous response remains valid in regard to the loop road cycle track being wider, the western CSP gateway having segregated cycle provision, discussions with the busway team in regard to the proposed new crossings and intensification of use and the timing and responsibility of active travel improvements.

**Anglian Water-Objection**

7.3 **Wastewater Treatment-** Following the announcement that the Housing Infrastructure Fund (HIF) will no longer be available to support the delivery of a new modern Water Recycling Centre (WRC) for Greater Cambridge, the focus is on upgrading the existing WRC to accommodate future growth. Until funding has been confirmed, will maintain a temporary objection to all future planning applications.

7.4 **Assets Affected-** Engagement with Anglian Water in the form of an asset protection is required. Recommends a condition in relation to existing water and drainage assets, and any proposed asset diversion or build over agreement.

7.5 **Trade Effluent-** Recommends a condition in regard to a strategic foul water strategy being submitted.

7.6 **Surface Water Disposal-** Request a condition in regard to a surface water management strategy being submitted.

**Building Safety Regulator- No Objection**

7.7 The planning application does not appear to fall under the remit of planning gateway one because the purpose of a relevant building is not met.

**Cadent Gas- No Objection**

7.8 There is an intermediate pressure pipeline feeding an above ground installation in the southwest corner of the works area which will need to be protected at all times. Requests an informative is added to any decision.

**Cambridge City Airport- No Objection**

7.9 The proposals are found to have the potential to conflict with Cambridge Airport's safeguarding criteria, recommends conditions in regard to height limitations on buildings and structures, submission of a bird hazard management plan, submission of a landscaping scheme, glint and glare assessment and informatives in regard to cranes and wind turbines.

**Communities Team- No Objection**

7.10 The amended submission represents a significant improvement from a communities and wellbeing perspective. The ambition of the project is supported and the evolution of CSP into a more open, accessible and publicly engaging innovation is welcomed.

7.11 Officers seek greater clarity regarding the minimum quantum and phasing of community infrastructure, governance and stewardship, long-term management responsibilities and the accessibility of future community, sport and recreation facilities.

**Conservation Officer- No Objection**

7.12 It is considered that the proposal will cause minor degree harm to the heritage significance of several designated heritage assets through development within their settings and impact on the skyline.

**County Archaeology- No Objection**

7.13 No objection

**County Active Travel Team- No Objection**

7.14 Requests the Design Code clarify the location of the bidirectional cycle path in respect of the loop road and detail crossing points and encourage to be ambitious with cycle parking and greater update of Sheffield stands as opposed two tier racks.

**County Definitive Map Team (Public Rights of Way)- No Objection**

7.15 Part of the proposal discusses works around Public Bridleway No.7, Milton which runs along the Guided Busway. It is noted that part of the proposal considers widening the pedestrian and cycle route that runs along the Guided Busway. An agreement would need to be made with CCC potentially via a Section 25 Creation Agreement under the Highways Act 1980 to widen the route.

7.16 For the implementation of an additional access point along the stetch of the Guided Busway into Kings Hedges, a safety audit is required regarding the access and crossing point, to satisfy the standards set out by Cambridgeshire

County Council's Road Safety Team and Highway Development Management Team.

**County Highways Development Management – No Objection**

7.17 No objection subject the recommended condition in regard to construction traffic management plan (CTMP) and informatives.

7.18 Comments that any Sustainable Urban Drainage Systems (SuDS) must be located outside the adopted public highway and any new or improved access, crossing or other works affecting the Guided Busway will require the express permission of the Busway Team.

**County Planning, Minerals and Waste- No Objection**

7.19 Parts of the proposed development site lie within the consultation areas for Cambridge Waste Water Treatment Works Water Recycling Area and Milton Landfill Waste Management Area under Policy 16: Consultation Areas of the Cambridgeshire and Peterborough Minerals and Waste Local Plan (2021). Milton Landfill is expected to cease operation in 2026 and is being restored and there are no concerns about odour from the water treatment works, there is no objection to the proposed development.

**County Transport Assessment Team – No Objection subject to mitigation package**

7.20 Sufficient detail has been presented to make a sound assessment. The mitigation package is to be agreed with the applicant.

**Designing Out Crime Officer- No Objection**

7.21 Security and crime prevention measures should be considered at the earliest opportunity as an integral part of any initial design for a proposed development.

**Ecology Officer- No Objection**

7.22 The additional water vole survey is welcomed. The report has recommended suitable mitigation including additional surveys are undertaken before future development parcels are brough forward and this is to be secured as part of the Construction Ecological Management Plan.

7.23 Recommends conditions in regard to biodiversity net gain, landscape and ecological management plan, construction ecological management plan, enhanced ecology and a lighting strategy for sensitive biodiversity.

**Environment Agency- No Objection**

7.24 Advises discussing with Cambridge Water to ensure that they are able to supply the site with the required quantities of water. Water efficiency measures for each Reserved Matters application should achieve full credits for Wat 02, 03 and 04 BREEAM. Consideration is needed for the reuse and recycling of water during periods of low or no rainfall and additional water to facilitate the storage of data is done so in cooperation with CW to ensure it can be supplied sustainably.

**CCC Environmental Health- No Objection**

7.25 In full agreement with the recommendations and requested conditions of SCDC Environmental Officers.

**SCDC Environmental Health - No Objection**

7.26 **Construction noise/vibration, dust, operational noise impact and artificial lighting-** No objection in principle to the proposals subject to the recommended conditions which ensure issues are adequately controlled at the later Reserved Matters application stage.

7.27 **Contaminated Land-** The proposed development is acceptable subject to the imposition of conditions for contamination investigation, remediation and verification and unexpected contamination.

7.28 **Air Quality-** The proposed development is acceptable subject to conditions for a low emissions strategy, dust, sensitive receptors and emissions modelling.

**Health Development Officer –No Objection**

7.29 Substantive amendments have been made to the Health Impact Assessment to address key issues raised previously. The substantial changes have materially improved the assessment and highlighted additional health benefits of the scheme. Recommends conditions.

**Historic England – Neither support nor object to the application**

7.30 The proposed amendments are welcome, the proposed changes to the height parameter plan in particular would reduce the impact of the proposals on the historic built environment.

7.31 The amendments do not however address previous substantive comments which were concerned with wider strategic questions about the impact of the proposals on the character and identity of Cambridge.

July 2026 comments:

7.32 In determining the application there will be two fundamental choices, whether the opportunity presented by the Science Park's redevelopment could be realised in a way more sympathetic to Cambridge's identity and whether the effect of the development proposed on the character and identity of Cambridge, and on the character and significance of its conservation areas and designated heritage assets would be outweighed by the public benefits the development would secure.

7.33 Historic England recognises the redevelopment should bring considerate public benefits, although question whether the considerable public benefits could not be secured by an alternative approach to its redevelopment which complemented the city's character and significance.

**Landscape Officer- No Objection**

7.34 The LVIA Addendum alongside revisions to the maximum height parameter plan has resolved the queries and concerns raised. Officers are satisfied with the revised sensitivity assessments and associated conclusions. The amended

height parameter plan results in a more varied and legible skyline profile and reduced the visual effects previously associated with the continuity of the tallest building parameters.

7.35 Within the Design Code, a change in wording to allow the flexibility for an alternative woodland establishment, reference to large growing tree species and confirmation on the baseline status of tree canopy cover and what 10% would mean in overall ambition.

**Lead Local Flood Authority – No Objection**

7.36 No objection in principle subject to conditions.

**National Gas Transmission – No Objection**

7.37 There are no National Gas Transmission assets in this area.

**National Highways- No Objection**

7.38 Any agreement to the proposed Monitor and Manage approach should be contingent upon the LPA being satisfied that appropriate enforcement and intervention mechanisms are secured through the planning permission and legal agreement.

**Natural England- No Objection**

7.39 The proposed development will not have significant adverse impacts upon statutorily protected nature conservation sites or landscapes.

**Public Art Officer- No Objection**

7.40 Officers are satisfied that the amended Public Art Strategy has addressed previous comments and welcome the inclusion of the relevant policy document together with the proposed involvement of PAAS. The presented science and technology concept is supported. A phasing plan and an indicative budget for public art still need to be provided and these can be included in the Public Art Strategy and Delivery Plan (PASDP). Recommends a PASDP condition.

**Safeguarding Officer, Defence Infrastructure Organisation- No Objection**

7.41 The proposed development falls outside of MOD safeguarded areas and does not affect other Defence interests. The MOD therefore has no objection to the development proposed.

**Sport England – No Objection**

7.42 The proposed development does not fall within the statutory remit and therefore Sport England has not provided a detailed response in this case.

**Sustainability Officer- No Objection**

7.43 The measures outlined look to align with industry best practice and the emerging Local Plan. Recommends conditions.

**Tree Officer- No Objection**

7.44 Recommends conditions in regard to an Arboricultural Method Statement, appropriate mitigation measures and a tree protection plan. There is the potential for future indirect damage to occur to some large growing and long-lived tree species. Foundation design should take this into account based on an assessment of soil plasticity and proximity of tree species to build structures.

**Urban Design-No Objection**

7.45 The amended submission is considered to adequately address the points raised in the original urban design response. The application is supported.

**Waste Shared Service- No Objection**

7.46 Applicants are encouraged to review the updated RECAP Waste Management Design Guide 2026 and ensure the proposals are designed in accordance with the latest waste management requirements. Recommended that a planning condition is applied to secure the submission and approval of a Waste Management Plan.

## 8.0 Third Party Representations

8.1 4 representations have been received.

8.2 They are all in support and have cited the following reasons:

- The application will make CSP a hub/node for the city.
- Densification of CSP will allow it to flourish and change to meet ever-changing occupier demand.
- The plan will provide a catalyst for economic growth not only in north Cambridge but across Cambridge, the region and the nation.
- Never been a more important time to support investment that can benefit all in the short and long-term.
- For many years, CSP has proven its worth as an incubator for ideas and businesses. Its outputs have changed the world and will continue to do so within the right environment.
- There is a well-known ‘cluster’ effect in places where experts are able to spend time together, sharing ideas and chatting and sparking each other’s creativity.
- The masterplan appears to have got this, reshaping the park to create an environment in which innovation will continue to flourish.
- Support for the day-to-day and economic benefits that the application will enable.
- Improved pedestrian landscaping and movement through the park.
- This will be an improvement for the employees on the park and city residents.
- Commitment to bring educational drive endeavours to the park, which will improve the local residents of Chesterton, Arbury and King Hedges.
- Supports the new central busway entrance and crossing point to improve pedestrian and cycle access to King’s Hedges via Garry Drive.
- Improvements to the CSP in terms of access and utility will be a great improvement to the Kings Hedges and Arbury area.

## 9.0 Member Representations

9.1 None received.

**10.0 Local Interest Groups**

10.1 Cambridge Past, Present and Future has made a representation neither supporting or objecting to the application:

October 2026 comments:

- Acknowledge and welcome the positive, material amendments that directly address several of the initial concerns.
- The reduced maximum parameter heights along the park frontage in development zones D2, D8 and D9 is a positive step towards mitigation visual bulk and protecting immediate streetscape character and long-distance views.
- Design Code CA.08 must be strictly applied at Reserved Matters stage to guarantee an unobstructed visual connection between Great St Mary's and Ely Cathedral, ensuring key historical sightlines are fully protected.
- Advocate for a character and appearance design code requirement mandating that individual plot proposals demonstrate exceptional architectural distinction and high-quality materials that age gracefully, rather than satisfying standard policy compliance.
- Endorse the removal of the exit-only route onto Milton Road from zone D3. Welcome the segregated two way pedestrian and cycle infrastructure provided along the eastern busway route leading to the primary circulation route.
- Maintain call for permanent, ungated 24/7 access provisions through the western gateway (Kings Hedges Drive).
- Welcome the site-wide net gain target of a 10% increase in tree canopy cover, would encourage long term ambition to achieve 30% tree canopy cover in line with Urban Forestry Guidelines.
- SuDS design must be functional, integrated with street trees and actively resolve historical flow/drainage issues along the First Public Drain rather than failing under severe climate stress.
- Welcome the commitment requiring illustrative masterplans for each individual Development Zone prior to detailed applications.
- Supports the amendments subject to embedding design safeguards, view protections, and long-term enforcement mechanisms through conditions and S106 Agreement.

July 2026 comments:

- CPPF recognises the immense economic significance of the CSP and the intensification over 30 plus years demands the highest possible standards of development.
- Supports the ambition to shift away from piecemeal, building by building approach towards a comprehensive set of Parameter Plans and Design Code, the outline application should establish binding, concrete commitments to safeguard local communities, protect environmental infrastructure and mandate world class design.
- If approved, it must demonstrate rigorous, concrete integration with adjacent urban areas, ensuring it becomes an organic and integrated extension of the city.
- The park must actively benefit the neighbouring, less advantaged wards.

- S106 Agreement should include robust and enforceable commitments regarding local skills, employment pipelines and meaningful community structures.
- Concerned the proposed framework lacks clear, legally binding mechanisms to guarantee delivery of physical and cultural porosity.
- Supports the improved western gateway from Kings Hedges Drive, but would seek the removal of gates that block this access out of office hours.
- Cycle access through the park must be seamless, high-quality and convenient from strategic routes.
- Public transport links must be flexibly designed so transit corridors through the site remain highly adaptable and integrated into the wider city infrastructure.
- Concern that excessive building massing risks overwhelming the surrounding cityscape and landscape. Assurance sought that long-term impact of heightened massing on both the immediate townscape and the wider setting of Cambridge will be sensitively mitigated.
- Should be exceptional design quality, enhancing civic, architectural and environmental setting.
- The proposed Design Code must state development demonstrate exceptional architectural distinction.
- Question how a design sensitively to Cambridges historic skyline will be objectively judged.
- Emphasis should be placed on the siting and orientation of buildings across the site to create a layered and visually rich composition from a distance.
- Concerned that the proposed blue infrastructure lacks technical rigour and fails to account for existing ecological realities.
- Recommends a planning condition requiring coordination with drainage engineers and ensuring the SuDS are a fully functional, resolving existing drainage and flow blockages and promoting climate adaption.
- There must be robust and formalised mechanisms to actively monitor compliance with the Design Codes and strategic framework.

10.2 The above representations are a summary of the comments that have been received. Full details of the representations are available on the Council's website.

**11.0 Cambridgeshire Quality Panel Meetings of 30 September 2025 and 4 February 2026**

11.1 The proposal was presented to the Quality Panel on the 30 September 2025 and 4 February 2026.

11.2 The Panel responded positively to the emerging proposals.

11.3 The Quality Panel minutes are set out in Appendix 2 and 3.

**12.0 Pre-Application Developer Presentations**

12.1 As part of its wider engagement approach, the Applicant briefed members of the Joint Development Management Committee on 25th February 2026 and 19th November 2025.

12.2 Committee members asked questions in relation to a range of matters including energy requirements, accessibility of the park, engagement with the Youth

Engagement Service, developing green infrastructure, sustainable urban drainage and if a Parkrun track and skate friendly routes had been considered.

## 13.0 Planning Performance Agreement

13.1 The proposal has been subject to detailed pre-application advice as part of a positive Planning Performance Agreement (PPA) process. The scheme has evolved through collaborative approach with targeted input provided by officers from the Strategic Sites Planning Team in relation to planning principles and process, the Built and Natural Environment Team in relation to ecology, landscape and sustainable design and Environmental Health in relation to air quality and noise.

## 14.0 Assessment

### Decision Making Principles

14.1 Section 38(6) of the Planning and Compulsory Purchase Act 2004 and section 70(2) of the Town and Country Planning Act 1990 require that applications for planning permission be determined in accordance with the development plan, unless material considerations indicate otherwise. The NPPF sets out the Government's policies for plan making and for making decisions on development proposals. It is a material consideration of considerable importance. In making decisions, the NPPF should be read alongside policies in the development plan. It advises that proposals which accord with an up-to-date development plan should be approved without delay.

## 15.0 Principle of Development

15.1 Policy S3 of the NPPF states that decisions on development proposals should apply a presumption in favour of sustainable development.

15.2 Policy S4 of the NPPF goes on to state that development proposals within settlements should be approved, unless the benefits of doing so would be substantially outweighed by any adverse effects.

15.3 Policy L2 of the NPPF states that substantial weight should be given to the benefits where a development proposal would (b) make better use of vacant and underutilised land and buildings.

15.4 Policy E2 1 (a) of the NPPF states that to support business growth, substantial weight should be given to the economic benefits of proposals for commercial development which allow businesses to invest, expand and/or adapt; especially where this would support the economic vision and strategy for the area.

15.5 Policy E2 2 (b) (i) of the NPPF states that where a development proposal is required to demonstrate whether an unmet need exists, consideration should be given to whether the specific locational requirements of the proposal are met by existing allocations in the development plan, this includes but is not limited to situations where existing businesses plan to expand or improve their premises, or clusters or networks of businesses need to grow (such as clusters of knowledge and data-drive, creative or high technology industries and associated facilities and infrastructure).

15.6 Policy E/1 of the South Cambridgeshire Local Plan 2018 states that appropriate proposals for employment development and redevelopment on Cambridge Science Park will be supported where they enable the continued development of the Cambridge Cluster of high technology research and development companies.

15.7 Policy E/9 of the South Cambridgeshire Local Plan 2018 states that development proposals in suitable locations will be permitted which support the development of employment clusters including biotechnology and biomedical, computer services, electronic engineering, high-technology manufacturing.

15.8 Policy 2 of the Cambridge Local Plan 2018 states that proposals that help reinforce the existing high technology and research cluster of Cambridge will be supported.

15.9 Policy 40 of the Cambridge Local Plan 2018 states that new offices, research and development and research facilities are encouraged to come forward within the following locations: (b) in the areas around the two stations. The policy continues to state that development or larger employment sites, with multiple occupiers, should consider whether they provide shared social spaces within the site, to enhance the vitality and attractiveness of the site.

15.10 The proposed development would provide for a mixed-use redevelopment for labs, offices, research and development with retail, food and beverage, sports and fitness facilities over the next 25 to 30 years, increasing the total floorspace from approximately 234,846 m² (GEA) to a maximum of 771,000 m² (GEA). The proposal would ensure buildings occupy no more than half the total site area and retain the landscape-led character of the park.

15.11 Cambridge Science Park and its multi-modal transport links, proximity to the University of Cambridge and Cambridge North Station make it one of the most sustainable and economically productive employment sites in the country. It has evolved as a complete innovation ecosystem, not a collection of buildings. Its purpose is to nurture companies through every stage of their lifecycle.

15.12 The Economic Needs Assessment submitted with the application estimates the proposed development is expected to deliver 16,360 - 23,770 additional jobs on site within a 25-to-30-year programme.

15.13 As of 2025, there are approximately 7,000 workers at CSP of which internal travel surveys show that 71% live in Greater Cambridge (32% in Cambridge and 39% in South Cambridgeshire). Should CSP maintain its current percentage of employees living within Greater Cambridge, it would be required to increase its draw from the available workforce in Greater Cambridge in the labour market from 2.9% to 7.3%.

15.14 Cambridge Science Park currently generates £972 million of GVA per annum (6% of the Greater Cambridge total) with an average GVA per worker of £139,000, more than double the regional average, and the life sciences businesses generate £231,000 GVA per worker; the proposed development would more than triple this output. (Source: Planning Statement, May 2026).

15.15 The principle of the redevelopment of Cambridge Science Park is acceptable and compliant with Policy E/1 of the South Cambridgeshire Local Plan and Policy 2 of the Cambridge City Local Plan in that it would be for the redevelopment and employment creation on the Science Park. This would enable the continued

development of the Cambridge cluster of high technology research and development companies as set out in Policy E/9.

15.16 The principle of development is also supported by making better use of vacant and underutilised land and buildings as required by Policy L2: Making effective use of land, NPPF 2026.

15.17 The proposal would contribute to supporting economic growth and productivity, as required by Policy E2 of the NPPF, which states that 'substantial weight should be given to the economic benefits of proposals for commercial development which allow businesses to invest, expand and/or adapt: especially where this would support the economic vision and strategy for the area'. The application is accompanied an Ecosystem Note which details Cambridge Science Park as an innovation ecosystem, with its purpose to nurture companies through every stage of their lifecycle.

15.18 This is further supported by the Spring Budget 2024, the Governments 'Case for Cambridge' and the ambition to 'supercharge' Cambridge's growth. The Government has maintained this focus and in August 2024, the commitment to Cambridge's continued economic prosperity in line with the Cambridge 2040 vision and the November 2025 Budget committing £10 million to enable the Cambridge Growth Company.

15.19 For these reasons it is considered that the proposal would support the continued development of the Cambridge cluster of high-technology research and development companies. The principle of the development is acceptable in accordance with Local Plan policies E/1 and E/9 of the South Cambridgeshire Local Plan 2018 and policies 2 and 40 of the Cambridge City Local Plan 2018, and the National Planning Policy Framework.

**Timeframe / Phasing**

15.20 The delivery of the development across the site is intentionally flexible and will not be prescribed with a fixed sequence or timeline. Given the nature of the Science Park and market-driven development, any severable zone within the site may come forward at any time, independently of others. The design code requires inset masterplans to be provided for each development zone to demonstrate how they can come forward without prejudicing future wider delivery. Each severable zone has been designed to be capable of coming forward on a standalone basis, with appropriate infrastructure and servicing arrangements. (**Condition 7- Phasing Strategy)** is recommended to establish on a severable zone basis the anticipated sequence of development and delivery of associated infrastructure and supporting works. See the Severability section below within this report.

15.21 The application seeks a framework for delivery over the next 30 years, and the applicant anticipates that the final reserved matters are likely to be submitted 25 years after the date of any decision.

15.22 **Severability**

15.23 Each Severable Zone detailed on the Development Zone parameter plan is a separate individual component which is capable of being delivered independently and separately from the rest of the permission. This ensures that if long

leaseholders on site choose to submit stand-alone applications rather than a reserved matters application in line with the masterplan, which are physically inconsistent in a material way with the development under the Outline permission when considered as a whole, the Outline permission will remain capable of implementation.

15.24 Severable Zones more likely to come forward outside of the reserved matters application process may include those sites on CSP which have an extant planning permission or resolution to grant such as DZ2C which is plot 440 CSP and DZ7 which is 210-240 CSP.

15.25 The submitted Environmental Impact Assessment and application material has assessed the development and its component parts of this basis and the potential for severable plots coming forward outside of the reserved matters process. If part of a Severable Zone is delivered independently as a stand-alone planning permission:

- The remainder of the development zone is still bound by the approved development zone cap fixed through the Outline.

- No further reserved matters applications can be submitted within the remainder of the development zone where doing so will exceed the development zone's individual floorspace cap (taking into account the floorspace from any standalone permission), regardless of whether other development zones come forward.

- The remainder of the outline permission for CSP as a whole remains subject to the overall site-wide land use cap minus any floorspace used up through either reserved matters or standalone applications. This approach restricts any further reserved matters applications coming forward where doing so will exceed one or other of those caps.

15.26 The applicant has tested this approach to ensure that no development zone can overdraw floorspace, that the outline permission does not unravel if zones come forward independently; and that the environmental assessment remains valid.

15.27 This report has assessed the merits of the application and each of its severable component parts on this basis and the wording of the recommended planning conditions in section 31 of this committee report are such that they relate to and control separately each severable zone which will remain capable of implementation alongside each other severable zone being delivered independently if a long leaseholder chooses to submit a standalone application.

## 16.0 Masterplan concept, building design, height, layout

### Introduction

16.1 The application is accompanied by the Development Specification, Design Code, Parameter Plans, Design and Access Statement and Planning Statement which explain in detail the approach to the redevelopment of the Science Park. The aspiration for the Masterplan is to deliver a profound transformation to CSP, moving from its current form and function to a denser and vibrant science and research location that is supported by food & beverage, leisure and other ancillary uses centred around a publicly accessible green space.

16.2 The Masterplan's three core principles are:

1) Opening the park to the city for people to enjoy;
2) Creating an enhanced central park supported by a network of green spaces connecting beyond the site boundaries; and
3) Considerate intensification of science labs.

16.3 The Masterplan aims to achieve the highest possible industry standards, an appropriate level of density, and a distinct sense of place.

**Masterplan Concept – Parameter Plans**

16.4 The submitted parameter plans define the fixed spatial arrangements and development parameters for the site, controlling the future layout to ensure alignment with the masterplan aspirations.

16.5 There are seven parameter plans comprising:

**Parameter Plan 1- Green and Blue Infrastructure (PP01)**

16.6 This parameter plan defines the open space structure for the entire development. It is informed by the existing landscape and water management features, which form the starting point for the strategy of retention, enhancement and expansion of the sites green and blue infrastructure.

**Parameter Plan 2-Layout (PP02)**

16.7 This parameter plan defines the boundary and edge conditions that apply across the development. These conditions guide the design of individual plots, ensuring proposals respond appropriately to specific site characteristics, particularly the three key boundary conditions, Parkside, Streetside and Edge.

**Parameter Plan 3- Access and Movement (PP03)**

16.8 This parameter plan illustrates how different modes of transport and movement operate together alongside existing proposed routes. The plan establishes a clear movement framework that supports natural desire lines and accommodates a range of movement speeds.

**Parameter Plan 4- Development Zone (PP04)**

16.9 This parameter plan shows the site is divided into zones based on geographical location and existing long leaseholder boundaries. The Park and the existing primary road are defined as separate zones. These zones reflect the potential development opportunities across the site and each is capable of being a severable zone.

**Parameter Plan 5- Land Use (PP05)**

16.10 This parameter plan shows the location and description of the five types of uses allocated across the site. The broad distribution provides flexibility while ensuring the development supports the overall vision and organisation of the masterplan.

**Parameter Plan 6- Maximum Heights (PP06)**

16.11 This parameter plan establishes the maximum building heights across the site. It also identifies the locations of three types of landmarks, helping to reinforce key points of orientation and identity within the development.

**Parameter Plan 7- Framework Diagram (PP07)**

16.12 This plan consolidates information from all other parameter plans (except building heights) into a single composite drawing, enabling the different parameters to be understood collectively and in relation to one another.

16.13 Alongside the Parameter Plans, the Development Specification establishes the maximum floorspace permitted within each development zone.

16.14 The Design Code provides a robust and coordinated set of guidelines to secure high-quality design across the Cambridge Science Park.

16.15 The application seeks approval of the parameter plans for the outline planning application with these submitted for approval and identified in the Development Specification, the Parameter Plans; and section 2 of the Design Code.

16.16 Future reserved matters application must demonstrate compliance with the Parameter Plans and Design Code through the provision of a Statement of Compliance submitted with each application. This must also confirm compliance with the Development Zone Cap, Land Use Cap and Application Cap **(Condition 5-Design Code Compliance)** and **(Condition 6- Compliance with Environmental Statement).**

**Masterplan Concept - Illustrative Masterplan**

16.17 The Illustrative Masterplan shows an illustrative scheme of what could be built in accordance with the parameters to be approved. It has used typical floorplates for R&D buildings and other ancillary uses and has been used to thoroughly test proposals in terms of environmental, social, economic and transport impacts.

16.18 The illustrative masterplan shows indicative design proposals for the buildings and landscape and other forms of development could come forward as long as they adhere to the parameter plans, design code and development caps set out in the control documents.

**Masterplan Concept – Application Floorspace Cap**

16.19 The amount of floorspace that may come forward is controlled at three levels by:

1) The Development Zone Cap (per zone) **Table 2 of the Development Specification.**
2) The Land Use Cap (per use type) Table **Table 1 of the Development Specification.**
3) The application cap of 771,000 m² for the site as a whole.

16.20 It is noted that the Development Zone Cap total exceeds the Application Cap in order to allow phasing flexibility, but the overall site-wide cap of 771,000m² cannot be exceeded.

16.21 The development is divided into 13 Development Zones, which are sub-divided into 20 Severable Zones, each capable of independent delivery. The maximum

GEA floorspace for each Development Zone is detailed in Table 2 of the Development Specification.

16.22 This ensures that should long leaseholders choose to submit stand-alone applications, the Outline Application will still stand to be capable of implementation.

**Building design, design code, height, layout**

16.23 Policy DP3(1) of the NPPF states that development proposals should respond to their context so that they integrate with and enhance their surroundings. The policy further states that this should not preclude innovation or change where appropriate, especially where an increased scale or density of development is justified in accordance with policies L2 and L3.

16.24 Policies HQ/1 of the South Cambridgeshire Local Plan 2018 and policies 55, 56, 57, 58 and 59 of the Cambridge City Local Plan 2018 seek to ensure that development responds appropriately to its context, is of a high quality, reflects or successfully contrasts with existing building forms and materials and includes appropriate landscaping and boundary treatment.

16.25 The application is supported by both a Design Code and comprehensive Design and Access Statement. The sitewide Design Code embedding a comprehensive suite of primary mitigation measures that moderate the scale and visual impact of the development at Reserved Matters stage.

**Design Code**

16.26 The Design Code forms part of one of the control documents against which future Reserved Matters applications will be assessed **(Condition 5- Design Code Compliance)**. It provides written and illustrative guidance, establishing the requirements that proposals must comply with, in addition to the Parameter Plans and Development Specification.

16.27 The Design Code is used to provide a further layer of refinement to the parameters in design terms and to understand the requirements that must be met. The Design Code supports the 30-year masterplan for CSP and flexibility must be given to future development proposals to respond to phasing and site-specific circumstances.

16.28 The Urban Design Officer comments that overall, the Design Code is a well-structured and easy to read document. The Design Code and accompanying illustrations provide clear instructions that would offer an appropriate level of design control to help realise the vision of the masterplan in subsequent planning stages.

**Height**

16.29 The Maximum Height Parameter Plan (PP06) alongside the Design Code establishes the locations of District, Neighbourhood and Local landmarks. The role and function of these landmarks are further detailed in the submitted Design Code. The heights of the landmarks represent the maximum heights within the identified zones and as identified in the Design Code, will need to 'contribute positively to the skyline, in both local and long-range views'. Any such buildings will need to ensure that the 'tops are designed as a distinct upper element that contributes positively to the skyline'. In this way, and coupled with the various

development caps, the overall scale and massing can be controlled including assessment of cumulative impacts.

16.30 The Maximum Heights Parameter Plan establishes the heights across the site as metres above local average existing ground level (EGL). The five height tiers are 18 metres, 27 metres, 31.5 metres, 36 metres and 45 metres above EGL.

16.31 The lowest tier 18 metres is applied adjacent to Kings Hedges Drive, responding to the proximity to the residential neighbourhood. The heights step progressively upward away from this edge with taller massing to face and frame The Park.

16.32 The 36-metre tier applies at the south-western corner landmark, and the maximum 45 metres is reserved for specific locations where height plays a defining role in arrival experience and masterplan legibility.

16.33 Parapets and plant rooms must be contained within the approved maximum building height. Other secondary roof elements, including antennae, lift overruns and building maintenance units must be within the maximum height and set back at least 3 metres from the parapet. Building flues may exceed the maximum height parameter where required for functional reasons, must be integrated into the building design, clustered where more than one per core is required and set back a minimum of 3 metres from the parapet.

16.34 Cumulative impact requirements apply to every Reserved Matters Application brought forward under this permission. Each RMA must assess its impact within the context of the emerging skyline, demonstrating how proposals contribute to a well-articulated and contextually responsive overall composition. A plateau effect of uniform building heights is expressly prohibited: development must instead provide coordinated variation through stepping and articulation.

16.35 Milton Parish Council in their comments state that buildings proposed are significantly higher than current buildings giving rise to potential visual intrusion for neighbouring areas.

16.36 The height strategy for the proposal has been designed to produce a varied and articulated skyline, with a layered composition of building tops across the site. The height parameters have been developed with regard to several factors which are addressed in the Heritage, Townscape and Visual Impact Assessment (HTVIA) and Landscape and Visual Impact Assessment (LVIA).

16.37 The Maximum Heights Parameter Plan (PP06) has been amended to address concern regarding the extent of the proposed heights envelopes. The amendments include the area shown as maximum 45 metres above EGL has been reduced in the centre of the site within Development Zones D7, D8 and D9 to a maximum of 36 metres, and Development Zones D2c and D2b have been amended from a maximum of 36 metres to 31 metres above EGL.

16.38 The proposed amendment to the height parameter plan reduces the height of buildings within the centre of the site, where within the long-distance views illustrated in the LVIA, the top of the buildings would be evident, particularly above the arboreal horizon. Following these changes, the LVIA demonstrates a reduction in the long-distance visibility of the proposals. Both the Urban Design Officer and Landscape Officer support the amendments, with the extent of the tallest building zones reduced and focused in the core of the Science Park.

16.39 Milton Parish Council comments regarding concerns about heights are noted and it is acknowledged that the proposed height of buildings would be higher than existing buildings. However, the parameter plan approach coupled with the requirements set out in the design code, will reduce the visual impact of future proposals in longer range views by identifying areas for taller buildings and landmarks and setting out the expected approaches for achieving a well-articulated skyline. Further assessment of Landscape and Visual impact is covered in Section 18 of this report and assessment of Heritage matters in Section 19.

**Layout**

16.40 The Green and Blue Infrastructure**,** Layout**,** Access and Movement and Land Use Parameter Plans control the future layout of the site. The proposed masterplan includes the central 'Park of Science' running through the spine of the development, hearts of local clusters and a reimagined street in place of the existing loop road.

16.41 Despite the application being an outline, the proposed layout considers all of the benefits and constraints of the site, being led by the vision for the site.

16.42 The illustrative masterplan shows how when following the Parameter Plans and the Design Code, a development could come forward on the site which utilises the spaces on the park, provides high-quality buildings, landscaping, ecology and spaces for movement and public art.

**Conclusion**

16.43 Overall, the proposed development is of a high-quality design that would contribute positively to its surroundings and be appropriately landscaped. The proposal is compliant with policy HQ/1 of the South Cambridgeshire Local Plan 2018 and policies 55, 56, 57, 58, 59 and 60 of the Cambridge Local Plan 2018 and the NPPF 2026.

**17.0 Landscaping, Trees and Biodiversity**

**Landscape**

17.1 The application is accompanied by a Design and Access Statement, Design Code, and Parameter Plan 1- Green and Blue Infrastructure (PP01).

17.2 The Cambridge Science Park is at the interface of two National Character Areas; 88 Bedfordshire and Cambridgeshire Claylands and 87 East Anglian Chalk.

17.3 The Landscape strategy reimagines CSP as a place where nature, science and people come together.

17.4 The proposed development is structured around four sitewide landscaping character conditions, these being; The Park, The Edge, The Heart of Cluster and The Street. These site landscaping conditions within the Design Code establish the spatial and design framework across the site, and are detailed further below

**The Park**

17.5 The park forms the central green and blue corridor running through the heart of the masterplan. It is designated as a shared destination for the Science Park community and surrounding neighbourhoods incorporating paths, a central social lawn for gatherings and events, formal play and sports provision, integrated SuDs, enhanced ponds and the First Public Drain.

**The Edge**

17.6 Defines how the site interfaces with its surroundings, balancing permeability, ecology, security and townscape considerations across four distinct edge types. The largely enclosed A14 Edge, a semi-permeable Milton Road Edge, King's Hedges and Busway Edge and a controlled eastern edge responding to St John's Innovation Park and the wider corridor.

**The Heart of Cluster**

17.7 Establishes the primary arrival and meeting space for each development cluster, a clearly identifiable shared space accommodating key access routes, pedestrian and cycle movement, active ground floor uses, cycle hubs and associated outdoor areas.

**The Street**

17.8 Covers the existing loop road, which will be redeveloped with two distinct characters, an urban street with consistent active building frontages defining the public realm; and a woodland street moving through retained areas of mature tree cover.

**Landscape Character Areas**

17.9 The site includes valuable environmental assets including many trees, ponds, a water course, open spaces and variations in topography. Together these features establish a strong landscape framework. There are six-character areas within the site, The Park, The Meadows, The Orchard, The Wetland, The Woodland and The Ecological Edge.

17.10 The approach to the blue infrastructure establishes an integrated live water network on the site that celebrates water and reveals its journey.

17.11 A range of sports and recreational facilities are proposed, supporting a variety of informal and structured activities and will be integrated within the wider open space and parkland framework. The proposed facilities may include flexible play areas, indoor sports facilities, outdoor sports facilities, running and cycling loops and opportunities for swimming within the park ponds.

**Trees**

17.12 The application is accompanied by a Tree Survey and Constraints Plan.

17.13 The existing trees are distributed throughout CSP with a concentration of trees within the park, along the edges and along the First Public Drain. Most of the trees are assessed as Category B with some Category A individual trees and groups identified around the site.

17.14 Policies HQ/2 and NH/4 of the South Cambridgeshire Local Plan 2018 and policies 59 and 71 of the Cambridge City Local Plan 2018 seeks to preserve, protect and enhance existing trees and hedges that have amenity value and contribute to the quality and character of the area and provide sufficient space for trees and other vegetation to mature. Policy N2 of the NPPF seeks for the conservation and enhancement of existing natural features such as established trees and hedgerows where possible.

17.15 In consultation with the Tree Officer, no objection is raised to the proposals subject to conditions in regard to **(Condition 37- Arboricultural Method Statement)** and **(Condition 37- Tree Protection Plan).**

17.16 Subject to conditions as appropriate, the proposal would accord with policies HQ/2 and NH/4 of the South Cambridgeshire Local Plan 2018 and policies 59 and 71 of the Cambridge City Local Plan 2018.

**Biodiversity**

17.17 The application is accompanied by a Preliminary Ecological Appraisal and Ecology, Biodiversity Appraisal and Chapter 12 of the Environmental Statement.

17.18 The site is not subject to any statutory or non-statutory ecological destinations. A number of designated sites are present within the study area, with the nearest statutory site being Bramblefields Local Nature Reserve (1.1km to the south) and non-statutory site being Milton Road Hedgerows City Wildlife Site (150m east of the site) and Kings Hedges Hedgerows City Wildlife site (400m east of the site).

17.19 The site is dominated by sealed surfaces, buildings and ornamental planting, however there are a number of semi-natural habitats including modified and neutral grasslands, broadleaved, coniferous and mixed woodland habitats, scrub and waterbodies. There are three existing ponds on site.

17.20 The site provides supporting value for a range of faunal species with habitats present to support a range of breeding birds and foraging bats with the potential for the presence of roosting bats and flowering plants with data showing great crested newts, barn owls, badgers, otters, water voles and hedgehogs all recorded locally.

17.21 The Ecology Officer supports the Preliminary Ecological Appraisals and the Environmental Statement conclusions with regard to the ecological value of the site. In accordance with the advice offered in respect of specific species surveys will be secured through the Construction Ecological Management Plan **(Condition 33- Construction Ecological Management Plan), (Condition 30- Landscape and Ecological Management Plan), (Condition 34- Ecology Enhancement), (Condition 36-Biodiverse Roofs) and (Condition 35 Lighting Strategy for sensitive biodiversity).**

**Biodiversity Net Gain (BNG)**

17.22 The application is accompanied by an Outline BNG Strategy, Biodiversity Net Gain Appraisal and Biodiversity Net Gain Metric. The approach to ecology and biodiversity is focused on creating a resilient and well-connected network of habitats to support biodiversity across the site.

17.23 The BNG assessment consists of the pre-development baseline comprising all habitats within the Cambridge Science Park site to establish the habitat, hedgerow and watercourse value site wide. The baseline position of 223.28 habitat units, 8.60 hedgerow units and 2.13 watercourse units is a very high starting position reflecting the established park setting which has developed over the last 50 years.

17.24 The post-development assessment considers no net loss or gain associated with redevelopment within the Trinity College or long-term leaseholder plots, instead providing an assessment of the habitat losses, enhancement and creation across the areas failing outside of building plots on which the applicant has full control. This provides greater certainty that the proposals set out can be brought forward irrespective of what development comes forward as part of the application.

17.25 Through the BNG Strategy, the habitat creation and enhancement will deliver a biodiversity net gain of 3.92% for habitat units, 21.58% for hedgerow units and 21.80% for watercourse units within the development zone D12 (The Park). The habitat units would fall below the statutory requirement for 10% net gain. To meet the shortfall, it is proposed that this will be achieved through a registered offset provider on the Biodiversity Gain Register or, habitat creation and enhancement on other land under the applicant's ownership. The applicant has confirmed that the planned delivery of physical habitat works and management of a 30-year off-site BNG scheme will be in Madingley on Trinity College owned land.

17.26 Milton Parish Council, in their comments on the proposal have raised concern regarding the proposals lack of onsite increase in biodiversity net gain, and that the mitigation proposed is to be off-site and will not benefit the immediate neighbouring residents.

17.27 The baseline position for biodiversity on the site currently is 223.28 existing habitat units. This demonstrates a high starting position for biodiversity on site, which is because of the mature and established landscape park setting which has developed over the last 50 years. Officers acknowledge that the BNG Assessment identifies the delivery of 3.92% net gain in respect to habitat units on-site. This would fall short of the 10% mandatory requirement and 20% aspirational target in line with the Greater Cambridge Biodiversity SPD target.

17.28 The BNG Strategy seeks to secure the 10% mandatory requirement is met within the development zone D12 (The Park) which is controlled by the applicant, with any enhancement delivered through building plots contributing towards the aspirational 20% BNG requirement.

17.29 The comments of Milton Parish Council are acknowledged and although the preference for BNG is that enhancements be provided on-site, the BNG report provides evidence that the minimum 10% BNG cannot be achieved on site. However, the report has recommended off-site credits are purchased to make up for the shortfall, which Officer's consider is acceptable. The proposals will result in the opening and access of the Science Park for nearby residents and communities to enjoy, which is not the case currently. As a result of this, a balance is needed on site between providing publicly accessible areas for leisure use, and areas solely for biodiversity net gain.

17.30 In consultation with the Ecology Officer, they comment that the BNG report has provided evidence that a minimum 10% biodiversity net gain cannot be achieve

on site, however the report recommends that offsite credits are purchased to make up for the short fall in the short term and then kept under review as each phase or reserved matters application is submitted. The Ecology Officer considers this acceptable and the statutory biodiversity net gain condition should be applied **(Condition 51- Biodiversity Net Gain).**

**Conclusion**

17.31 Subject to the planning conditions as described above, officers are satisfied that the proposed development would not result in adverse harm to protected habitats, protected species or priority species and achieve a biodiversity net gain. The proposal is considered to be appropriate with Policies HQ/1 and NH/4 of the South Cambridgeshire Local Plan 2018 and Policies, 57, 69 and 70 of the Cambridge Local Plan 2018.

## 18.0 Landscape and Townscape Effects

**Introduction**

**Landscape and Visual Impact Assessment (LVIA)**

18.1 The application is accompanied by a Landscape and Visual Impact Assessment (LVIA), which is located within volume 2A of the Environmental Statement. Within Volume 2B is the Heritage, Townscape and Visual Impact Assessment (HTVIA). A full analysis of the likely effects of the proposed development on the fabric, character and visual amenities of the landscape and townscape is contained within the LVIA.

18.2 The visual study area and Zone of Theoretical Visibility (ZTV) was extended covering 10km to 15km and 40 viewpoints were agreed via the EIA Scoping process for consideration in the LVIA and HTVIA.

18.3 The LVIA details that there would be no direct physical effects on the surrounding landscape character areas. It continues to state that the proposed effects of the development comprising the increased height and massing of the development are generally contained, localised, and appropriately moderated through embedded design measures.

18.4 Across all assessed landscape character areas, the LVIA identified the effect to be ‘moderate adverse’, and not ‘significant’ in EIA terms. Significant visual effects are limited to a small number of viewpoints, close to the site and along the A14 and Milton interchange, where the proposed development would form a prominent new part of the skyline and occupy a substantial proportion of the available view.

18.5 Within the wider rural landscape, effects are generally ‘minor’ or ‘negligible’ and not significant. Views are generally filtered or screened by intervening vegetation, landform or existing built form.

18.6 Construction effects would be temporary and while locally noticeable due to the presence of cranes and related construction activity and would not give rise to significant effects.

18.7 The cumulative effects of other existing or approved developments in combination with the proposed development have been considered. It is

concluded that no additional significant effects on landscape or visual receptors would arise in this regard.

18.8 The Landscape Officer comments that they are in support of the principle of intensifying the Cambridge Science Park and creating a more connected, landscape led and resilient environment.

18.9 The Landscape Officer comments that the resulting skyline effects of the proposals and how this may influence the defining characteristics of the assessed landscape character areas, is important given that these landscapes are defined by their openness, expansive views and relationship with the Cambridge skyline.

18.10 Within the LVIA, viewpoints VP2, VP12, VP19, VP20, VP29, VP34, VP35, VP37 show that the development would extend above the treed horizon and reduce its visual permeability and ability to read the existing skyline beyond. Maintaining a clearly articulated skyline, with notches that enable the retention of views to the treed horizon, and avoiding extensive, continuous stretches of built form protruding above the tree line are important in achieving a form of development that sits contextually in its surroundings.

18.11 A revised LVIA (ES Volume 2a) was received in September 2026. This included updated actual visual representation (AVRs) showing the proposed amendments from key landscape viewpoints. These amendments were undertaken due to concerns raised regarding the extent of the allowed height zones in the submitted parameter plans coupled with the visual assessment identifying adverse effects from the impact of proposals on the skyline due to the extent of the 45 metre zones. The concern being the extent to which taller buildings would break the existing prevailing treed horizon by replacing views with more continuous built form.

18.12 The amendment to the PPA06 Maximum Heights Parameter Plan reduces heights to parts of zones within DZ7, DZ8 and DZ9 with lower height parameters, and further localised reductions within DZ2 down to 31.5 metres. The changes retain the potential for taller buildings in selected locations that have a role in helping to define the Science Park in longer range views or working at a site level to create effective building hierarchies and placements related to the establishment of a considered masterplan response. This is achieved whilst reducing the potential extent and continuity of the tallest built form zones above the prevailing treed skyline and so providing a greater scope for a varied and well-articulated composition of buildings as the redevelopment of the Science Park occurs.

18.13 The Amended LVIA concludes that the amended proposed development parameters would not alter the significant effects identified in the LVIA as submitted in May 2026. The Parameter Plans would reduce the extent and continuity of the tallest built form and improve its articulation in relevant views, the changes would not be sufficient to alter the previously reported levels of significant visual effect.

18.14 The updated LVIA has expanded the range of landscape receptors assessed to include individual landscape elements and local landscape character of the site, neither of which was assessed separately in May 2026 LVIA. This has resulted in the identification of two additional significant effects: a Major-Moderate adverse and Significant effect on the local landscape character of the Site during

Demolition and Construction, and a Moderate beneficial and Significant effect on vegetation as a landscape element at Year 15.

18.15 The Landscape Officer comments that the amended LVIA, alongside the revisions to the maximum height parameter plan, has largely resolved concerns previously raised. The additional information provides a clearer understanding of the assessment methodology, including how sensitivity has been determined, the judgement of value and magnitude, and the reasoning behind the conclusions reached within the LVIA. The Landscape Officer is satisfied with the revised sensitivity assessments and associated conclusions.

18.16 The Landscape Officer comments that the reduction in the extent of the 45m height zones, together with localised reductions elsewhere on the site, has noticeably improved the composition of the proposed skyline in a number of key views.

18.17 The Landscape Officer further comments that the updated visualisations demonstrate that the taller elements are now more contained within a more localised area, reducing the potential for the development to be perceived as a continuous band of built form projecting above the horizon. This is particularly important in the context of the Cambridge skyline, which is historically characterised by a predominantly treed horizon punctuated by occasional landmarks such as spires and towers. The amended parameter plan limits the extent of areas that can accommodate the tallest buildings on the site and, along with the requirements and approaches identified in the design code, creates the framework to help achieve a more varied and articulated skyline and in so doing reduces the visual effects previously associated with the extent and continuity of the tallest building zone parameters.

18.18 The Landscape Officer comments that in regard to the Design Code, small changes to the wording to replace ‘must’ with ‘should’ to allow flexibility for an alternative woodland establishment, wording from ‘high canopy species’ to ‘large growing tree species’ and clarification on the baseline canopy cover in regard to the proposed increase of 10% to be achieved is required. Officers consider that **(Condition 31-Strategic Landscape Masterplan)** which requires submission of a strategic landscape masterplan which includes a strategic woodland management, tree retention and tree succession strategy based upon an up-to-date tree survey is sufficient to cover this requirement.

18.19 Overall, the LVIA concludes that the amended proposed development would result in some localised and in places, significant visual effects, particularly in close proximity to the site. However, it would not give rise to significant adverse effects on landscape character. The LVIA concludes that the scheme has been carefully designed to respond to its context, and with the implementation of embedded mitigation and good practice measures, the amended proposed development can be accommodated within the landscape without unacceptable harm to its character of visual amenity.

18.20 The Landscape Officer therefore supports the proposal subject to conditions in regard to **(Condition 31- Strategic Landscape Masterplan), (Condition 29- Hard and Soft Landscaping) and (Condition 32- Landscape Maintenance and Management Plan).** The Urban Design Officer supports the proposal subject to a condition regarding **(Condition 5- Design Code Compliance**).

**Conclusion**

18.21 Overall, Officers consider the amended LVIA and Design Code in which the proposed design and layout of buildings, the careful modulation in terms of scale and massing, preservation and significant landscape buffer would not result in harm to the landscape and townscape characteristics and respective visual amenities. The proposals would accord with Policies HQ/1 and NH/14 of the South Cambridgeshire Local Plan 2018, and Policies 55,57, 59, 60 and 61 of the Cambridge City Local Plan 2018 as well as the requirements of the Planning (Listed Buildings and Conservation Areas) Act 1990.

**19.0 Heritage Assets**

19.1 A Heritage, Townscape and Visual Impact Assessment (HTVIA) and Landscape and Visual Impact Assessment (LVIA) form part of the submitted Environmental Statement. Amendments have been received for the HTVIA and LVIA in September 2026.

19.2 The HTVIA details that Ely Cathedral (Grade I listed, 19km from the site) is the only asset to experience an effect above negligible, assessed as minor and adverse (not significant) effect. The effect arises through the partial occlusion of a view of Ely Cathedral from the tower of Great St Mary's Church.

19.3 There are no Scheduled Monuments, Listed Buildings or any Registered Parks and Gardens located on Site. The Napp Research Centre at the north-eastern corner of the site, designed by a well-known Canadian architect has some historic and architectural interest.

19.4 The closest designated Heritage Asset is the Church of St George in Chesterton which is a Grade II listed building located approximately 750 metres from the site. The Golden Hind Pub is a locally listed building approximately 280 metres from the site. The nearest Conservation Areas are Milton (1.19km), Baits Bite Lock (1.45km) and Fen Ditton (1.24km).

19.5 Cambridge is not, itself a designated heritage asset but the University and its colleges form an extraordinary cityscape of buildings dating from the Middle Ages to the present of exceptional architectural and historic interest, amidst equally fine gardens dating from the 17th century to the present.

19.6 Viewing Cambridge from the top of Great St Mary's Church allows an appreciation of the cityscape of Cambridge in all directions and which is characterised by the interplay of principal historic buildings of the city and treetops.

19.7 Section 66 of the Planning (Listed Buildings and Conservation Areas) Act 1990 states that a Local Authority shall have regard to the desirability of preserving features of special architectural or historic interest, and Listed Buildings. Section 72 provides that special attention shall be paid to the desirability of preserving or enhancing the character or appearance of a Conservation Area.

19.8 Policy HE4: Securing the conservation of heritage assets of the NPPF sets out that heritage assets, as an irreplaceable resource, should be conserved in a manner appropriate to their significance. Development proposals which would affect the significance of heritage assets, including any contribution made by their setting should maintain or secure a use consistent with their conservation, taking into account the importance of maintaining the assets, the positive contribution

they can make to sustainable communities including local economies, and the positive contribution they can make to local character and distinctiveness; and avoid harm to the significance of heritage assets and instead conserve this significance. Any harm to, or loss of, the significant of a designated heritage asset should a clear and convincing justification.

19.9 Policy HE5: Assessing effects on heritage assets of the NPPF states that development proposals affecting heritage assets should be accompanied by an assessment of the significance of the assets affected and of the potential effect of the proposal on their significance. Assessments of the potential effects of the development proposals on the significance of heritage assets should identify whether proposals would be likely to:(a) have a positive effect, (b) have no effect, (c) result in harm to the significance of the heritage asset. The degree of harm should be identified or (d) cause the total loss of the significance of a heritage asset.

19.10 Policy HE6: Proposals affecting designated heritage assets of the NPPF states that when considering the potential effect of a development proposal on the significance of a designated heritage asset, substantial weight should be given to the asset's conservation. Development proposals which would have a positive effect on a designated heritage asset should be supported. Any harm to a designated heritage asset will be a matter of considerable importance and weight. Where a development proposal would harm the significance of a designated heritage asset the effect on the asset and its significance should be weighed against any public benefits resulting from the proposal.

19.11 Policy HE7: Decisions on non-designated heritage assets of the NPPF states that development proposals which would have a positive effect on a non-designated heritage asset should be supported. Where a development proposal would harm the significance of a non designated heritage asset, this should be weight against the benefits of the proposal and a balanced judgement made, having regard to the scale of any harm or loss and the significance of the non-designated heritage asset.

19.12 Policy NH/14 of the South Cambridgeshire Local Plan 2018 states the development proposals will be supported when they sustain and enhance the special character and distinctiveness of the district's historic environment and create high-quality environments with a strong sense of place by responding to local heritage character. Policy 61 of the Cambridge Local Plan 2018 requires development to preserve or enhance the significance of heritage assets, their setting and the wider townscape, including views into, within and out of the conservation area. Policy 62 seeks the retention of local heritage assets and where permission is required, proposals will be permitted where they retain the significance, appearance, character or setting of a local heritage asset.

19.13 Amendments have been received to the LVIA (ES Volume 2a) and HTVIA (ES Volume 2b) in September 2026 following a request by the Local Authority under Regulation 25 of the Town and Country Planning (Environmental Impact Assessment) Regulations 2017 in which the HTVIA includes updated Actual Visual Representations (AVRs) showing the proposed amendments within key townscape views which would experience the proposed amendments. The amendments have resulted in the reduction of proposed heights shown within the parameter plans. A number of assessments within the HTVIA have been reviewed, the review noted that there is a reduction in the visibility of the tallest parts of the proposed amended development.

19.14 The HTVIA review has resulted in one change to the assessment of the impact on a heritage receptor, Biggin Abbey (Grade II*). This has changed from no effect to negligible to minor effect. Overall, the conclusions of the May 2026 HTVIA remain valid for the assessment of the impact of the proposed amended development.

19.15 The Conservation Officer comments welcome that the heritage impact on Biggin Abbey has been incorporated into the updated HTVIA and that additional measures have been built into the amended Design Code and Parameter Plans to safeguard the long-distance views and visual interrelationship between Great St Mary's Church and Ely Cathedral. They accept the further explanation provided covering the exclusion of the view from Cambridge University Library tower.

19.16 The Conservation Officer comments that it is noted the assessment of the impact on Great St Mary's and views to Ely Cathedral have been updated in the HTVIA which concludes the changes would not harm the ability to appreciate the heritage significant of Great St Mary's. This is because the applicant argues the church's significance derived from aesthetic and architectural interest would not be harmed and could still be appreciated in many other views. Furthermore, the additional safeguards and changes to the maximum height parameters will avoid the occlusion of views to Ely Cathedral from Great St Mary's Church. It is acknowledged that this viewpoint only makes a minor contribution to the significance of Great St Mary's, it does contribute to its significance in allowing an appreciation of the ecclesiastical links between the two cities as well as the presence of these and other monumental structures within the cityscapes.

19.17 The Conservation Officer further comments that as highlighted in the Historic England comments, the large scale of the proposed development between Great St Marys' Church and Ely Cathedral would alter the wider setting in which these buildings are experienced and would erode a small degree their presence within the skyline views to and from one another thereby causing a small degree of harm. This would still be the case even if direct views to and from the buildings are not occluded, as the view would change from that of direct sightlines and visual connection to that of an interrupted view looking past and beyond the large block of substantial development which would compete for attention. The proposals would cause a minor degree of harm to the significance of Great St Mary's Church (Grade I).

19.18 The Conservation Officer comments that the proposal development is considered to cause a minor degree of harm to the heritage significance of the heritage assets at Milton, Horningsea, Fen Ditton, and Central Cambridge Conservation Areas, Ely Cathedral (Grade I), Great St Mary's Church (Grade I), Biggin Abbey (Grade II*) and the Golden Hind Public House (locally listed building) through development within their setting and impact on the skyline. This is detailed within the submitted Heritage Townscape and Visual Impact Assessment (HTVIA) in the Environmental Statement Volume 2B.

19.19 Historic England comment that the impact of the proposals on the significance of individual designated heritage assets would be limited. There would be modest harm to the significance of nearby conservation areas of Milton, Horningsea, Baits Bite Lock, Fen Ditton through the erosion of their semi-rural settings.

19.20 The Conservation Officer comments that the proposed development would cause a minor degree of harm to the heritage significance of nearby heritage assets.

19.21 Historic England comment that the proposed amendments are welcome and that the proposed changes to the height parameter plan would reduce the impact of the proposals on the historic built environment.

19.22 Historic England state that the proposed amendments do not address their previous comments which were that the outline application for the redevelopment of the Science Park raises important questions about the identity of Cambridge. In determining the application, it is recommended that consideration is given to whether the opportunities for development which contributes to the city's and country's growth could not be realised in ways which would better accord with the character and identity of Cambridge. They identify the need to balance the public benefits which the proposed development would secure against the public benefit inherent in the conservation of Cambridge's character, and the character and significance of its conservation areas and designated heritage assets, mindful of the substantial weight which the conservation of the latter attracts.

19.23 Historic England recognises the major opportunity that the redevelopment of Cambridge Science Park would contribute to the city and country's growth, and that this would be consistent with the Government's policies to promote economic growth as set out in Policy E2 of the National Planning Policy Framework [NPPF].

19.24 Historic England's original comments are that the development would affect the significance of some of the principal buildings at the heart of Cambridge, the character of the central conservation area and the character and identify of Cambridge as a place. They identify that the 'proposed development would form a noticeable bar of new buildings in views from the tower of Great St Mary's and across the city from the higher land to the south-east' and in so doing 'break the largely arboreal horizon'.

19.25 Historic England in their original comments state that the proposed development would alter the wide setting within which buildings such as Great St Mary's, King's College Chapel, and St John's College Chapel are experienced. A part of the significance of such buildings lies in their presence in the cityscape and its rural hinterland. The proposed development would erode their significance by reducing, to a small degree, that presence. Historic England comment this would be minor.

19.26 Officers acknowledge Historic England's comments on the amendments and also their original comments.

19.27 Policies HE4, HE5 and HE6 of the NPPF state that where a development proposal would harm the significance of a designated heritage asset the effect on the asset and its significance should be weighed against any public benefit resulting from the proposal.

19.28 The proposals would deliver a range of public benefits.

19.29 The development would deliver a mixed-use redevelopment of labs, offices, research and development with retail, food and beverage, sports and fitness facilities over the next 25 to 30 years, increasing the total floorspace from approximately 234,846 m² (GEA) to a maximum of 771,000 m² (GEA).

19.30 Economic benefits would arise through the delivery of employment and commercial floorspace that would create 16,360 - 23,770 additional jobs. This would make a significant contribution towards the supply of commercial R&D, office and lab floorspace in Greater Cambridge. Support for young people to gain careers in the R&D sector will be provided with an Employment and Skills Strategy.

19.31 Social benefits would arise through the creation of a new publicly accessible Park of Science providing spaces for people to meet, formal play, sports provision, natural swimming and science themed public art. There would be a range of community-supporting uses secured within the masterplan, including childcare, food and beverage, indoor sport and fitness, co-working space and community facilities, all ancillary to and serving the wider Science Park.

19.32 Environmental benefits would arise through the creation of a network of six landscape character areas, with enhanced biodiversity, improved ecological connectivity and publicly accessible green provision across the site. There would be a site-wide SuDS strategy delivering blue-green infrastructure with year-round amenity, ecological and water quality benefits.

19.33 Sustainability benefits would arise through an all-electric, fabric first sustainable development, with rooftop photovoltaics, progressive five-year sustainability targets and a formal commitment to post-occupancy monitoring and review

19.34 Sustainable travel enhancements would arise through improved pedestrian, cycle and public transport connectivity throughout the development and new and improved connections onto the guided busway along the southern boundary, an extended internal path network and new bridges enhancing permeability across the site.

19.35 The proposed amendments comprising of the reduction in height to zones on the parameter plans, revisions to the Design Code are considered to provide positive changes to the extent and form of proposed development, which would reduce the visual impact. The requirement of the design code and identification of landmark locations, along with development zone and overall development floorspace caps, mean that the full extent of any identified building height zone cannot be built out. Accordingly the design code and its requirement for further LVIA and TVIA assessment, and future cumulative assessment for subsequent reserved matters provides further and more detailed control on skyline and the ability to mitigate impacts and positively add to the city skyline.

19.36 Taken together, officers consider that these economic, social and environmental benefits to be substantial. In accordance with Policy HE6 of the NPPF, these benefits provide clear and convincing justification that outweighs the harm to the designated and non-designated heritage assets as noted above.

**Archaeology**

19.37 The application is accompanied by an Archaeological Desk-Based Assessment which details that groundworks undertaken are unlikely to have anything more than a negligible or minor archaeological impact, on remains of a likely negligible to low significance should they survive at the site. There is a WW2 pillbox on the site and there is historical evidence of the site being used as a military vehicle storage depot during WW2.

19.38 Cambridge County Council Archaeology Officer has commented that they raise no objection to the proposals and comment that the development lies within an area of archaeological potential with investigations to the south identifying significant Iron Age to Roman settlement evidence. However, previous archaeological investigations within the proposed development area have yielded limited results, and the area has been subject to significant disturbance.

**Heritage Assets Conclusion**

19.39 Overall, it is considered that the proposed development as amended, within the controls of the Parameter Plan, Design Code and Development Specification would result in a minor degree of harm to the significance and setting of several designated and non-designated heritage assets as identified above. The proposal as amended are considered to respond to the character and identity of Cambridge by maintaining the long-distance views and visual interrelationship between Great St Mary's Church and Ely Cathedral. The vegetated skyline and arboreal views are to be maintained with the amendments ensuring that taller buildings breaking the wooded horizon are at key meaningful locations.

19.40 When considering the range of public benefits that the proposal would deliver, the economic, social and environmental benefits would be substantial to Cambridge Science Park, the immediate local area, to Greater Cambridge and nationally. As a result, the benefits provide clear and convincing justification that outweighs the minor degree of harm to the designated and non-designated heritage assets

19.41 In conclusion and having regard to statutory duties, consultee responses and national and local policy, officers consider the proposal is compliant with the provisions of policy NH/14 of the South Cambridgeshire Local Plan 2018, policies 60 and 61 of the Cambridge City Local Plan 2018, Planning (LBCA) Act 1990 and Policies HE/4, HE/5 and HE/6 of the NPPF.

**20.0 Carbon Reduction, Sustainable Design and Potable Water Use**

**Introduction**

20.1 In conclusion and having regard to statutory duties, consultee responses and national and local policy, officers consider the proposal is compliant with the provisions of policy NH/14 of the South Cambridgeshire Local Plan 2018, policies 60 and 61 of the Cambridge City Local Plan 2018, Planning (LBCA) Act 1990 and Policies HE/4, HE/5 and HE/6 of the NPPF.

20.2 The application is supported by a Sustainability Statement, Outline Energy Strategy, Utilities Statement Report and Design Code (SS.01). The proposed Energy Strategy aims to implement a decentralised approach, with each plot on the site developed to best practice standards for fabric and system efficiency at the time of construction.

20.3 The submitted Sustainability Statement establishes near term targets for the first five years of delivery, with progressive targets in five-year increments thereafter and a commitment to formal review at each stage. The Sustainability Officer has recommended **(Condition 10- Sustainability & Energy Strategies)** to ensure formal review of sustainability over time and up to date targets.

**Sustainability Strategy**

20.4 The development targets for high performance, net zero aligned buildings through ambitious energy use intensity targets, on-site renewable generation and low carbon design supported by building specific energy and lifecycle carbon studies.

20.5 The proposals are seeking a BREEAM 'Excellent' certification, aspiring to achieve 'Outstanding' version 7 for all buildings on site with equivalent credits for energy Category ENE01 (or an updated version at the time of build).

20.6 All development is to be aligned with the UK Net Zero Carbon Building Standards (UKNZCBS) Energy Use Intensity and other metrics will align with the appropriate year at the time development comes forward and buildings will be constructed following the Passivhaus principles to ensure optimum fabric performance.

20.7 Circular economy strategies and whole life carbon analysis will align with industry best practice, retrofit plans will be established where appropriate and pre-demolition audits will ensure reuse of material and high levels of construction waste diversion (95% diversion from landfill).

20.8 Climate resilience will be embedded through building-level risk and adaptation strategies, informed by CIBSE thermal modelling and BREEAM Hea04 at building level, alongside urban heat island mitigation strategies using 2080 weather files. Effective use of the cooling hierarchy including balanced façade design and solar shading strategies will be prioritised.

20.9 The proposal will use low flow devices, grey and rainwater harvesting and reuse of storm water from attenuation systems to ensure a water reduction of 55%. Local area water offsetting schemes will be considered with an aspiration to work towards the 75% water reduction required for maximum credits under BREEAM Wat01 version 7.

20.10 There will be an innovative MEP strategy with a decentralised strategy for each plot with 2 and 4-pipe reversible heat pumps for simultaneous heating and cooling, high-efficiency air handling units (AHU) featuring heat recovery for fresh air supply. VAV or fan coil units to address recirculation and filtration needs. Domestic hot water (DHW) will be generated using heat pumps for high-demand zones and direct electric solutions for low-demand points. LED lighting with smart controls, low-power fans, and comprehensive metering for monitoring with fault detection. Existing buildings progressively decarbonised via audits and upgrades to Building Management Systems (BMS). The use of solar photovoltaics (PV) will be explored and maximised across the site.

20.11 The application has been subject to formal consultation with the Council's Sustainability Officer who raises no objection to the proposal subject to conditions relating to **(Condition 8- BREEAM Design State Certification), (Condition 9- BREEAM Post Construction Certification) and (Condition 10- Sustainability and Energy Strategies). Potable water use**

20.12 Policy CC/4 of the South Cambridgeshire Local Plan 2018 seeks that proposals for non-residential development must be accompanied by a water conservation strategy, which demonstrates a minimum water efficiency standard equivalent to the BREEAM standard for 2 credits for water use levels unless demonstrated not practicable.

20.13 Policy 28 of the Cambridge City Local Plan 2019 states that all development should take the available opportunities to integrate the principles of sustainable design and construction into the design of proposals.

20.14 The proposed development seeks to adopt a high-efficiency approach to water use aligned with BREEAM Wat 01 targets for non-residential buildings. The proposal seeks to deliver a 55% reduction in water consumption with low-flow fixtures, dual-flush WCs with automatic flushing, sensor-controlled taps and leak detection systems. Local area water offsetting schemes will be considered with an aspiration to work towards the 75% water reduction required for maximum credits under BREEAM Wat01 version 7.

20.15 Non-Potable water will be maximised through greywater recycling from showers and wash basins for reuse within individual plots, rainwater harvesting for WC and urinal flushing and irrigation and reuse of stormwater stored within attenuation systems.

20.16 Milton Parish Council in their comments raised concern regarding local water supply being under pressure and increased occupancy from the proposal would exacerbate supply issues.

20.17 Officers welcome the approach taken by the proposals to address future potable water usage and demand, which meets the current adopted planning policy requirements. Whilst the comments of Milton Parish Council are noted, the proposal demonstrates an acceptable approach to water usage and there are no reasons why the development should not be supported on the grounds of impact on water resources.

**Conclusion**

20.18 The proposals are considered acceptable and in accordance with policies CC/1, CC/3 and CC/4 of the South Cambridgeshire Local Plan 2018 and policies 28 and 29 of the Cambridge City Local Plan 2018, Greater Cambridge Sustainable Design and Construction SPD 2020 and the NPPF.

**21.0 Drainage, Flood Risk and Foul Water Management**

**Introduction**

21.1 The application is accompanied by a Flood Risk Assessment. The application site lies in Flood Zone 1 and therefore considered at low risk of flooding.

**Surface Water Drainage**

21.2 The application is accompanied by a Drainage Assessment, Drainage Strategy Report, and Chapter 12 of the Environmental Statement and reflected in the Design Code (GB.14-GB.16). A Drainage Technical Note was submitted in September 2026.

21.3 The site is currently drained via a traditional piped network with much of the sites surface water runoff discharging to the First Public Drain at an unrestricted rate. The First Public Drain flows through the site, entering from the southern boundary and exiting from the eastern boundary.

21.4 The proposed drainage strategy details that surface water from the proposed development can be managed through the use of swales and the existing onsite basins, restricting the surface water to a total rate of 152.8l/s for development parcels D1(A), D1(B), D1(C), D2, D3, D4(A), D4(B), D5, D6, D7, D8, D9, D10 (North), D10 (South) and D11. Development parcels D12, D13 and the loop road are to discharge unrestricted to the First Public Drain. The modelled unrestricted discharge rates from these areas total 383.8l/s in the 1% Annual Exceedance Probability (AEP) plus 40% climate change storm event. This arrangement is considered betterment of the existing situation where the site currently discharges unrestricted with limited, to no, water quality treatment. The Lead Local Flood Authority comment that each development parcel must incorporate source control SuDS features.

21.5 The Lead Local Flood Authority comment that water quality has been adequately addressed when assessed against the Simple Index Approach outlined in the CIRIA SuDS Manual.

21.6 Anglian Water in their comments state that there are 150mm and 225 mm diameter foul sewers and 150mm, 300mm, 375mm and 900mm diameter surface water sewers located on the site that are affected by the proposed development. Anglian water do not permit their assets to be located within the curtilage of any proposed buildings without formal agreement. In order to protect their assets Anglian Water have requested **(Condition 42- Plan detailing location of existing water and drainage assets and proposed asset diversion or build over agreement). (Conditions 45 – Surface Water Management Strategy) is also requested.**

21.7 The Lead Local Flood Authority has advised that they have no objection to the proposal, subject to the imposition of conditions requiring details in regard to **(Condition 38 -Strategic surface water drainage strategy), (Condition 39- Any reserved matters to include a detailed surface water strategy), (Condition 40- Measures of additional surface water run off), (Condition 41 Completion of surface water drainage system survey and report) and informatives.**

**Foul Water**

21.8 Under Section 106 of the Water Industry Act 1991, all Water and Sewerage Companies have a legal obligation to provide developers with the right to connect to a public sewer. The duty imposed by Section 94 of the 1991 Act requires these companies to deal with any discharge that is made into their sewers.

21.9 Decision making Policy DM7: Relationship with other regulatory regimes of the NPPF (2026) states that development proposals should be assessed on the basis of whether they would be an acceptable use of land. Matters which are controlled by separate regulatory regimes may, in the context of a particular development proposal, be a material consideration where they have land-use implications. Decisionmakers should assume, unless there is clear evidence to the contrary, that those separate regimes will operate effectively.

21.10 The Application site lies within the Cambridge Water Recycling Centre (WRC) catchment area. It is understood that following the announcement from the Ministry of Housing, Communities and Local Government (MHCLG) that the Housing Infrastructure Fund (HIF) will no longer be available to support the delivery of a new and modern Water Recycling Centre (WRC) for Greater

Cambridge, Anglian Water has completed the first phase of a feasibility assessment for Cambridge Water Recycling Centre (CWRC). The focus is on upgrading CWRC to accommodate future growth. Until funding has been confirmed, Anglian Water will maintain their objection of all future planning applications.

21.11 Anglian Water's focus is now on upgrading the existing CWRC to accommodate future growth. They are continuing to work with their regulators and MHCLG to secure the necessary funding through the relevant regulatory framework. Anglian Water's objection to the proposed development is on the grounds of until such funding has been confirmed and agreed with the Environment Agency on how best to manage growth and protect the environment, Anglian Water maintain the temporary objection to all future planning applications.

21.12 Officers note that Anglian Water does not have the statutory power to directly prevent the Local Planning Authority from determining a planning application. Officers have no evidence to suggest that the regulatory framework established by the Water Industry Act is not working, in terms of the requirement of water and sewerage companies to deal with any discharge made into their sewers.

21.13 Officers consider that the availability of treatment capacity at Cambridge WRC, and any environmental or amenity harm caused by increased discharges from storm overflows associated with the application proposals is a material planning consideration in the assessment of this planning application. The weight to be attached to this matter is for the decision maker.

21.14 Officers do not consider it reasonable to withhold the consideration of this planning application until the funding source for improvement works at CWRC to accommodate future growth has been confirmed by Anglian Water. Developers retain a right to appeal against non-determination if there is an unnecessary delay in determination. This is a situation which all parties are keen to avoid.

**Capacity of Cambridge WRC**

21.15 Under the application proposals, foul water would be treated at Anglian Water's Cambridge WRC. Anglian Water have advised that this treatment works currently lacks the capacity to treat the additional flows generated by the proposed development.

21.16 No direct evidence or explanation has been provided by Anglian Water to substantiate their position. No information on the environmental harm arising from the additional foul flows has been submitted to the Local Planning Authority by Anglian Water alongside their objection.

21.17 Nonetheless, officers have undertaken a desktop exercise and reviewed datasets published by the Environment Agency which relate to the monitoring of storm overflows at Cambridge WRC. The results are extracted below:

**Table 8: Cambridge WRC Storm Overflow, Spill frequency event duration monitoring data (Source: Environment Agency Storm Overflow – Spill Frequency Portal)**

| Year | Number of spills | Duration (hours) |
|---|---|---|
| 2021 | 0 | 0 |
| 2022 | 0 | 0 |

| | | |
|---|---|---|
| 2023 | 74 | 1476 |
| 2024 | 23 | 259 |
| 2025 | 4 | 39 |

21.18 The data indicates that storm overflows at Cambridge WRC are being used in circumstances other than the exceptional storm conditions for which they were designed. This would appear to validate Anglian Water's position that there is currently inadequate capacity to deal with existing waste flows in normal non storm circumstances, and that – for a limited number of spills and for a specified duration - untreated sewerage is being discharged into the receiving water course (The River Cam).

21.19 The desktop exercise indicates that as Cambridge WRC is currently operating above its operational capacity, additional flows could worsen the situation. On this basis, officers take the view that the net increase in foul water flow arising from this development has the potential to cause environmental harm to receiving watercourses.

**Cambridge Science Park – Proposed Foul Water Rates**

21.20 Calculations of the existing and proposed peak flow rates associated with the application site have been extracted from the Drainage Strategy Report which accompanies the application.

**Table 9: Existing and proposed foul water flow rates**

| Development | Area of building (m2) | Peak Flow Rate (litres/second | Allowance (litres/person) |
|---|---|---|---|
| Existing: | 234,846 (GEA) | 33 l/s | 90 l/p |
| Proposed: | 771,000 (GEA) | 100.03 l/s | 90 l/p |
| Difference | 536,153 (GEA) | 67.03 l/s | 0 |

21.21 The existing foul water drainage system at CSP is a conventional, gravity-based network designed to convey wastewater from office buildings, laboratories, commercial units and ancillary facilities to public sewers. The CSP is served by four public foul sewer networks. It is estimated that the peak foul flow generated by existing buildings on CSP is 33 l/s, this is based on an allowance of 90 litres per person per activity per day flow rate. (Drainage Strategy Report, May 2026).

21.22 Foul water from the new buildings will be collected via proposed below ground foul drains and connected to the nearest existing public foul sewer. It is an expectation that subsequent reserved matters application will aim to re-use the existing below ground assets (subject to condition survey) and connect to the public foul sewer via existing manholes as far as reasonably practicable. The requirements for discharging trade effluent to public foul sewers are currently unknown and will be assessed individually as part of each subsequent detailed application

21.23 The proposed post-development peak foul flow rate is estimated to be in the order of 100.03 l/s. This figure is based on an allowance of 90 litres per person per activity per day flow rate.

**Assessment of harm**

21.24 The proposed development will result in a net increase in wastewater rates of over 67.03 litres per second. Anglian Water has not provided any specific evidence to demonstrate the harm to the environment that the additional foul flows arising from this development would cause to the receiving watercourse.

21.25 Given the scale of the net increase of foul flow rates from the application site, officers consider that the proposal has the potential to increase the likelihood of storm overflow discharges to watercourses in non-exceptional circumstances. On this basis, officers take the view that the net increase in foul water flow arising from this development has the potential to cause environmental harm to receiving watercourses.

21.26 Notwithstanding Anglian Water's position as advised in the consultation correspondence, Officers are of the view that there is a reasonable prospect that alternative plans will be forthcoming within the life of the planning application. The risk of harm is capable of being mitigated significantly, by investment in and implementation of a suitable scheme to upgrade the capacity of the catchment wastewater treatment works, Cambridge WRC.

21.27 In reaching this position, Officers have had regard to the government's agenda for growth in Cambridge and its environs, as reaffirmed in the Written Ministerial Statement on Delivering ambitious and high-quality sustainable growth in Greater Cambridge, made by Matthew Pennycook, Minister of State for Housing and Planning, on 23 October 2025. This statement demonstrates the government's firm commitment to realising the full potential of Greater Cambridge in the months and years ahead and confirms that the government has instructed Anglian Water to accelerate planning for wastewater infrastructure upgrades required to accommodate development and growth.

21.28 Officers consider it reasonable and appropriate to apply a 'Grampian' style planning condition (**Condition 44- Foul Water Flows).** This would restrict occupation of any building forming part of the development within a reserved matters area until written confirmation has been submitted to and approved in writing by the Local Planning Authority in consultation with the Environment Agency, evidencing that the anticipated additional net increase in waste water generated by the development of the reserved matters area is capable of being accommodated by Cambridge Water Recycling Centre. The applicant has confirmed the acceptability of this approach.

21.29 On the above basis, officers consider that the application proposals would not conflict with the aims and objectives of the development plan policies which seek to protect the environment and amenity. Officers consider that the application proposals are acceptable and in accordance with Policy CC/7 of the South Cambridgeshire Local Plan and Policy 31 of the Cambridge City Local Plan.

21.30 Anglian Water in their comments note the applicant's intention to reuse the three existing connections from the CSP to the sewer in Milton Road, and as insufficient detail has been provided, they request **(Condition 43– Strategic Foul Water Strategy).**

**Conclusion**

21.31 Foul water is a material planning consideration in the assessment of the application proposals.

21.32 The development would increase foul water flows to a receiving WRC which is already operating at capacity. The net increase has the potential to cause environmental harm to receiving watercourses.

21.33 Subject to an appropriately worded ‘planning condition' which would restrict occupation of the development until such time as sufficient capacity at the receiving WRC has been confirmed, the application proposals are considered acceptable and in accordance with Policies CC/7, CC/8 and CC/9 of the South Cambridgeshire Local Plan 2018 and Policies 31 and 32 of the Cambridge City Local Plan 2018 and the NPPF.

**22.0 Highway Safety and Transport Impacts**

**Introduction**

22.1 This application is an outline with all matters reserved including access. The applicant has submitted a Transport Assessment (Amended), Site Wide Travel Plan, Parking Management Strategy (Amended) and Access and Movement Parameter Plan to support the application.

22.2 The site benefits from strong multi-modal accessibility and is served by Cambridge North railway station and by the Cambridge Guided Busway. Milton Road (A1309) provides the primary vehicular access to the site and connects to the A14 strategic road network to the north. Kings Hedges Drive provides a secondary vehicular access into the site from the west. Entrance layouts are to be simplified to reduce vehicle dominance while maintaining safe and efficient access for all mode.

22.3 Pedestrian and cycle connectivity to the wider urban area is served by routes including links to the Chisholm Trail which connects the site to the city centre and to Cambridge Station.

22.4 Cambridge Science Park is therefore one of the most accessible employment sites in Greater Cambridge.

22.5 Internal movement is structured around a primary circulation route and secondary vehicular routes, supported by a network of pedestrian and cycle paths providing legible and direct connections across the site.

22.6 CSP has four parking locations for shared e-bikes and e-scooters, operated by Voi, a micromobility provider. There is a large Voi parking zone within 100 metres of the station entrance.

22.7 The Transport Assessment Officer comments that improving the provision for pedestrians and cyclists on the perimeter road is welcomed and noted. Contributions are being sought and a strategy for the delivery of these improvements is to be agreed with the applicant and Cambridge County Council Officers.

22.8 New and improved busway gateway connections are designed into the masterplan along the southern boundary to improve links to the Cambridgeshire Guided Busway and to the areas to the south of the site. Key junctions will be designed to prioritise pedestrian and cycle movement through raised surfaces, material changes and traffic calming.

22.9 Widening of part of the Cambridge Guided Busway footway and cycle path is proposed to help with high flows anticipated along the busway to the site, this would need to be agreed with the Cambridgeshire Guided Busway team and will form part of the S106 Agreement.

22.10 CSP operate a shuttle bus service to and from Cambridge North station during the morning and afternoon peak periods. The increase of specific bus stops within CSP and an enhanced bus shuttle service is welcomed by the Transport Assessment Officer as part of the proposals. The Transport Assessment Officer has recommended a condition (**Condition 13-Shuttle Bus)** to require details.

22.11 The Local Highways Authority raise no objection to the proposal in regard to highway safety subject to the planning condition in regard to **(Condition 11– Construction Traffic Management Plan).**

**Vehicle Trip Budgets**

22.12 The installation of VivaCity monitors at CSP has allowed monitoring of movements by all travel modes to be recorded, alongside the annual travel survey. The travel survey undertaken in October 2025 indicated that around a third of journeys to CSP are by bike, circa 46% of journeys are single occupancy car drivers, less than 10% of journeys use public transport (bus or rail) and walking is the usual travel mode of choice for 6% of journeys.

22.13 Existing vehicle movements during the peak periods equate to peak hour proportions of 46% for the AM and 41.4% for the PM. There is an existing 48% car driver mode share across CSP.

22.14 Within the Greater Cambridge Employment Land and Economic Development Evidence Study 2020, a ratio of one full-time equivalent (FTE) member of staff per 28 m² of R&D floor area is an accepted methodology to determining trip attraction.

22.15 There is an assumption as part of the Transport Assessment that 70% (15,186) of employees of research and development will attend the workplace on a typical peak weekday, accounting for home/hybrid working, holiday and sick leave. Proposed food and beverage and hotel workers are assumed to attend the workplace 100% of the working day.

22.16 Vivacity data for vehicles arriving and departing the site during AM and PM peak periods have been interrogated, and the 2025 Travel to Work Survey for CSP was analysed. The most common single mode of trips taken to CSP were undertaken by car, represented by 45.6% of total journeys made. 5.1% of journey were undertaken as part of a car sharing arrangement.

22.17 Three Trip Budget scenarios have been tested. The first being the Maximum Car Parking Scenario in which Application (S/4629/18/FUL) known as ‘The Hub’ comprising of the redevelopment of 24 Cambridge Science Park was approved in 2019, with the S106 planning obligation confirming for CSP a target to reduce car parking to 6,977 car parking spaces over a 10 year period of time.

22.18 The second being Application (S/4629/18/FUL) was granted permission, with future year trips into and out of CSP were assessed and approved outlining a level of vehicular trip attraction that was anticipated. These were 2,382 AM Peak Trips and 1,876 PM Peak Trips.

22.19 Finally, the NE Cambridge Local Plan, the Trip Budgets used are those proposed by CCC as part of the emerging Local Plan. The proposal was not to increase highway capacity but to shift travel towards walking, cycling, public transport, and other sustainable modes.

22.20 The assessed CSP Vehicle Trip Budgets are detailed below and CSP is forecast to operate within the defined Trip Budgets:

**Table 10: Assessed CSP Vehicle Trip Budgets (Source: Transport Assessment)**

| | AM Peak (0800-0900) | PM Peak (1700-1800) |
|---|---|---|
| CSP Milton Road | 1,516 | 1,166 |
| CSP King's Hedges | 515 | 598 |
| **CSP Total** | **2,031** | **1,764** |

22.21 6,977 represents the maximum provision of car parking within CSP and the baseline position. In 2011, the car driver mode share at CSP was 65%, in 2025 this had reduced to 48%. The applicant is seeking to target a lower car driver mode share with aspirations towards 20% which will help facilitate growth across the CSP.

22.22 The Transport Assessment Team comment that the future assumed car driver mode share of 20% for developed buildings is appropriate but only with significant investment into strategic transport to link this area to the rest of Cambridge.

22.23 The Transport Assessment Team comment that keeping the total amount of parking to 6977 spaces and provision within multi storey car parks (MSCPs) is agreed in principle. A key requirement will be the enabling of use of MSCPs by multiple buildings and landowners to help consolidate parking.

22.24 The Transport Assessment considers how people travel to CSP beyond driving a car and the distribution of CSP employees. Given the sustainable nature of the site and the number of main modes available to people, a series of assumptions have been made based on the main modes of travel and location of residence.

22.25 As part of the S106 Agreement, there will be a Transport Review Group (TRG) which is a consultative group, the role of which is to facilitate co-ordinate between partners over the delivery of the transport strategy. The group will be responsible for reviewing the planning, monitoring and managing of travel behaviours, CSP trips and transport effects and recommending responses. This Group is expected to also include the adjacent Cambridge Business Park.

22.26 Alongside this, the Transport Assessment details the Monitor and Manage approach which is to ensure the delivery of the right sustainable transport solution at the right time.

22.27 The broad approach to Monitor and Manage at CSP comprises of putting in effective monitoring, decisions made through the TRG, regular consideration of whether the strategy remains suitable, application of strategy to development submission and adaption of measures to best reflect requirements.

**Site Wide Travel Plan**

22.28 The applicant has submitted a Site Wide Travel Plan to support the application. There are a number of existing travel plans in place which are building and occupier specific and have been prepared as individual developments have come forward. There is no current overarching CSP Travel Plan.

22.29 The Site Wide Travel Plan target is to reduce the vehicle mode share towards 20% to allow for growth at CSP whilst adhering to the set trip budgets for vehicle trips. The Transport Assessment Officer consider this car drive mode share to be appropriate.

22.30 The Transport Assessment Team comment that the travel plan will form part of the S106 to require the appointment of a Travel Plan Coordinator, provision of a central Travel Welcome Pack, Travel Website, annual monitoring and reporting, and the provision of measures for employees of the Science Park for the lifetime of the development.

**Transport Mitigation**

22.31 The application has been subject to formal consultation with Cambridgeshire County Council's Local Highways Authority and Transport Assessment Team, who raise no objection to the proposal subject to conditions and S106 mitigation, which is detailed further under the section Planning Obligations (S106).

22.32 The location of the CSP is highly sustainable due to its location on the confluence of existing and emerging transport corridors, which connect the park to growth areas and places accessible by sustainable modes along those corridors.

22.33 Following implementation of the Transport Strategy, scenarios detailed in the Transport Assessment identify that CSP is forecast to operate within the defined Trip Budgets.

22.34 The Transport Assessment demonstrates that the forecast demand in walking, cycling, wheeling and Public Transport trips can be managed effectively through targeted measures and investment and support for strategic transport.

22.35 Subject to conditions **(Condition 12- Compliance with Trip Budgets)** and S106 mitigation as applicable, the proposal accords with the objectives of Policy HQ/1, TI/3 of the South Cambridgeshire Local Plan, Policy 80 and 81 of the Cambridge Local Plan and is compliant with NPPF advice.

**Active Travel England (ATE) Comments**

22.36 Active Travel England in their comments following the amendments raise an objection on the grounds that their previous response remains valid in regard to the loop road cycle path needing to being wider and a separation buffer needed between the cycle route and carriageway, the western CSP gateway needing to have a segregated cycle provision, information on the discussions with the busway team in regard to the proposed new crossings and intensification of use

and the timing and responsibility of active travel improvements to ensure the achievement of the ambitious mode share targets.

22.37 Active Travel England's comments are noted. Officers consider that the proposed provision of a minimum 3.0 metre wide segregated cycle lane on one side of the carriageway with a 2.0 metre wide footway on both sides of the carriageway as shown in the Transport Assessment and Design Code is considered acceptable. The inclusion of a segregated cycle provision at the western Kings Hedges Drive junction crossing is noted and this forms part of the draft heads of terms local transport measures.

22.38 Discussions with Cambridge County Council (CCC) Busway Team in terms of the proposed crossing are underway, and the Transport Assessment Team at CCC raise no objection to the proposal, with discussions regarding the transport contributions to be secured as part of the S106 Agreement are in progress. (**Condition 7-Phasing Strategy)** is recommended to ensure the comprehensive redevelopment of the site and understand the anticipated sequence of redevelopment across the site and the delivery of associated infrastructure. Officers consider the matters to have been addressed and therefore acceptable.

**23.0 Cycle and Car Parking Provision**

23.1 The applicant has submitted a Parking Management Strategy (Amended) to support the application.

**Cycle Parking**

23.2 The Parking Management Plan details that at least 20% of cycle parking spaces should be provided as Sheffield stands, with spaces for employees being covered and secure. Visitor spaces will be coordinated with other buildings to balance landscaping and being sited close to main building entrances. 5% provision will be allocated to oversized cycles, cargo delivery bikes and non-standard bikes.

23.3 Cycle parking numbers are to be calculated on a plot by plot basis, dependent on the scale and type of buildings, the forecast employee numbers and ensuring a minimum cycle mode share range of 33 to 45%.

23.4 Facilities will accommodate all cycle types including adapted and non-standard cycles. The Transport Assessment Team have recommended a condition in regard to details of cycle provision **(Condition 14- Cycle Parking Details).**

**Car Parking**

23.5 6,977 represents the maximum provision of car parking within CSP and the baseline position. In 2011, car driver mode share at CSP was 65%, in 2025 this had reduced to 48%. The applicant is seeking to target a 20% car driver mode share for developed plots to help facilitate growth across the CSP. Car parking across the Science Park will be distributed across the development zones.

23.6 Car parking will be consolidated into multi-storey car parks (MSCPs) and mobility hubs and strategically located. All MSCPs will include accessible parking, electric vehicle charging and integrated mobility hubs.

23.7 Development will come forward through retention of existing car parking; each reserved matters application will be required to provide an analysis to inform car parking demand and requirements to ensure the operational levels of parking do not exceed the cap **(Condition 15- Parking Management Plan).** The approach to the monitoring and management of car parking will help to ensure appropriate provision. The Parking Management Plan will allocate parking to each plot and is intended to evolve as parcels are developed.

23.8 Milton Parish Council in their comments state that there is concern that the increase in parking provision will lead to displacement parking in Milton. The submitted Parking Management Plan details that in 2011 the car driver mode share at the Science Park was 65%, in 2025 this had reduced to 48%. Given the applicant's aspiration of a 20% car driver mode share, the push towards the use of sustainable modes of transport and the site's location being highly accessible at the confluence of major transport corridors, Officers are satisfied that the site's sustainable location won't lead to a displacement of parking within Milton village from the site. In addition, within the heads of terms, an obligation is being sought towards a contribution for new controlled parking zones in the surrounding area which would prevent parking within local roads.

23.9 5% (349) of the total car parking will be allocated as accessible spaces. A minimum of 5% of spaces will be allocated to car sharers. 50% of new car parking spaces are to be provided with Electric Vehicle charging facilities **(Condition 28- Parking Electric Vehicle Charge Point Provision and Infrastructure Strategy).**

23.10 Subject to conditions, the proposed car and cycle parking provision is considered to accord with policies HQ/1 and TI/3 of the South Cambridgeshire Local Plan 2018 and policies 5 and 82 of the Cambridge Local Plan 2018 and the Greater Cambridge Sustainable Design and Construction SPD.

**24.0 Social Benefits and Community**

**Introduction**

24.1 The application details the commitment to provide lasting community benefits within the site and beyond its boundaries. This will be achieved through various elements of the scheme as set out below.

24.2 **Publicly accessible site**- the proposal will result in the delivery of a new publicly accessible Park of Science which forms part of the masterplan providing a social awn, formal play and sports provision, natural swimming lake and science themed public art, opening the site to north Cambridge residents and beyond.

24.3 **Improved pedestrian cycle and public transport connectivity-** through new and improved connections onto the guided busway along the southern boundary, an extended internal path network and new bridges on site enhancing permeability across the site.

24.4 **Community uses-** through the delivery of up to 14,000 m² of community and leisure floorspace including childcare, food and beverage, indoor sport and fitness, co-working space and community facilities ancillary serving the wider Science Park and general public.

24.5 **Job creation-** of 16,360 - 23,770 additional jobs on site within a 25-30 year programme which will make a transformative contribution to the local and national economy.

24.6 **Creation of STEM education and public engagement pathways**- through the Cambridge Science Centre, supporting future workforce development and broadening access to science and technology careers.

24.7 **Employment and Skills Strategy (ESS)-** will be secured through the S106 Agreement. Creating apprenticeships, scholarships and clear pathways into employment for local people across all phases of construction and operation.

24.8 The Communities Officer in their comments refer to there being limited information regarding delivery mechanisms for skills, learning, STEM engagement, outreach and educational activity. This would be covered as part of the Employment and Skills Strategy.

24.9 The Communities Team in their comments regarding community infrastructure state that there remains uncertainty regarding how much community floorspace will be delivered, the timing of delivery, geographical distribution and levels of public accessibility. The Outline Application Maximum Floor Areas by Land Use Table in the Development Specification states that 20,500m² will be for retail, food and beverage, 15,000m² for hotel and conference facilities and18,000m² will be provided for community, sports and fitness and nursery provision. The Land Use Parameter Plan details the land use and areas. The timing, delivery and level of public accessibility is unknown currently to allow flexibility. Officers consider this to be sufficient at this time.

24.10 Policy SC/4 of the South Cambridgeshire Local Plan refers to all housing developments will include or contribute to the provision of the services and facilities necessary to meet the needs of the development. The scale and range of community provision will be appropriate to the level of need generated by the development and will address the specific needs of different age groups, of people with disabilities, and faith groups and will be adaptable to population growth and demographics. There is no reference to the requirements for employment development.

24.11 Policy 73 of the Cambridge City Local Plan states that new or enhanced community, sports or leisure facilities will be permitted if the range, quality and accessibility of facilities are improved, there is a local need for the facilities; and the facility is in close proximity to the people it serves. The policy continues to state that mixed-use development proposals which provide on-site community and/or leisure facilities will be permitted where these are of a type appropriate to the scale of development and to meeting the needs of future residents, employees and visitors.

24.12 Cambridge Local Plan Policy 68 Open space and recreation provision refers to all residential development contributing to the provision of open space and recreation site/facilities on site.

24.13 A range of community-supporting uses are proposed within the masterplan which include childcare, food and beverage, indoor sports and fitness, co-working space and community facilities all ancillary to and serving the wider Cambridge Science Park.

24.14 The park includes the provision of office and labs but also the journey into work, food and drink options, green space, sport facilities and more to embrace every aspect of life.

24.15 Chapter 6 Socio-Economics of the Environmental Statement details that proposed development would provide extensive public realm improvements to the existing site which would generate positive impacts for the workplace population. The proposal to include leisure facilities which could be accessed by workers on site, or by residents of nearby areas. The evidence for this provision has been drawn from the South Cambridgeshire Community Facility Study 2025 and the Cambridge Community Centres Strategy 2019.

**Health and Wellbeing**

24.16 A comprehensive Health Impact Assessment (HIA) has been submitted with the applications and amended.

24.17 The Health Impact Assessment details the beneficial health effects of the proposals which would arise from enhanced access to employment, training, open space, active travel infrastructure and community and sport facilities.

24.18 Substantive amendments have been made to the Health Impact Assessment to address the key issues raised previously by the Health Officer. The changes have materially improved the assessment and highlighted additional benefits of the scheme. The Health Officer comments that the recommendations set out within the amended Health Impact Assessment are acceptable and raise no objections and should be secured by condition **(Condition 50- Health Impact Assessment).**

**Conclusion**

24.19 The proposals will deliver a significant amount of community benefits, public open space, sports and recreation, indoor sports and fitness childcare, food and beverage, co-working space and community facilities all ancillary to and serving the wider Cambridge Science Park and beyond, which will contribute to a strong, healthy and vibrant sustainable community. The proposals are considered to accord with Policies HQ/1, SC/2 and SC/4 of the South Cambridgeshire Local Plan and Policies 40, 68 and 72 of the Cambridge City Local Plan 2018.

**25.0 Neighbour Amenity**

25.1 Policy HQ/1 of the South Cambridgeshire Local Plan 2018 and policies 35, 50, 52, 53 and 58 of the Cambridge City Local Plan 2018 seek to preserve the amenity of neighbouring and / or future occupiers in terms of noise and disturbance, overshadowing, loss of light, overlooking or overbearing impact.

25.2 The proposals will result in the intensification and increase in floorspace and height of buildings on site. However, the submitted Parameter Plans, Development Specification and Design Code demonstrate that the proposals would not result in harm to the amenity of nearby neighbouring properties. The nearest neighbouring properties lie to the south of the site along Kings Hedges Road, Garry Drive and Lovell Road, with the Cambridge Guided Busway sited in between, with the nearest property being approximately 20 metres from the site boundary. A full assessment of neighbour amenity will be made at the detailed

design stage as part of the Reserved Matters planning, when full details of proposals come forward.

25.3 Milton Parish Council in their comments state that buildings are significantly higher than current buildings giving rise to potential visual intrusion for neighbouring areas. The proposal would be higher than existing; however, Officers are satisfied that given the distance of the proposals from nearby neighbouring residential properties, the nearest property being 20 metres from the site boundary, along with the Design Code and Parameter Plans, that the proposal would not result in significant harm to neighbour amenity in terms of loss of light, loss of privacy or be overbearing. Consideration of visual harm is assessment in Section 20 of this report.

25.4 The proposal would accord with policies HQ/1 of the South Cambridgeshire Local Plan 2018 and policies 35, 50, 52, 53 and 58 of the Cambridge City Local Plan 2018.

**26.0 Construction and Environmental Health Impacts**

26.1 The application is accompanied by Chapter 5 Demolition and Construction within Volume 1 of the Environmental Statement, Outline Site Construction Waste Management Plan, Outline Construction Environmental Management Plan and Outline Operational Waste Management Strategy.

26.2 Policies HQ/1, CC/6, CC/7, SC/9, SC/10, SC/12 and SC/14 of South Cambridgeshire Local Plan 2018 and Policy 35 of Cambridge City Local Plan 2018 guard against developments leading to significant adverse impacts on health and quality of life from noise and disturbance.

26.3 The documents set out a commitment to avoid and mitigate potential effects on nearby occupiers, the wider community, the public highway, environmental receptors and existing infrastructure. The proposals detail and highlight the reuse and recycling of waste generated from the construction works and protection of the environment and local community through reusing, recycling and recovering waste where practicable.

26.4 The Council's Environmental Health team have assessed the application and raise no objection to the proposals, subject to the recommended conditions **(Condition 16-Demolition and Construction Environmental Management Plan), (Condition 17- Construction Environmental Management Plan), (Condition 18- Plant, Machinery and Equipment Noise Assessment), (Condition 19- Control of Odour), (Condition 20- Control of all pollutants), (Condition 21- Artificial Lighting Assessment).**

**Air Quality**

26.5 Chapter 9 of the Environmental Statement details Air Quality which assesses demolition, construction and operational elements of the scheme.

26.6 The assessment states that the proposed development will not have a significant effect on air quality, during either demolition and construction or once complete and operational.

26.7 A new sensitive receptor will be introduced as part of the development including a nursery, hotel and community uses, given the location of these uses is not

confirmed, a condition for a further qualitative air quality assessment on these receptors at reserved matters stage is requested.

26.8 The Air Quality Officer has recommended conditions **(Condition 22- Low Emissions Strategy), (Condition 16 - Demolition and Construction Environmental Management Plan (DCEMP) and (Condition 23- Emissions modelling).**

**Contamination**

26.9 The application is accompanied by a Phase 1 Preliminary Risk Assessment which addresses the contaminated risks of the redevelopment of the site.

26.10 The current and former use of the site indicates that there is a moderate/low to moderate potential for significant and widespread soil and groundwater contamination. With the water quality on the three lands being good on overall water quality standards.

26.11 The Contaminated Land Officer comments that the site has a potentially contaminative historical usage comprising former military land. The risks are assessed as moderate/low to moderate to controlled waters and end users. Further assessment is recommended with conditions **(Condition 24- Ground Contamination Investigation) (Condition 25- Remediation Method Statement) and (Condition 26-Unexpected Contamination).**

26.12 Subject to the above recommended condition, the proposals comply with Policy SC/11 of the South Cambridgeshire Local Plan 2018, Policy 33 of the Cambridge Local Plan 2018 and the NPPF.

**Noise and Vibration**

26.13 Chapter 10 of the Environmental Statement details Noise and Vibration, with noise surveys having been undertaken. The dominant noise source to the site is from the A14, Milton Road and Cambridge Guided Busway. A condition has been recommended requiring **(Condition 18 – Plant, Machinery and Equipment Noise Assessment) (Condition 16- DCEMP and (Condition 17-CEMP).**

**Lighting**

26.14 A condition has been recommended requiring details of lighting schemes for each reserved matters application **(Condition 21- Artificial Lighting Assessment).**

**Conclusion**

26.15 The proposal adequately respects the amenity of its neighbours and of future occupants and is considered that it is compliant with Policies HQ/1, CC/6, CC/7, SC/9, SC/10, SC/12 and SC/14 of the South Cambridgeshire Local Plan 2018 and Policy 35 of the Cambridge Local Plan (2018).

**27.0 Other Matters**

**Public Art**

27.1 The application is accompanied by an Outline Public Art Strategy (Amended September 2026). The Public Art Strategy theme is science and technology, which would highlight the work of the science park and the wider innovation district. The strategy identifies key opportunity areas on plot, side wide and within the Park of Science.

27.2 The public art programme will be delivered in stages with separate Reserved Matters applications. The Reserved Matters applications will identify communal areas where public art will be located, supported by a Public Art Delivery Plan. The Communities Officer in their comments requested detail on play provision, maintenance and delivery. As part of the Public Art Strategy, play will be an important component and will be secured as part of the S106 Agreement.

27.3 The Public Art Officer comments that they are satisfied that the amended Public Art Strategy has addressed their comments and welcome the inclusion of the relevant policies Cambridge Public Art Supplementary Planning Document (SPD) (2010) and the South Cambridgeshire District Council Public Art Strategy (2009), and the proposed involvement of Public Art Advisory Service (PAAS). A phasing plan still needs to be provided, which can be included in the Public Art Strategy and Delivery Plan (PASDP).

27.4 Overall, the Outline Public Art Strategy provides a positive foundation upon which high quality and distinctive art can be delivered onsite. It is recommended that a Public Art Strategy and Delivery Plan is secured through the S106 Agreement. It is proposed that a public art budget be secured through the S106 Agreement , an approach which is supported by the Public Art Officer. The proposals comply with Policies HQ/1 and HQ/2 of the South Cambridgeshire Local Plan 2018, the Public Art Strategy SPD and Policy 56 of the Cambridge Local Plan.

**Waste**

27.5 The application is accompanied by an Outline Operational Waste Management Strategy. Greater Cambridge Shared Waste Services Team in their comments raise no objections in relation to the proposed waste management arrangements for the site at outline stage. The proposals subject to **(Condition 27-Waste Management Plan)** would comply with Policy HQ/1 of the South Cambridgeshire Local Plan 2018 and Policy 28 of the Cambridge Local Plan.

**Cambridge City Airport Comments**

27.6 The comments from Cambridge City Airport are noted and officers support the recommended conditions **(Condition 47- Height Limitation on Buildings and Structures), (Condition 48-Bird Hazard Management Plan)** and **(Condition 49-Glint and Glare Assessment).** The recommended condition in regard to submission of a landscaping scheme is not considered necessary given the application is an Outline stage.

**163 Cambridge Science Park**

27.7 Milton Parish Council in their comments refer to current live planning application (26/02610/FUL) and that it exceeds the proposed height envelopes identified in the submitted parameter plans. This is a current full application which has been submitted separately to the Outline masterplan for the Cambridge Science Park application and will need to be determined on its own merits.

**Future sports and leisure facilities**

27.8 The Communities Officer in their comments on sport and recreation stated limited information was available regarding delivery triggers, access arrangements, affordability and future operating models for sports and leisure facilities. This information would form part of future reserved matters applications.

**Long-term stewardship**

27.9 The Communities Officer in their comments requested clarity regarding ownership, governance, funding arrangements and community participation in the long-term stewardship of the Park of Science and other public realm assets. **(Condition 31-Strategic Landscape Masterplan)** requires identification of the party responsible for the delivery of each element of the strategic landscape infrastructure.

## 28.0 Planning Obligations (S106)

28.1 National decision-making policy DM1 (Preparing development proposals) of the NPPF (2026) states that proposals for major development should be accompanied by a concise planning statement which sets out the proposed used of any planning obligations to make the proposal acceptable in planning terms. Policy SM3 (Determining development proposals) states that Local Planning Authorities should consider whether otherwise unacceptable development could be made acceptable through the use of planning conditions or planning obligations.

28.2 The Community Infrastructure Levy Regulations 2010 have introduced the requirement for all local authorities to assess any planning obligation in relation to three tests. If the planning obligation does not pass the tests, then it is unlawful. The tests are that the planning obligation must be:

a) necessary to make the development acceptable in planning terms;
b) directly related to the development; and
c) fairly and reasonably related in scale and kind to the development.

28.3 The applicant has indicated their willingness to enter into a S106 planning obligation in accordance with the requirements of the Council's Local Plan and the NPPF.

28.4 Policy TI/8 'Infrastructure and New Developments' and Policy 85 state that Planning permission will only be granted for proposals that have made suitable arrangements for the improvement or provision of infrastructure necessary to make the scheme acceptable in planning terms. The nature, scale and phasing of any planning obligations and/or Community Infrastructure Levy (CIL) contributions sought will be related to the form of the development and its potential impact upon the surrounding area.

**Heads of Terms**

28.5 Draft Heads of Terms (HoT's) of the Agreement under Section 106 of the Town and Country Planning Act 1990 (as amended) have been agreed in principle between the parties. **(Condition 46- Arsenal-style Condition Binding Future Reserved Matters Applicants to Outline S106)** is recommended to ensure a confirmatory deed pursuant to section 106 of the Town and Country Planning Act

1990 has been entered into which binds the relevant leasehold interests. The planning obligations (taken from the draft HoTs) to be secured within the Section 106 Agreement are summarised by category in the table below, together with a short commentary in respect of compliance with the CIL Regulations tests.

28.6 Where contributions are required by Local Plan policies and/or have been sought by consultees, these are summarised below. Where there is a difference between the policy/consultee requirement and the Applicants offer, this is accompanied by further explanation.

28.7 All sums are provisional and will be finalised in the S106 Agreement.

**Transport**

28.8 The Transport mitigation package will be a combination of internal, local and strategic transport in collaboration with Cambridgeshire County Council and the Greater Cambridge Partnership.

28.9 The transport mitigation package includes the provision of strategic solutions in collaboration with Cambridgeshire County Council and the Greater Cambridge Partnership. The mechanisms and timing of these off site improvements and financial contributions will be secured by way of Section 106 Agreement and appropriate planning conditions, with all triggers to be agreed by the County Council.

28.10 Officers have confirmed that the agreed transport mitigation package accords with the relevant tests of the NPPF (2026) and the CIL Regulations. Specifically, the tests are necessary to make the development acceptable in planning terms, directly related to the development and fairly and reasonably related in scale and kind to the development.

**Biodiversity Net Gain**

28.11 The BNG Monitoring contributions per monitoring year are to be confirmed. Monitoring years will be years 1, 2, 3, 4, 5, 10, 15, 20, 25 and 30.

28.12 **Public Art**

28.13 The Site Wide Strategy is to be submitted and approved prior to the reserved matters application for a phase. The Public Art Strategy and Delivery Plan for each phase, budget to be identified, maintenance and management obligations will need to be agreed.

**Employment and Skills Strategy**

28.14 While many areas of Greater Cambridge are comparatively affluent, there continue to be concentrations of poverty and deprivation in particular communities in Cambridge. The Cambridge City Council Community Wealth Building Strategy 2024 includes the strategic objective of increasing skill levels and social mobility. Employers can contribute directly to improved outcomes for local residents through adopting positive business practices such as providing local employment, apprenticeships and skills and training programmes.

28.15 Both Local Plans support development that contributes towards and supports economic growth and providing access to local employment opportunities. The

proposed development offers the opportunity to contribute towards the provision of local employment, skill and training, as well as supporting local supply chains that would significantly benefit residents and businesses, aiding local economic resilience.

28.16 The Employment and Skills Strategy will create clear pathways into employment for local people across all phases of construction and operation.

**Table 11: Heads of Terms for s106 agreement**

| Obligation | Contribution (financial contributions all index linked) | Trigger | CIL Reg 122 Comments |
|---|---|---|---|
| **Transport** | | | |
| **Strategic Transport Contribution**<br><br>1. Waterbeach to Cambridge bus Corridor<br><br>2.Bus improvements to serve NE Cambridge<br><br>3.Chisholm Trail<br><br>4. Milton Road Corridor<br><br>5. Cambourne to Cambridge bus corridor<br><br>6. Additional 1000 Park and Ride spaces in Cambridge<br><br>7. New Controlled Parking Zones in the surrounding area | The total Strategic Transport Contribution is agreed at **£21,079,909** which when applied to the application floor provides a Tariff of **£63.75 per sqm** of net additional commercial floor area. | Wording to be agreed.<br><br>Contributions to be applied towards the list of strategic transport measures and be payable on a reserved matters area (RMA) basis, be index linked and made as the development progresses.<br><br>Contributions to be subject to BCIS. | Community Infrastructure Levy Regulations 2010<br><br>Policy TI/8 South Cambridgeshire Local Plan<br><br>Policy 85 of the Cambridge Local Plan |
| **Internal/ Local Measures**<br><br>**Internal:**<br><br>1. Provision for cycling on the Cambridge | The delivery of the internal and local measures will be the responsibility of CSP.<br><br>Exceptions may be of crossings over the Cambridge Guided Busway and the installation of cycle | Wording to be agreed. A Transport Review Group (TRG) will be established.<br><br>The trigger for delivery of local and | |

| | | | |
|---|---|---|---|
| Science Park loop road<br><br>2. Eastern CSP busway access<br><br>3. Science Park bus stop infrastructure<br><br>**Local:**<br><br>1.Busway Crossing<br><br>2.Kings Hedges Drive junction crossing improvements<br><br>3.Improved crossing at Milton Road with the busway junction<br><br>4.Crossing over Milton Road to Cambridge Science Park;<br><br>5.Busway Active Travel Enhancements between Kings Hedges Drive and Milton Road<br><br>6. Western Busway entrance improvements | lockers at Milton Park and Ride,<br><br>On an RMA basis, either a plot developer will pay a contribution to a CSP fund for the fund to procure delivery or there will be direct delivery by the plot developer of internal and local measures.<br><br>The value of these internal measures has been set at **£2,100,000.**<br><br>To reflect the highway function of CSP, the use of the route for wider movement including access to Cambridge Regional College and the role such improvement has in contributing to NEC connectivity, **£1,050,000** has been deducted from the Initial Strategic Transport Contribution Value.<br><br>CSP will use reasonable endeavours to deliver Park and Cycle opportunities at Milton Park and Ride and Busway Crossings, which may be via a financial contribution to CCC to deliver the works.<br><br>The value of the local measures has been set at **£8,450,000**<br><br>The tariff of **£31.91** per sqm of net additional commercial floorspace has been set for internal and local measures.<br><br>Total transport contribution is **£31,629,909** at a tariff of **£95.66.** | internal items will be linked to when there are sufficient funds in the fund accumulated, managed by CSP to deliver the priority item as determined by the (TRG) comprising of the applicant, Cambridge County Council and other stakeholders. | |

| | | | |
|---|---|---|---|
| 8.Central Busway entrance Creation<br><br>9.Eastern Busway entrance improvements<br><br>10.Park and Cycle opportunities at Milton Park and Ride | | | |
| **Travel Plan** | RMA specific travel plans to be provided in accordance with a sitewide travel plan | Not commence Commercial RMAs until the site wide travel plan is approved. Not to occupy a qualifying commercial building until the RMA travel plan for that commercial building has been approved | |
| **Biodiversity Net Gain** | TBC Monitoring contributions per monitoring year. | Years 1, 2, 3, 4, 5, 10, 15, 20, 25 & 30. | As required by Schedule 7A of the Town and Country Planning Act 1990 (inserted by the Environment Act 2021). |
| **Biodiversity Monitoring** | Monitoring reports. | At suitable intervals over the 30 year period | |
| **Public Art Delivery Plan** | Public Art Delivery Plan for a Commercial Reserved Matters Area to be provided in accordance with the Site Wide Public Art Strategy.<br><br>Minimum value of the public art to be **£2,500,000** less any figure agreed as part of other standalone consents. | Site-wide strategy to be submitted and approved prior to first Reserved Matters for a Commercial RMA.<br><br>Development under a Commercial Reserved Matters Application not to commence until the Public Art Delivery Plan has been submitted and approved for that RMA. | Local Plan policies seek to secure public art as an integral part of development.<br><br>On-site provision.<br><br>Scale determined with reference to Policy HQ/2 South Cambridgeshire Local Plan and Policy 56 Cambridge Local Plan. |

| | | | |
|---|---|---|---|
| | | | |
| **Employment and Skills Strategy** | A site wide ESS will be submitted to and approved by the LPA. Each Reserved Matters will require a detailed ESS to be submitted to and approved. The RMA ESS will need to accord with the site-wide ESS. | Site-wide ESS to be submitted and approved before commencement of development on commercial RMAs.<br><br>Not to commence development on a Commercial RMA until the RMA ESS for construction has been submitted and approved.<br><br>Not to occupy any qualifying building until the operational ESS for that building has been approved. | Local Plan supports development that contributes towards and supports economic growth and providing access to local employment opportunities. |
| **S106 Monitoring:**<br><br>**Cambridge City and South Cambridgeshire District Council** | To be agreed. | To be agreed. | Community Infrastructure Levy Regulations 2010 paragraph 2A<br><br>GCSP Planning Obligations SPD |
| **S106 Monitoring:**<br><br>**Cambridgeshire County Council** | To be agreed. | To be agreed. | Community Infrastructure Levy Regulations 2010 paragraph 2A |

**Summary**

28.17 Officers are satisfied that all the above planning obligations meet the statutory tests of CIL Regulation 122. The Applicants have confirmed the acceptability of committing to this complete mitigation package by way of planning obligations which will be secured through a Section 106 Agreement.

28.18 The planning obligations are necessary, directly related to the development and fairly and reasonably in scale and kind to the development and therefore the required planning obligation(s) pass the tests set by the Community Infrastructure Levy Regulations 2010 and are in accordance with policy 85 of the Cambridge Local Plan 2018.

## 29.0 Planning Balance

### Decision-Making Framework

29.1 Section 38(6) of the Planning and Compulsory Purchase Act 2004 and section 70(2) of the Town and Country Planning Act 1990 require planning applications to be determined in accordance with the Development Plan unless material considerations indicate otherwise. The NPPF 2026 is a material consideration of considerable importance and should be read alongside the Development Plan.

29.2 The proposal has been assessed against the adopted Development Plan, relevant supplementary planning documents, consultee responses, representations received and all other material considerations. Officers have also assessed the proposal against the relevant national decision-making policies contained within the NPPF 2026, including Policies S4, DP3, TR3, TR4, CC2, N2, N3, F4-8, P2, HC4 and HE4-HE9 where relevant to the development proposed.

29.3 Officers have additionally had regard to the statutory duties contained within sections 66(1) and/or 72(1) of the Planning (Listed Buildings and Conservation Areas) Act 1990 and have attached considerable importance and weight to those duties in reaching a recommendation

29.4 The regulation 26 requirements of the EIA regulations that the LPA are required to follow when determining an application were described in section 6 of the report.

29.5 In following these requirements, the submitted environmental information has been examined, and the reasoned conclusion is that the proposed development will have impacts on the environment. However, these impacts can be mitigated, and appropriate mitigation will be in the form of s106 contributions and planning conditions that will be able to monitor measures. Further discussion on these issues can be found in the paragraphs below.

### Consistency with the Development Plan and NPPF

29.6 The assessment contained within this report concludes that the proposal:

- Accords with the Policies CC/1, CC/3, CC/4, CC/7, CC/9, CC/8, E/1, E/9, HQ/1, HQ/2, NH/4, NH/14, SC/2, SC/9, SC/10, SC/11, SC/12, SC/14, TI/3, and Policies 2, 5, 28, 29, 31, 32, 33, 35, 40, 50, 52, 53, 55, 56, 57, 58, 59, 60, 61, 68, 69, 70, 71, 72, 82 of the adopted Development Plan.

- Is consistent with NPPF Policies DM7, E2, E21A, E22b(1), DP3(1), HE4, HE5, HE6, L2, N2, S3 and S4.

- Delivers the objectives of NPPF Policy S4 (development within settlements).

- Is capable of satisfying identified policy requirements subject to he recommended planning conditions and/or planning obligations.

29.7 Officers have taken account of the extent of any conflict with both Development Plan policies and national policy and have attributed weight accordingly.

**Benefits of the proposal**

29.8 The proposal would provide the following benefits which attract positive weight in the planning balance:

**Economic**

29.9 National Planning Policy Framework (2026) places a clear emphasis on the importance of economic growth and delivering economic benefits as a key component of sustainable development.

29.10 The proposals would make a significant contribution towards the supply of commercial R&D, office and lab floorspace and delivery of jobs on site within the well-established and nationally renowned Cambridge Science Park.

29.11 The proposals would provide for a clear and demonstrated market need for R&D space in Greater Cambridge, strengthening Cambridge's role within the Oxford-Cambridge Growth Corridor.

29.12 There would be significant construction employment and supply chain benefits across the deliverable development zones. With the creation of STEM education and public engagement pathways through Cambridge Science Centre, supporting future workforce development and broadening access to science and technology careers.

29.13 The Employment and Skills Strategy will seek to secure job and training opportunities across the period of construction including operational phases.

29.14 The economic benefits of the development are afforded substantial positive weight.

**Social**

29.15 The NPPF (2026) social objective place support for strong, vibrant and healthy communities by fostering well-designed, beautiful and safe places, with accessible community facilities, public service infrastructure and open spaces that reflect current and future needs and support communities' health, social and cultural well-being.

29.16 The proposals will create a new publicly accessible Park of Science providing spaces for people to meet, formal play, sports provision, natural swimming and science themed public art.

29.17 There will be significantly improved pedestrian, cycle and public transport connectivity, including new and improved connections onto the guided busway along the southern boundary, an extended internal path network and new bridges enhancing permeability across the site designed into the Masterplan.

29.18 Support for young people to gain careers in the R&D sector will be provided with an Employment and Skills Strategy.

29.19 There will be a range of community-supporting uses secured within the masterplan, including childcare, food and beverage, indoor sport and fitness, co-working space and community facilities, all ancillary to and serving the wider Science Park.

29.20 There will be a positive impact to health and wellbeing through a development that provides enhanced access to employment, training, open space, active travel infrastructure and community and sports facilities.

29.21 The social benefits arising from the development proposals are afforded substantial positive weight.

**Environmental Impacts**

29.22 The NPPF (2026) environmental objectives support efforts to mitigate and adapt to climate change, including moving to a low carbon economy; and to protect and enhance our natural, built and historic environment, including making effective use of land, improving biodiversity, using natural resources prudently, and minimising waste and pollution.

29.23 The proposal would deliver a coherent network of six landscape character areas, The Park, Meadows, Orchard, Wetlands, Woodland and Ecological Edge. This would create substantially enhanced biodiversity, improved ecological connectivity and publicly accessible green provision across the site.

29.24 The proposals would result in a site-wide SuDS strategy reimagining surface water conveyance through attenuation basins, bioswales and open streams, replacing unrestricted piped discharge and delivering blue-green infrastructure with year-round amenity, ecological and water quality benefits.

29.25 There would be a net increase in tree canopy across the site, with ecological and landscape enhancement of the First Public Drain through riparian planting, bank reprofiling and selective scrub removal, delivering measurable gains for urban greening, climate resilience and ecological connectivity.

29.26 A water re-use strategy committed through the Outline Water Conservation Strategy addressing one of the constraints to Cambridge's growth and responding to the site's location within a serious water stress area. The proposal will use low flow devices, grey and rainwater harvesting and reuse of storm water from attenuation systems to ensure a water reduction of 55%. Local area water offsetting schemes will be considered with an aspiration to work towards the 75% water reduction required for maximum credits under BREEAM Wat01 version 7.

29.27 The proposals are seeking a BREEAM 'Excellent' certification, aspiring to achieve 'Outstanding' version 7 for all buildings on site with equivalent credits for energy category ENE01 (or an updated version at the time of build). All development is to be aligned with the UK Net Zero Carbon Building Standards (UKNZCBS) Energy Use Intensity and other metrics will align with the appropriate year at the time development comes forward and buildings will be constructed following the Passivhaus principles to ensure optimum fabric performance.

29.28 Replacement of end-of-life building stock with all-electric, fabric first sustainable development, with rooftop photovoltaics, progressive five year sustainability targets and a formal commitment to post-occupancy monitoring and review.

29.29 Circular economy construction practices embedded as mandatory Design Code requirements across all phases of delivery, pre-demolition audits, material reuse

targets and design for disassembly, reducing embodied carbon and minimising waste.

29.30 Biodiversity Net Gain would be secured through a site-wide BNG framework with an off-site offset strategy addressing the habitat unit shortfall.

29.31 There would be consolidation of surface car parking into multistorey structures and mobility hubs, reducing vehicle dominance with freeing land for development, landscape, active travel and ecological enhancement.

29.32 The environmental benefits to mitigate and adapt to climate change, making effective use of land, improving biodiversity, tree planting, minimising waste and pollution arising from the development proposals are afforded positive weight.

**Harm and Areas of Policy Conflict**

29.33 Notwithstanding the above benefits, officers have identified the following impacts:

- Heritage harm

29.34 In heritage terms, officers conclude that the proposal would result in a minor degree of harm to the significance of the affected heritage asset(s). In reaching this conclusion, substantial weight has been given to the conservation of heritage assets in accordance with the statutory duties and NPPF Policies HE4 to HE9.

29.35 These adverse impacts attract limited weight against the proposal.

**Overall Planning Balance**

29.36 Having considered the Development Plan as a whole, the relevant provisions of the NPPF 2026, all consultation responses, representations received and other material considerations, officers conclude that the proposal accords with the Development Plan and is broadly consistent with the relevant national decision making policies of the NPPF.

29.37 Whilst some limited adverse impacts have been identified, these are either capable of being satisfactorily mitigated through planning conditions and planning obligations or are insufficient, individually or cumulatively, to outweigh the identified benefits. Where heritage assets are affected, officers have attached considerable importance and weight to the statutory duties under sections 66(1) and/or 72(1) of the Planning (Listed Buildings and Conservation Areas) Act 1990 and conclude that the proposal would preserve the significance of heritage assets / that the identified public benefits outweigh the identified heritage harm.

29.38 Taking all matters into account, the benefits of the proposal attract greater weight than the identified harm. The proposal therefore represents sustainable development, accords with the Development Plan when read as a whole and is consistent with the relevant policies of the NPPF 2026. Officers recommend that planning permission should be **GRANTED**.

**30.0 Recommendation**

**26/01902/OUT**

That the Committee resolves to **GRANT PLANNING PERMISSION** for 26/01902/OUT subject to**:**

**a)** the planning conditions and informatives as detailed in **Section 31** of this report, with delegated authority to officers to carry through minor amendments to those conditions and informatives (and to include others considered as appropriate and necessary) prior to the issuing of the planning permission, and:

**b)** The prior completion of a Section 106 agreement under the Town and Country Planning Act 1990 by 28 February 2027, with delegated authority to officers to negotiate, settle and complete such an Agreement as referenced in the Heads of Terms within this report set out in **Section 28**, including any other planning obligations considered acceptable and necessary to make the development acceptable in planning terms. If the Section 106 agreement is not completed by this date, then delegated authority shall be given to officers to either refuse the Applications based on a lack of secured mitigation contrary to the adopted Local Plans, or to agree any such extended period for completion of the agreement as appropriate.

**c)** Delegated authority given to officers to set out as part of the decision notice and in accordance with the Town and Country Planning (EIA) Regulations 2017, reg. 29 'information to accompany decisions' a reasoned conclusion of the significant effects of the development on the environment and to carry out appropriate notification under reg. 30 accordingly

**26/01872/OUT**

That the Committee resolves to **GRANT PLANNING PERMISSION** for 26/01872/OUT subject to**:**

**a)** the planning conditions and informatives as detailed in **Section 31** of this report, with delegated authority to officers to carry through minor amendments to those conditions and informatives (and to include others considered as appropriate and necessary) prior to the issuing of the planning permission, and:

**b)** The prior completion of a Section 106 agreement under the Town and Country Planning Act 1990 by 28 February 2027, with delegated authority to officers to negotiate, settle and complete such an Agreement as referenced in the Heads of Terms within this report set out in **Section 28**, including any other planning obligations considered acceptable and necessary to make the development acceptable in planning terms. If the Section 106 agreement is not completed by this date, then delegated authority shall be given to officers to either refuse the Applications based on a lack of secured mitigation contrary to the adopted Local Plans, or to agree any such extended period for completion of the agreement as appropriate.

**c)** Delegated authority given to officers to set out as part of the decision notice and in accordance with the Town and Country Planning (EIA) Regulations 2017, reg. 29 'information to accompany decisions' a reasoned conclusion of the significant effects of the development on the environment and to carry out appropriate notification under reg. 30 accordingly.

**31.0 Conditions**

**See Appendix 5 for condition and informatives.**

---

Background Papers:

The following list contains links to the documents on the Council's website and / or an indication as to where hard copies can be inspected.

- Cambridge Local Plan 2018
- Cambridge Local Plan SPDs
- South Cambridgeshire Local Plan 2018
- South Cambridgeshire SPDs

## Appendix 1 Policy Glossary

### Cambridge Local Plan (2018)

#### Policy 1: The presumption in favour of sustainable development

Policy 1 states the Council will take a positive approach that reflects the presumption in favour of sustainable development contained within the National Planning Policy Framework.

#### Policy 2: Spatial strategy for the location of employment development

Policy 2 seeks the provision of employment development is supported in the Cambridge Local Plan (2018). Policy 2 states that employment development will be focuses on the urban area, Areas of Major Change, Opportunity Areas and the city centre.

#### Policy 5: Strategic transport infrastructure

Policy 5 states development proposals must be consistent with the contribute to the implementation of the transport strategies and priorities set out in the Cambridgeshire Local Transport Plan (LTP) and the Transport Strategy for Cambridge and South Cambridgeshire (TSCSC).

#### Policy 8: Setting of the city

Policy 8 states that development on the urban edge, including sites within and abutting green infrastructure corridors and the Cambridge Green Belt, open spaces and the River Cam corridor, will only be supported where it: responds to, conserves and enhances the setting, and special character of the city, promotes access to the surrounding countryside/open space, where appropriate; and safeguards the best and most versatile agricultural land unless sustainable development considerations and the need for development are sufficent to override the need to protect the agricultural value of land; and includes landscape improvement proposals that strengthen or recreate the well-defined and vegetated urban edge, improve visual amenity and enhance biodiversity.

#### Policy 9: Review of the Local Plan

Policy 9 states the Council will undertake an early review of the Local Plan to commence before the end of 2019, and with submission to the Secretary of State for examination anticipated by the end of Summer 2022. The new Local Plan will be prepared jointly by Cambridge and South Cambridgeshire Councils for their combined districts (Greater Cambridge).

#### Policy 15: Cambridge Northern Fringe East and new railway Station Area

Policy 15 for the Cambridge Northern Fringe East and the new railway station will enable the creation of a revitalised, employment focussed area centred on a new transport interchange.

The amount of development, site capacity, viability, timescales and phasing of development will be established through the preparation of an Area Action Plan (AAP) for the site. The AAP will be developed jointly between Cambridge City Council and South Cambridgeshire District Council and will involve close collaborative working with Cambridgeshire County

Council, Anglian Water and other stakeholders in the area. The final boundaries of land that the joint AAP will consider will be determined by the AAP.

### Policy 28: Carbon reduction, community energy networks, sustainable design and construction, and water use

Policy 28 of the Cambridge Local Plan (Sustainable design and construction, and water use) states that all development should take the available opportunities to integrate the principles of sustainable design and construction into the design of proposals. This should include climate change adaptation, carbon reduction and water management. The policy also requires non-residential buildings to include full credits for Wat 01 of BREEAM. The same policy requires new residential developments to achieve as a minimum water efficiency to 110 litres pp per day and a 44% on site reduction of regulated carbon emissions and for non-residential buildings to achieve full credits for Wat 01 of the BREEAM standard for water efficiency and the minimum requirement associated with BREEAM excellent for carbon emissions.

### Policy 29: Renewable and low carbon energy generation

Policy 29 supports proposals which involve the provision of renewable and / or low carbon generation provided adverse impacts on the environment have been minimised as far as possible.

### Policy 31: Integrated water management and the water cycle Policy 32: Flood risk

Policies 31 and 32 of the Local Plan require developments to have appropriate sustainable foul and surface water drainage systems and minimise flood risk.

Policy 31(f) of the Local Plan requires that all flat roof is a green or brown roof, providing that it is acceptable in terms of context.

### Policy 33: Contaminated land

Policy 33 permits development only where it has been demonstrated that there will be no adverse health impact to future occupiers, surrounding occupiers and the environment from ground contamination and gas migration.

### Policy 34: Light pollution control

Policy 34 requires that all development proposal include details of external lighting which demonstrates it will minimise impact on residential amenity, wildlife and landscape character, prevent light spillage and be the minimum level required for public safety/crime prevention.

### Policy 35: Protection of human health from noise and vibration

Policy 35 guards against developments leading to significant adverse impacts on health and quality of life from noise and disturbance. Developments must demonstrate that any adverse noise impacts can be appropriately reduced and/or mitigated.

Noise and disturbance during construction must be minimized through conditions restricting construction hours and collection hours to protect the amenity of future occupiers. These conditions are considered reasonable and necessary to impose.

### Policy 36: Air quality, odour and dust

Policy 36 requires development to demonstrate that it would not adversely impact on health, amenity of the environment through polluting or malodorous emissions, or dust or smoke emissions. Where a development is a sensitive end-use, that there will not be any significant adverse effects on health, the environment or amenity arising from existing poor air quality, sources of odour or other emissions to air.

### Policy 37: Cambridge Airport Public Safety Zone and Air Safeguarding Zones

Policy 37 states that applications for development within Cambridge Airport's Air Safeguarding Zones will be the subject of consultation with the operator of the airport and the Ministry of Defence.

### Policy 38: Hazardous installations

Policy 38 states that proposals for the development of hazardous installations/pipelines, modifications to existing sites, or development in the vicinity of hazardous installations or pipelines, will be permitted where: a. it has been satisfactorily demonstrated that the amount, type and location of hazardous substances would not pose adverse health and safety risks; and b. any necessary special precautions to limit potential societal risks to an acceptable degree would be put in place prior to the commencement of development.

### Policy 39: Mullard Radio Astronomy Observatory, Lord's Bridge

Policy 39 states that development proposals within the Lord's Bridge Consultation Area, covering the whole of Cambridge City Council's administrative area, which could adversely affect the operation of the Mullard Radio Astronomy Observatory will: a. be subject to consultation with the University of Cambridge; and b. only be granted planning permission where there is no harm to its scientific operation or where any harm can be overcome by measures secured by condition or planning obligation.

### Policy 40: Development and expansion of business space

Policy 40 encourages new office, and research and development facilities in a number of identified areas in the city. Proposals elsewhere are considered on their merits. In larger employment sites, consideration should be given to shared social spaces and facilities to enhance the vitality of the site.

### Policy 41: Protection of business space

Policy 41 protects the loss of employment floorspace unless the loss is needed to redevelop and modernise the use while retaining employment use or the site has been realistically marketed for 12 months for employment use and no future occupier has been found.

### Policy 42: Connecting new developments to digital infrastructure

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

### Policy 55: Responding to context

Policy 55 requires that development responds positively to its context, is well connected and integrated with its surroundings and is of an appropriate mas, scale form, materials and landscape design.

### Policy 56: Creating successful places

Policy 56 requires development to be of a high quality, inclusive and accessible design. The policy states 11 criteria that development should comply within order to create successful places.

### Policy 57: Designing new buildings

Policy 57 supports new buildings which are of a heigh, scale mass, form, material and detailing that has a positive impact on their setting.

### Policy 58: Altering and extending existing buildings

Policy 58 permits extensions and / or alterations to existing buildings provided they do not unacceptably overlook, overshadow or visually dominate neighbouring properties.

### Policy 59: Designing landscape and the public realm

Policy 59 requires that external spaces, landscape, public realm, and boundary treatments must be designed as an integral part of new development proposals and coordinated with adjacent sites and phases.

### Policy 60: Tall buildings and the skyline in Cambridge

Policy 60 requires that any structure which breaks the existing skyline or is significantly taller that the surrounding built form is considered against a number of criteria. Further guidance is set out in Appendix F of the plan.

### Policy 61: Conservation and enhancement of Cambridge's historic environment

Policy 61 of the Cambridge Local Plan (2018) aligns with the statutory provisions and NPPF advice. It seeks to ensure the conservation and enhancement of Cambridge's historic environment preserve or enhance the significance of the heritage assets in terms of scale, form and sighting. Proposals must demonstrate a clear understanding of the significance of heritage assets and their context. Clear justification must be provided for works causing harm to a heritage asset.

### Policy 62: Local heritage assets

Policy 62 seeks the protection of local heritage assets and proposals would be permitted where they retain the significance, appearance, character or setting of a local heritage asset.

### Policy 69: Protection of sites of biodiversity and geodiversity importance

Policy 69 requires that development does not lead to an adverse impact of loss of a site of biodiversity or geodiversity importance as identified on the Policies Map.

### Policy 70: Protection of priority species and habitats

Policy 70 outlines a primary objective for biodiversity to be conserved or enhanced and provides for the protection of Protected Species, Priority Species and Priority Habitat and states that proposals that harm or disturb populations and habitats should secure achievable mitigation and / or compensatory measures resulting in no net loss.

### Policy 71: Trees

Policy 71 seeks to preserve, protect and enhance existing trees and hedges that have amenity value and contribute to the quality and character of the area and provide sufficient space for trees and other vegetation to mature.

### Policy 72: Development and change of use in district, local and neighbourhood centres

Policy 72 outlines the uses acceptable in Local, District and Neighbourhood Centres and permits the change of use to centre uses provided the vitality, viability and diversity of the centre is maintained or enhanced. Policy 72 continues to state inappropriate uses in designated centres at ground floor, which comprise former B1 (office), B2 (light industrial), B8 (storage and distribution), C2 (residential institutions), C3 (dwellinghouses), C4 (houses of multiple occupation) and other ‘sui generis’ uses

### Policy 73: Community, sports and leisure facilities

Policy 73 seek proposals for new and improved sports and leisure facilities will be supported where they improve the range, quality and access to facilities both within Cambridge and, where appropriate, in the sub-region.

### Policy 80: Supporting sustainable access to development

Policy 80 seeks to prioritise sustainable transport.

### Policy 81: Mitigating the transport impact of development

Policy 81 states that developments will only be permitted where they do not have an unacceptable transport impact.

### Policy 82: Parking management

Policy 82 of the Cambridge Local Plan (2018) requires development to comply with the car and cycle parking standards set out within appendix L.

In relation to cycle parking, the standards state for residential development states that one cycle space should be provided per bedroom for dwellings of up to 3 bedrooms. These spaces should be located in a purpose-built area at the front of each dwelling and be at least as convenient as car parking provision. To support the encourage sustainable transport, the provision for cargo and electric bikes should be provided on a proportionate basis.

In terms of car parking, appendix L states maximum car parking standards. Outside of the Controlled Parking Zone the maximum standard is no more than 1.5 spaces per dwelling for up to 2 bedrooms and no less than a mean of 0.5 spaces per dwelling up to a maximum of 2 spaces per dwelling for 3 or more bedrooms. Inside the Controlled Parking Zone the maximum standard is no more than one space per dwelling for any dwelling size. Car-free and car-capped development is supported provided the site is within an easily walkable and cyclable distance to a District Centre or the City Centre, has high public transport accessibility and the car-free status cab be realistically enforced by planning obligations and/or on-street controls. The Council strongly supports contributions to and provision for car clubs at new developments to help reduce the need for private car parking.

### Policy 85: Infrastructure delivery, planning obligations and the Community Infrastructure Levy

Policy 85 states that planning permission for new developments will only be supported/permitted where there are suitable arrangements for the improvement or provision and phasing of infrastructure, services and facilities necessary to make the scheme acceptable in planning terms.

## South Cambridgeshire Local Plan (2018)

### S/1 – Vision

Policy 1 seeks that South Cambridgeshire will continue to be the best place to live, work and study in the country. Our district will demonstrate impressive and sustainable economic growth. Our residents will have a superb quality of life in an exceptionally beautiful, rural and green environment.

### S/2 – Objectives of the Local Plan

Policy S/2 of the Local Plan sets out how the vision for the Local Plan will be secured through the achievement of six key objectives including to ensure that all new development provides or has access to a range of services and facilities that support healthy lifestyles and well-being for everyone, including shops, schools, doctors, community buildings, cultural facilities, local open space, and green infrastructure (criterion e).

### S/3 – Presumption in Favour of Sustainable Development

Policy S/3 states that when considering development proposals the Council will take a positive approach that reflects the presumption in favour of sustainable development contained in the National Planning Policy Framework.

### S/5 – Provision of New Jobs and Homes

Policy S/5 seeks that development will meet the objectively assessed needs in the district over the period 2011-2031 for: a. 22,000 additional jobs to support the Cambridge Cluster and provide a diverse range of local jobs; 19,500 new homes, including affordable housing.

### S/7 – Development Frameworks

Policy S/7 of the Local Plan states that outside development frameworks, only allocations within Neighbourhood Plans that have come into force and development for agriculture, horticulture, forestry, outdoor recreation and other uses which need to be located in the countryside or where supported by other policies in this plan will be permitted

The supporting text to policy S/7 sets out the development frameworks define where policies for the built-up areas of settlements give way to policies for the countryside. This is necessary to ensure that the countryside is protected from gradual encroachment on the edges of villages and to help guard against incremental growth in unsustainable locations.

### CC/1 – Mitigation and Adaption to Climate Change

CC/1 states that planning permission will only be granted for proposals that demonstrate and embed the principles of climate change mitigation and adaptation into the development.

### CC/3 – Renewable and Low Carbon Energy in New Developments

Policy CC/3 ‘Renewable and Low Carbon Energy’, requires that Proposals for new dwellings and new non-residential buildings of 1,000m2 or more will be required to reduce carbon emissions by a minimum of 10% through the use of on-site renewable energy and low carbon technologies.

### CC/4 – Water Efficiency

Policy CC/4 ‘Water Efficiency’ requires that all new residential developments must achieve as a minimum water efficiency to 110 litres pp per day and for non-residential buildings to achieve a BREEAM efficiency standard equivalence of 2 credits. Paras 152 – 158 of the NPPF are relevant.

### CC/6 – Construction Methods

Policy CC/6 states that development which by its nature or extent is likely to have some adverse impact on the local environment and amenity during construction and/or generate construction waste must: carefully manage materials already or site and ensure that constructors are considerate to neighbouring occupiers by restricting the hours of noisy operations.

### CC/7 – Water Quality CC/8 – Sustainable Drainage Systems CC/9 – Managing Flood Risk

Policies CC/7, CC/8 and CC/9 of the Local Plan require developments to have appropriate sustainable foul and surface water drainage systems and minimise flood risk.

### HQ/1 – Design Principles

Policy HQ/1 'Design Principles' provides a comprehensive list of criteria by which development proposals must adhere to, requiring that all new development must be of high-quality design, with a clear vision as to the positive contribution the development will make to its local and wider context

Policy HQ/1 states that proposals must provide safe and convenient access for all users and abilities to public buildings and spaces, including those with limited mobility or those with impairment such as sight or hearing.

Policy HQ/1 (n), sets out that proposals must protect the health and amenity of occupiers and surrounding uses from development that is overlooking, overbearing or results in a loss of daylight or development which would create unacceptable impacts such as noise, vibration, odour, emissions and dust.

### HQ/2 – Public Art and New Development

Policy HQ/2 encourages the provision of public art as part of major developments.

### NH/2 – Protecting and Enhancing Landscape Character

Local Plan policy NH/2 requires that development respects and retains, or enhances the local character and distinctiveness of the local landscape and of the individual National Character Area in which is it located.

### NH/4 – Biodiversity

Policy NH/4 outlines a primary objective for biodiversity to be conserved or enhanced and provides for the protection of Protected Species, Priority Species and Priority Habitat and states that proposals that harm or disturb populations and habitats should secure achievable mitigation and / or compensatory measures resulting in no net loss.

### NH/6 – Green Infrastructure

Policy NH/6 requires that all new developments contribute towards the enhancement of the green infrastructure network within the district.

### NH/14 – Heritage Assets

Policy NH/14 of the South Cambridgeshire Local Plan (2018) requires development affecting heritage assets to sustain or enhance the character and distinctiveness of those assets.

Policy HQ/1 states that all new development must be compatible with its location in terms of scale, density, mass, form, siting, design, proportion, material, texture and colour in relation to the surrounding area.

### Policy E/1 – New Employment Provision near Cambridge-Cambridge Science Park

Policy E/1 supports appropriate proposals for employment development and redevelopment on Cambridge Science Park (as defined on the Policies Map) will be supported, where they enable the continued development of the Cambridge Cluster of high technology research and development companies.

### E/9 -Promotion of Clusters

Policy E/9 states development proposals in suitable locations will be permitted which support the development of employment clusters, drawing on the specialisms of the Cambridge area in the following sectors: Biotechnology and biomedical; • Computer services; • Electronic engineering; • High-technology manufacturing; • Information technology / telecommunications; • Healthcare, teaching and research; • Research and development; • Clean Technology; • Other locally driven clusters as they emerge.

### E/10- Shared Social Spaces as part of Employment Areas

Policy E/10 states that appropriately scaled leisure, eating and social hub facilities will be permitted in business parks and employment areas where the use is ancillary or complementary to existing or proposed B-Use Classes, the use will not have unacceptably adverse effects on existing businesses or future business use of the site, the facility is intended primarily to meet the needs of workers in the business park, and does not attract significant levels of visitor traffic into the area.

### SC/2 – Health Impact Assessment

Policy SC/2 states that new development will have a positive impact on the health and wellbeing of new and existing residents. Planning applications for developments of 20 or more dwellings or 1,000m2 or more floorspace will be accompanied by a Health Impact Assessment to demonstrate this.

### SC/9 – Lighting Proposals

Policy SC/9 requires external lighting proposal to be at the minimum level required for public safety/crime prevention. Lighting should be designed to minimise glare and spill and to ensure there is no adverse impact on amenity of surrounding occupiers or the countryside. Road and footway lighting must meet the County Councils adopted standards.

### SC/10 – Noise Pollution

Policy SC/9 seeks to protect against adverse impacts associated with noise. Development must not result in an adverse impact to surrounding occupiers, future users and for wildlife and countryside recreation.

### SC/11 – Contaminated Land

Policy SC/11 requires where contaminated land is suspected that assessment of the extent of contamination and any possible risks is provided. Proposals will only be permitted where it has been demonstrated that land is or can be made suitable for the proposed use. Conditions may be attached to any planning permission to ensure adequate attenuation of noise emissions or to control the noise at source.

### SC/12 – Air Quality

Policy SC/12 requires that proposals demonstrate they would not result in significant adverse impacts on health, the environment or amenity from emission to air. Where a development is a sensitive end use, that there will not be any significant adverse effects on health, the environment or amenity arising from existing poor air quality.

### TI/2 – Planning for Sustainable Travel

Policy TI/2 requires developers to demonstrate adequate provision will be made to mitigate the likely impacts of the proposed development and, for larger developments, to demonstrate they have maximised opportunities for sustainable travel, and provided a Transport Assessment and Travel Plan.

### TI/3 – Parking Provision

TI/3 requires 1 cycle space per bedroom. The supporting text advises that for residential purposes cycle parking should be within a covered, lockable enclosure and that for houses this could be in the form of a shed or garage, for flats either individual lockers or cycle stands within a lockable, covered enclosure are required. All cycle parking should be designed and located to minimise conflict between cycles, pedestrians and vehicles.

TI/3 requires 2 car parking spaces per dwelling – 1 space to be allocated within the curtilage. The supporting text to the policy advises that the Council will encourage innovative solutions such as shared parking areas, for example where there are a mix of day and night uses, car clubs and provision of electric charging points and that a developer must provide clear justification for the level and type of parking proposed and will need to demonstrate they have addressed highway safety issues

### TI/8 – Infrastructure and New Developments

Policy TI/8 states that Planning permission will only be granted for proposals that have made suitable arrangements for the improvement or provision of infrastructure necessary to make the scheme acceptable in planning terms. The nature, scale and phasing of any planning obligations and/or Community Infrastructure Levy (CIL) contributions sought will be related to the form of the development and its potential impact upon the surrounding area.

### Draft Policy S/NEC- North East Cambridge

The draft Policy states that North East Cambridge (NEC) will be transformed into a thriving and inclusive new district that builds on the strengths of Cambridge's existing innovation hubs including Cambridge Science Park, St John's Innovation Park and Cambridge Business Park, while enabling them to evolve to meet future needs. At its heart will be a vibrant quarter that is walkable and low-carbon, bringing together world-class businesses, high-quality homes, services and cultural amenities, and welcoming public spaces. Designed to embed accessibility and meet every day needs locally, it will provide all that residents need and reach out to integrate and support surrounding neighbourhoods and the wider city.

### NPPF (2026)

### Policy S3 Presumption in favour of sustainable development

decisions should apply a presumption in favour of sustainable development.

### Policy L2  Making effective use of land

Substantial weight should be given to the benefits where a development proposal would achieve one or more of the following: (b) making better use of vacant and underutilised land and buildings.

### Policy P2 Ground conditions

Sites proposed for development should be suitable for their proposed use taking into account ground conditions, the extent to which any such risks can be mitigated the potential impacts on the natural environment arising from remediation, where land is remediated it should as a minimum, not be capable of being determined as contaminated land under Part 11A of the Environmental Protection Act 1990, adequate site assessment information and where a site is affected by contaminated or land stability, responsibility for securing a safe development rests with the developer and/or landowner.

### Policies HE4 and HE5 Securing the conservation of heritage assets and Assessing effects of heritage assets

Heritage assets are an replacement resource, should be conserved in a manner appropriate to their significance. Development proposals affecting heritage assets should be accompanied by an assessment of the significance of assets affected and of the potential effect of the proposal on their significance.

### Other

### Section 70(2) of the Town and Country Planning Act 1990

Planning decisions must be taken in accordance with the development plan unless there are material considerations that indicate otherwise.

### Section 38[6] of the Planning and Compulsory Purchase Act 2004

Planning decisions must be taken in accordance with the development plan unless there are material considerations that indicate otherwise.

### The Planning (Listed Buildings and Conservation Areas) Act 1990

Section 66 of the Planning (Listed Buildings and Conservation Areas) Act 1990 states that a local authority shall have regard to the desirability of preserving features of special architectural or historic interest, and in particular, Listed Buildings. Section 72 provides that special attention shall be paid to the desirability of preserving or enhancing the character or appearance of a Conservation Area

### The Greater Cambridge Sustainable Design and Construction SPD (2020)

The Councils' Sustainable Design and Construction SPD (2020) sets out a framework for proposals to demonstrate they have been designed to minimise their carbon footprint, energy and water consumption and to ensure they are capable of responding to climate change as required by policy CC/1 of the South Cambridgeshire Local Plan / Policy 28 of the Cambridge Local Plan.

The Greater Cambridge Sustainable Design and Construction SPD outlines the standards for EV charging at one slow charge point for every two parking spaces in non-residential developments and at least one rapid EV charge point for every 1,000m² of floor space; and passive provision for the remaining spaces to provide capability for increasing provision in the future

### The Greater Cambridge Biodiversity SPD (2022)

The Councils' Biodiversity SPD (2022) is in line with the Environment Act 2021 and requires that development proposals deliver a net gain in biodiversity following a mitigation hierarchy which is focused on avoiding ecological harm over minimising, rectifying, reducing and then off-setting.

### The Community Infrastructure Levy Regulations (2010)

The Community Infrastructure Levy Regulations (2010) have introduced the requirement for all local authorities to make an assessment of any planning obligation in relation to three tests. If the planning obligation does not pass the tests then it is unlawful. The tests are that the planning obligation must be:

a) necessary to make the development acceptable in planning terms;
b) directly related to the development; and
c) fairly and reasonably related in scale and kind to the development.

# Cambridgeshire Quality Panel

## Cambridge Science Park Masterplan

## Tuesday 30th September 2025

## Novotel Hotel, Cambridge North Station

Panel: Robin Nicholson (chair), Meredith Bowles, Phil Armitage, Lindsey Wilkinson, Steve Platt and David Taylor

Local Authority: Katie Christodoulides, Jonathan Brookes, Emma Lilley and Judy Lau (GCSP)

The Cambridgeshire Quality Charter for Growth sets out the core principles for the level of quality to be expected in new development across Cambridgeshire. The Cambridgeshire Quality Panel provides independent, expert advice to developers and local planning authorities against the four core principles of the Charter: connectivity, character, climate, and community.

**Development overview**

A masterplan to help guide the redevelopment of Cambridge Science Park for the next 50 years is being produced.

The proposals seek to establish the principle for the long-term vision of the Cambridge Science Park which would comprise of up to approximately 820,000m² of new floorspace and a total of 965,000 m² of new and retained floorspace. This would include laboratory and office space, a 150-bedroom hotel and main conference facility, sport and leisure provision, MUGA, multi-use outdoor space, secondary conference, community and amenity space provision for the Cambridge Science Centre and nursery building.

**Presenting team**

The scheme is promoted by Trinity College Cambridge and supported by Gummer Leathes, DP9 Planning, AAM Architects Ramboll and KMC. The presenting team comprises Jamie Trivedi-Bateman (Trinity College Cambridge, Applicant); Ben Gummer (Gummer Leathes, Development Manager); Emma Woods and Jack Higson (DP9, Planning); Eric Martin and Charlotte Hindson (AAM, Architecture); Jai Warya (AAM, Landscape); Gavin White (Ramboll, Sustainability); and Stuart Morse (KMC, Transport)

**Local authority's request**

The Local Planning Authority has requested that the Panel focus its attention on several key areas: the provision and integration of active travel infrastructure and connectivity; the urban proposition, including delivery constraints and the long-term strategic approach; the level and type of amenity provision to support broader site use; long-term stewardship and governance; the relationship between density and landscape capacity; building height, massing, and overall site legibility; treatment of site edges in relation to the wider city context; and the development of a robust landscape strategy alongside fixed sustainable design principles within the Design Code.

**Cambridgeshire Quality Panel summary**

The Panel thanked the applicant for presenting the scheme at such an early stage of its' development and acknowledged the substantial work completed to date. While generally supportive of the proposals, the Panel highlighted the importance of developing "what if" scenarios to better understand site constraints and how these could inform a coherent narrative. They also emphasised the need to consider how the place can be inclusive for everyone—not only as a space for scientists, but as a place for the broader community.

These views are expanded upon below, and include comments made in closed session.

**Community – *"places where people live out of choice and not necessity, creating healthy communities with a good quality of life"***

The Panel questioned whether science parks will remain relevant over the next 50 years in fostering scientific development and innovation? This invites consideration of what interventions may be necessary in the future.

While significant changes are inevitable over such a long period, the human need for interaction is essential. Even if the traditional five-day office model becomes obsolete, people still need face-to-face interaction, especially younger staff who grow through real-world experience and remote work alone can't replace that. The challenge, therefore, lies in designing environments and spaces that actively encourage these interactions to occur, how spaces use sun and shade, how they provide shelter and how they invite people to connect. Science parks must evolve to meet this need, developing as hubs of collaboration, mentorship, and innovation.

Another important consideration is the range of amenities offered within the science park. In today's fast-paced world, people value convenience—and that means access to services like crèches, hairdressers, shops, launderettes, and even pet care. As the science park becomes more densely populated, these amenities will not only become commercially viable but also essential to supporting the daily lives of employees.

Providing such services can significantly enhance the attractiveness of the workplace, helping companies retain top talent—especially younger professionals who increasingly seek a balanced and flexible lifestyle.

Building flexibility is crucial. Is there a way to join buildings up and share some of the core facilities to avoid isolated pavilions in the future?

**Connectivity – *"places that are well-connected enable easy access for all to jobs and services using sustainable modes"***

Meaningful interactions often occur at crossroads The current approach to connection points appears passive. It seems these have been accepted as fixed, which feels underdeveloped. If the ambition is to create an urban environment, connections should ideally occur every 100 metres—though this may not be feasible here as a constrained site with the A14, Cambridge Busway and Milton Road acting as barriers.

Concerns were raised particularly about the treatment of the site edges, with the southwest corner seen as an opportunity for a bolder intervention. The Panel encouraged the consideration of a science bridge or a new point of infrastructure connection, so there is a three-dimensional connectivity that can enhance integration and movement across the site and questioned if there is an option of a science corridor that goes right to the centre of the site and local areas such as schools.

When discussing movement within the development, the focus seems fixed on current trends—cycling and car access—as if responding to a planning application for today. But what is the long-term strategy? Where are the movement corridors, and how do they relate to the infrastructure pattern?

The phasing strategy needs to be resilient and flexible, built around 'what if' scenarios: shifts in car ownership, emerging mobility tech, and behavioural change.

Questions about where's the backbone of the scheme and how will the site grow and adapt were asked. What's the strategy for cars in the medium term before future changes come about? While it is understood what technology may deliver in the next decade, its impact needs to be mitigated now—through promoting cycling and strengthening connections. But is the cycling provision here sufficient? Are the links to the station robust enough?

**Climate – *"Places that anticipate climate change in ways that enhance the desirability of development and minimise environmental impact"***

While a 50-year timescale inevitably brings uncertainty, there are clear mid-term trajectories—particularly around carbon, water, energy, and transport—that can and should be planned for now. The design guide needs to reflect attitudes toward these trends and show how they shape layout and infrastructure.

Take electrified heat, for example—how is it integrated, and what are the implications for site layout? As the site intensifies, energy demand will increase. How is that demand managed, and how much energy will be generated on-site over time?

Has the potential for moderate to large-scale wind energy been explored? This location could benefit significantly, but if implemented, it would require integrated battery storage to mitigate power fluctuations.

Energy and carbon are increasingly critical considerations—not just in operational performance, but throughout the construction process. The design guide should address strategies to reduce embodied carbon, including the reuse of existing buildings. It would also be valuable to incorporate a place for storing reclaimed building materials, enabling future reuse and better adaptation to climate challenges.

The intensification of the site will inevitably impact water supply and storage. It's important to understand how these pressures will be mitigated and what the long-term strategy for water management looks like. What is the attitude towards water resilience over time, and how is it reflected in the design approach. Assess whether potable water storage is required to support long-term sustainability and operational continuity.

Standards need to be defined.

**Character – *"Places with distinctive neighbourhoods and where people create 'pride of place'***

The Panel was concerned about the lack of explanation regarding site constraints. This makes it difficult to identify what might happen in the future, which buildings will be retained and which will not, and how understanding these constraints could help shape the vision for the site.

The applicant explained that, although the constraints were not presented, the building locations shown in the emerging masterplan indicate where development is feasible and have informed their phasing strategy. They noted that their key constraints include the existing infrastructure; the ownership structure of the park—although it is 100% owned by Trinity, several buildings are subject to long-term leases; carbon utility and carbon targets, with applicants committed to carbon efficiency; and the nature of international competition, such as Kendall Square, Maryland, and uCity Square in Philadelphia, among others.

The masterplan should be inclusive and avoid assumptions about science or scientists, as these can have implications for safety, security, comfort of space, and the overall character of place. A thoughtful approach ensures that design supports diverse users and makes everyone feel welcomed.

The landscape aspiration is commendable and offers a generous approach to placemaking at the concept level. However, challenges will arise around its long-term delivery and maintenance—especially over such a significant period. The management and maintenance model needs to be brought forward early. What is the stewardship strategy? This should be established at this stage to ensure a clear understanding of how the place will be maintained.

A clear definition of what is meant by a 'park of science' is essential. The term can be interpreted in various ways, so it’s important to be specific about its purpose, function, and identity within the masterplan.

In terms of urban intensification, there needs to be greater precision of what that means at the planning application level.  This should include clear parameters around building heights and sectional treatments—both within the site and in relation to its wider context.

More detail is needed on the relationship between built areas and green soft open space. The proposal lacks a clear diagram showing what currently exists versus what is being proposed, and how each type of the green open space contributes to the Biodiversity Net Gain (BNG) calculations. A 20% uplift is proposed, but it’s unclear how this will be achieved and how efficient these spaces will be. It would be helpful to include a drawing or diagram that clearly shows which natural assets will be retained and what is being proposed.

More clarity is needed on the purpose and character of the landscape setting. It's important to define which areas are intended for public interaction, social space, active recreation, or purely for nature—or where these functions are combined. A clearer breakdown would help articulate how the landscape supports the proposals and how natural assets solutions are incorporated into the design code, with particular attention to the edges and interface spaces around buildings.

There is a risk that some roads may become barriers; permeability should be addressed to enhance biodiversity contributions. Developing a design code for a 50-year horizon is very challenging, so it must be precise—clearly distinguishing what is critical from what is less critical. There also needs to be allowance for innovation, going beyond current best practice.

The Panel questioned the narrative of the proposals which are landscape-led and well-connected to the wider community. They considered the site to be an island, with permeability and connections almost impossible to improve due to significant barriers such as the A14, the Cambridge Busway, and Milton Road—which is expected to become even busier with the Waterbeach development. The proposed connection to the Regional College was seen as unimportant, serving only that destination. The Panel suggested that the only meaningful pedestrian and cycling connection may be a bridge to St John's Innovation Park. If this is an island site, why not treat it as an opportunity and work with the constraints it presents?

If the intention is to create a more urban environment—especially given the proposed intensification of the science park—perhaps it can no longer be called a science park in the traditional sense, and it may evolve into a new urban quarter with a park at its heart. What kind of place is it?

One of the diagrams focuses on green clusters and their connections, but it's unclear how these will function given the proposed buildings of up to six storeys. This scale will significantly alter the spatial relationships between buildings and impact the character of the green spaces. It raises several questions such as what constitutes the front and back of these buildings?

In terms of the buildings themselves, could something more interesting be done? The current flat-roofed, tall buildings in NE Cambridge feel monotonous. How can

this be incorporated into the document to help illustrate what your future development might look like?

The Panel would have liked to see more illustrated precedents of other science park locations or urban environments that could help indicate what these places might be like. There is a need to better understand the balance between buildings in a park-like versus urban setting, and to clarify what types of spaces and places are being created between the buildings.

Concentrating social interaction and activities in fewer, more central locations could ultimately prove more successful. Consider evening use.

There is further work needed between the strategy and the narrative, as the narrative isn't talking of what you are trying to do, there is a mismatch.

**Specific recommendations**

- The schemes at Discovery Drive on the Cambridge Biomedical Campus offer valuable lessons and should be reviewed as a precedent. While not without its limitations, it successfully tackles several key challenges—albeit on a smaller scale—including the relationship between front and back façades, servicing and the quality of the public realm.
- Design environments and spaces that actively encourage human interaction and social connection.
- Incorporate a diverse range of amenities—such as crèches, hairdressing services, shops, and other everyday facilities.
- Prioritise building flexibility by exploring opportunities to share core facilities.
- Opportunity to be bolder in how edges are treated and activated. Consider interventions such as a "science bridge".
- Consider the importance of intensification on movement over time, where is the backbone?
- Explore the potential for on-site energy generation, including the feasibility of wind energy and ensure that integrated storage solutions are considered.
- Prioritise embodied carbon management and consider on-site storage and reuse of building materials.
- Consider the integration of a smart grid and resilient water supply systems.

- It is essential to establish a clear strategy for its long-term management and stewardship of the landscape.
- Clearly define what is meant by a "park of science" and the concept of the "chassis." Articulate what gives this landscape its distinctive character.
- Include clear parameters around building heights and sectional treatments.
- Provide a diagram illustrating both the existing and proposed landscape.
- Clarify the strategy for achieving the 20% BNG and identify the specific areas within the site where this target will be delivered.
- Given the critical role of the edges and interface spaces are critical, consider making the edges more permeable.
- Clearly distinguish between essential and potential elements within the design code.
- Reflect on the narrative of the proposals, is the site an island? Can the site be better connected?
- Consider what kind of place this is intended to be.  Is it a park or an urban environment?
- Provide a better animation of the roofscape.
- Illustrate precedents of science parks and urban environments, highlighting examples of places that have succeeded and those that have not.
- Concentrate most activity in the centre to help creating a stronger sense of place.

The opportunity for ongoing engagement with the developer and design team would be welcomed as the scheme develops.

**Contact details**

For any queries in relation to this report, please contact the panel secretariat via growthdevelopment@cambridgeshire.gov.uk

Author: Judit Carballo

Issue date: 10th October 2025

**Appendix A – Background information list and plan**

- Local authority background note
- Applicant's background note
- Main presentation

Documents may be available on request, subject to restrictions/confidentiality.

**Masterplan**



# Cambridgeshire Quality Panel

## Cambridge Science Park Masterplan (2nd Review)

## Wednesday 4th February 2026

## Cambridge Science Park - Bradfield Centre

Panel: Robin Nicholson (chair), Phil Armitage, June Barnes, John Dales, Meredith Bowles, and Luke Engleback.

Local Authority: Katie Christodoulides (GCSP), Jonathan Brookes (GCSP), Annemarie de Boom (GCSP); and Emma Lilley (GCSP).

The Cambridgeshire Quality Charter for Growth sets out the core principles for the level of quality to be expected in new development across Cambridgeshire. The Cambridgeshire Quality Panel provides independent, expert advice to developers and local planning authorities against the four core principles of the Charter: connectivity, character, climate, and community.

**Development overview**

Cambridge Science Park, established by Trinity College in 1970, spans 152 acres and hosts over 170 companies, benefiting from strong links with the University of Cambridge and excellent transport connections. Many existing buildings no longer meet modern R&D or sustainability standards, and with no adopted masterplan, redevelopment has so far occurred in a fragmented way. Local planning policy supports renewed employment development and envisions North East Cambridge as a low-carbon, mixed-use, well-connected district.

In response, Trinity is commissioning a comprehensive 50-year masterplan to guide coordinated redevelopment across its landholdings and long-term leases. The emerging vision proposes higher-density, urban-scale development while retaining the park's green character, delivering new laboratories, offices, a hotel and conference centre, leisure facilities, community spaces, and a nursery.

Pre-application discussions and workshops are underway, with an outline planning application, focused on the next 25 years, expected in March 2026.

The applicant presented the masterplan vision and overall ambition to the Quality Panel on 30 September 2025 and is now seeking a second review to share the latest developments with the Parameter Plans and Design Code.

**Presenting team**

The scheme is promoted by Trinity College Cambridge and supported by Gummer Leathes, DP9 Planning, AAM Architects Ramboll and KMC. The presenting team comprises Paul Cutler (Gummer Leathes, Development Manager); Emma Woods and Jack Higson (DP9, Planning); Eric Martin (A&M, Architecture); Gavin White (Ramboll, Sustainability); and Stuart Morse (KMC, Transport)

**Local authority's request**

Greater Cambridge Shared Planning Service asked the Panel to focus on whether the masterplan provides strong, well-integrated pedestrian and cycle connections, responds to long-term mobility trends, and supports a growing community with adequate amenities and activity beyond working hours. They should also question how clearly the park's identity, constraints, density, building form and landscape

structure are defined, and whether these create a coherent, high-quality place. Finally, they should examine the robustness of the sustainability strategy, the clarity of climate-led design standards, and whether the biodiversity and green infrastructure approach is appropriate for a site of this scale and complexity.

**Cambridgeshire Quality Panel summary**

The Panel were enthusiastic about the emerging proposals for this prestigious science park. However, they noted that the work is still at a formative stage, and therefore a March 2026 submission may be overly ambitious. After the meeting, the Panel expressed frustration that the presentation circulated in advance differed significantly from the one delivered on the day, which made it more difficult for them to prepare effectively.

Several questions of clarification were asked as follows.

**To what extent has there been engagement with the County Council Guided Busway Team?** There have been several discussions around what can is planned by the County Council (fencing of the busway) and what can be achieved, including how they can work together to create more space and remove 'barriers' to accessing the site. The new access from Garry Drive is agreed in principle with delivery by the County Council subject to funding being provided. There is a recognition that residents of Garry Drive have concerns about the creation of a pedestrian and cycle access that will increase movements along a currently quiet residential street.

**Can diagrams be clarified as there are too many shades of similar colours and unclear contrasts?** Yes, this can be reviewed.

**What testing of performance standards has there been?** Generally, there has been a high-level approach looking at other examples in the city and there is confidence that there is a good balance between what is achievable and stretched targets to allow for future adaptation.

**What drivers for blue and green infrastructure are there – has wind and ventilation, soil and noise been considered yet?** It is still early days, but deeper reviews of wind and noise have been considered at this stage.

**How has health been considered (from a non-sport context) such as probiotic urban design?** Yes, shadow studies on heights have been undertaken (there is a vertical difference of around 4 - 6m across the site) as well as on water too.

**What is the phasing plan – it is not clear?** Due to the variations in lease lengths**,** there is more control over some plots than others, and so the site will not be developed sequentially. The Design Code will offer a framework for all plots and enable occupants on long term leases to redevelop at earlier opportunities if they wish to.

These views are expanded upon below, and include comments made in closed session.

**Community – *"places where people live out of choice and not necessity, creating healthy communities with a good quality of life"***

It would be helpful to illustrate the most likely sequence of development so the Panel can better understand how the site is expected to evolve over time. At present, the proposals still give the impression of an isolated 'island', and a clearer phasing narrative would help address this.

The Panel encouraged the team to think not only about the site's future occupants, but also about the wider range of people who could be drawn to use its facilities. Consider how they should be welcomed in, how they will access the site via different modes of travel, and what the actual 10-minute walk and cycle catchment reveals about the connectivity with the surrounding communities. It would also be useful to explore what the site could offer in the evenings to attract visitors and support activity beyond the typical working day.

The route from Cambridge North station uses a shared pedestrian–cyclist path, but it frequently experiences conflicts between the two user groups. The Panel recommend that this is carefully considered, with measures introduced within the science park to moderate fast-moving cyclists and create a more comfortable and balanced environment for all users.

Will there be a community strategy to support and drive this ambition? Such a strategy could include programmes that promote science engagement for children during school holidays, as well as opportunities for adults. The Panel also suggest exploring

ideas such as a summer outdoor cinema or other activities that would help draw people to the site outside traditional working hours. Tenants should be integral contributors to a community strategy.

There are allotments nearby, and it may be valuable to engage with those communities to explore what relationships or shared opportunities could be developed within the park landscape.

An effective management and maintenance plan will be essential to ensure the park's high-quality environment is sustained over time. The Panel welcomed the commitment to early delivery of green and blue infrastructure, noting that these elements are not dependent on new development coming forward. They also recognised the long-term stewardship role of Trinity College, whose continued investment in the park is a positive foundation for its future management.

Consider incorporating meanwhile uses and policies that offer lower-rent incentives to support strong early take-up and activate the site during its initial redevelopment phases.

While landmark buildings that are expressed through (relative) height have their place, it is important to remember that many users may not always see them or use them to aid navigation. What happens at ground and first floors of buildings is also an important aspect of creating a 'landmark'. This needs to be supported by effective wayfinding therefore also relies on other cues, such as prominent trees, clear signage, or active uses like a shop, all of which provide reliable real-world markers that help people navigate the site.

**Connectivity – *"places that are well-connected enable easy access for all to jobs and services using sustainable modes"***

Walking and cycling conflicts are a recurring challenge, and human behaviour is not always predictable. While it can be difficult to moderate faster cyclists, design measures such as gentle curves, rather than tight 'wiggles', which tend to be straight-lined, can help reduce speeds. Continue to consider who will be cycling, where, and at what times, and how their needs will be accommodated. Will there be cycle hubs? With only a limited number of access points into the site, these locations are likely to experience a high concentration of cyclists. It will be helpful to add some

(estimated) figures of cycle and pedestrian numbers expected along the main routes to further understanding and add weight to the diagrams. Aim to strike an appropriate balance between segregated and shared-use paths. The Panel also encouraged thinking of the east–west route through the 'Green Chassis' as a street rather than the simple path it currently appears to be. The central park will perform an important movement corridor within the science park itself.

Following the main session discussion, the Panel noted that the path along the north side of the guided busway is incorrectly described on the parameter plan legend as a 'Local Cycle Route', but it is in fact a shared-use path for walking, wheeling and cycling. It was mentioned in the meeting that the width of this path is already inadequate for the peak demands placed on it, and that this will shortly get worse when the safety railings, which will take 500-750mm of the existing width, are installed.

The Science Park is on the same side as the busway path and it should be an integral consideration and objective in the development of the masterplan that the path should be widened to provide separate, though contiguous, walking and cycling paths that meet the requirements of Local Transport Note 1/20.

**Character – *"Places with distinctive neighbourhoods and where people create 'pride of place'***

The updated plans address many of the Panel's previous concerns, and there is now a clear and appropriate understanding of the place and the development constraints.

While the origin and evolution of the circular loop is understood, the Panel felt that an obvious arc route and desire line, from the D1 plot through the central park and out towards plot D10, appears to be missing. The introduction of an additional access into D1 should also be explored. The urban grain of the building plots seems to invite natural cut-throughs, but it is unclear whether these are achievable. The Panel encourage a closer look at routes and desire lines based on real-world movement patterns, rather than those that simply work on a plan.

The urban character of the place, combined with its park setting, means that ground-floor uses are critical, particularly along key routes. The Panel noted the proposed restrictions on percentage of floorspace occupied by these uses and questioned the need for such limitations. Why constrain them at all, given their importance in creating activity, vibrancy, and a welcoming public realm? If a range is to be specified it could be a minimum of 5% and maximum 100% for supporting activating uses.

Will there be provision for smaller scale concessions and businesses and not just larger, corporate chains?

The Panel have not yet seen the three-dimensional qualities of the proposals, but there is a need to understand these spaces, particularly the taller buildings, and to assess their wider visual and environmental impacts beyond the park boundary.

The typical approach of locating taller buildings toward the centre could be reconsidered, with alternatives such as placing them along the busway, or as later suggested, to the north of the site by the A14, potentially offering a better response to context and views and helping to mitigate environmental constraints such as noise.

How will building heights be constrained and sensitively located? This is a key consideration for the local planning authority, as the impacts of taller buildings could set unwelcome precedents elsewhere.

Although sections have been provided for the five-storey buildings, equivalent sections for the taller buildings are also required to fully understand their scale and impact.

Although the drawings are thorough, additional blue–green infrastructure detail is needed to show how these features connect with and reinforce the character areas.

It would be helpful to gain a clearer understanding of the wind impacts generated by the proposed building heights and massing, and to explore how trees and smaller landscaped spaces can contribute to cooling, comfort, and natural ventilation across the site.

Examples of how crushed limestone locks in carbon emissions were cited, with a trial scheme at Newcastle University, explaining how mineralisation can be used to sequester carbon. There is a story to tell that aligns with the development as a science

park. A soil strategy is needed, as construction has a far greater impact on soil quality than farming, and careful management will be essential to minimise long-term degradation.

Have noise impacts been fully considered beyond the statutory requirements, particularly in terms of how they affect people and the wider park environment? The development should proactively incorporate noise-mitigation measures as part of its design approach.

Examples of good design that manages water where it falls were highlighted from the Stuttgart region in Germany. In Steinheim, the natural impact basin underpins a series of local water-infrastructure projects, while Vinningen demonstrates effective recycling and managed stormwater systems. Within the Asberg locality, engineered water-management approaches move runoff through channels, culverts, and, where necessary, pump-assisted drainage.

Finer-grain drainage plans should further refine the proposed water systems, reducing reliance on pipes and keeping water at or near the surface, expressed differently across the various character zones.

**Climate – *"Places that anticipate climate change in ways that enhance the desirability of development and minimise environmental impact"***

The overall approach is still relevant and supported. However, it would be helpful to see performance figures for the proposed standards; without them, the commitments remain aspirational rather than evidenced.

Taller buildings could potentially be located to the north of the site to act as a noise buffer to the A14. Consideration of overheating and shading of taller buildings needed.

The approach to climate adaptation needs to be set out more clearly within the Design Code. The Eddington Design Code and Sustainability Statement (Planning Reference 25/03753/OUT) was highlighted as a good example to review.

There is a strong opportunity to communicate a compelling climate narrative through the Science Park and its development. This could help build trust in science and act as a way of encouraging people to the science park.

A site-wide energy strategy is needed now, as delaying this risks losing coherence in the future. It was noted that an ambient loop system is unlikely to be suitable for this site given the nature of the uses.

What is the proposed approach to renewables, and could on-site generation, such as a wind turbine, be considered?

**Specific recommendations**

1. **Provide a clear phasing and development sequence-**illustrate the likely order of development to show how the site will evolve over time and avoid the impression of an isolated 'island'.

2. **Broaden the understanding of future users and access patterns-**consider not only future occupants but also the wider community who may use the site, examining access by all modes and what the 10-minute walk and cycle catchment reveals about potential users throughout the day and evening.

3. **Improve pedestrian–cyclist balance on the approach from Cambridge North -** recognise conflicts on the existing shared path by designing measures within the science park that moderate fast-moving cyclists and create a safer, more comfortable environment for all.

4. **Develop a community strategy to activate the site beyond working hours and establish a programme of activities—**such as science engagement for children, adult learning opportunities, or seasonal events like outdoor cinema to attract visitors and build a sense of community, with tenants playing an active role. These cultural elements need to be delivered in the early phases of development.

5. **Strengthen relationships with neighbouring communities and support early activation -** engage with nearby groups, such as local allotment communities, explore shared opportunities within the landscape, and consider meanwhile uses or lower-rent incentives to encourage early occupation and activity during initial phases.

6. **Design to minimise walking–cycling conflicts** - introduce measures such as gentle curves, appropriate widths, and clear sightlines to moderate cyclist speeds and create a safer, more predictable environment for all users.

7. **Plan for cycle hubs and manage pressure at key access points** - given the limited number of entrances, provide well-located cycle hubs and design these gateways to safely accommodate high concentrations of cyclists at peak times.

8. **Reimagine the east–west route as a street** - treat this corridor as a key movement spine with a street-like character, rather than a simple path, to support a richer mix of users and activities.

9. **Correct the classification and address capacity issues on the busway path** - update the parameter plan to reflect that the north-side busway path is a shared-use route

10. **Widen the busway path to provide separate walking and cycling routes** - make it a masterplan objective to widen this path and deliver contiguous but segregated walking and cycling facilities that meet the standards of Local Transport Note 1/20.

11. **Re-examine movement routes and desire lines based on real behaviour** - review the internal movement network to ensure it reflects natural desire lines, particularly the potential arc route from D1 through the central park to D10 and confirm whether the apparent cut-throughs suggested by the urban grain can genuinely be delivered.

12. **Enable a broader mix of active ground-floor uses** - reconsider the proposed restrictions on ground-floor uses, as these spaces are essential for creating vibrancy along key routes. Allowing a wider range of uses will help generate activity, support placemaking, and create a more welcoming public realm.

13. **Provide opportunities for smaller, independent businesses** - ensure the masterplan includes space for smaller-scale concessions and independent operators, not only larger corporate tenants, to support diversity, affordability, and a richer everyday experience.

14. **Present three-dimensional studies of massing and taller buildings** - provide 3D visualisations and sections for the taller buildings to understand their spatial qualities, wider visual impact, the acceptability of the heights being proposed and environmental effects beyond the park boundary, including alternative locations such as along the busway or to the north.

15. **Strengthen blue–green infrastructure integration across character areas** - enhance the drawings with clearer blue–green infrastructure detail, showing how water, landscape, and ecological systems connect across the site and reinforce the identity of each character area.

16. **Develop a comprehensive environmental performance strategy** - address key environmental considerations, including carbon-sequestering materials, wind comfort, soil protection, noise mitigation, and surface-level water management, through a coordinated strategy that reflects best practice and supports the science-park narrative.

17. **Provide measurable performance data for proposed standards** - include quantifiable performance figures to demonstrate that sustainability and design commitments are deliverable rather than aspirational.

18. **Explore the potential for taller buildings to act as a noise buffer** - assess the feasibility of locating taller buildings to the north of the site to help shield the development from A14 noise impacts.

19. **Clarify the approach to climate adaptation within the Design Code** - set out a more explicit and integrated adaptation strategy, ensuring that climate resilience is embedded across all design decisions.

20. **Use the Science Park as a platform for a strong climate narrative** - develop a clear story about innovation, carbon reduction, and environmental stewardship that aligns with the identity and purpose of the Science Park.

21. **Establish a coherent site-wide energy strategy, including renewables** - develop an overarching energy plan now, recognising that an ambient loop system is unsuitable, and explore on-site renewable options, potentially including wind generation.

The opportunity for ongoing engagement with the developer and design team would be welcomed as the scheme progresses.

**Contact details**

For any queries in relation to this report, please contact the panel secretariat via growthdevelopment@cambridgeshire.gov.uk

Author: Stuart Clarke

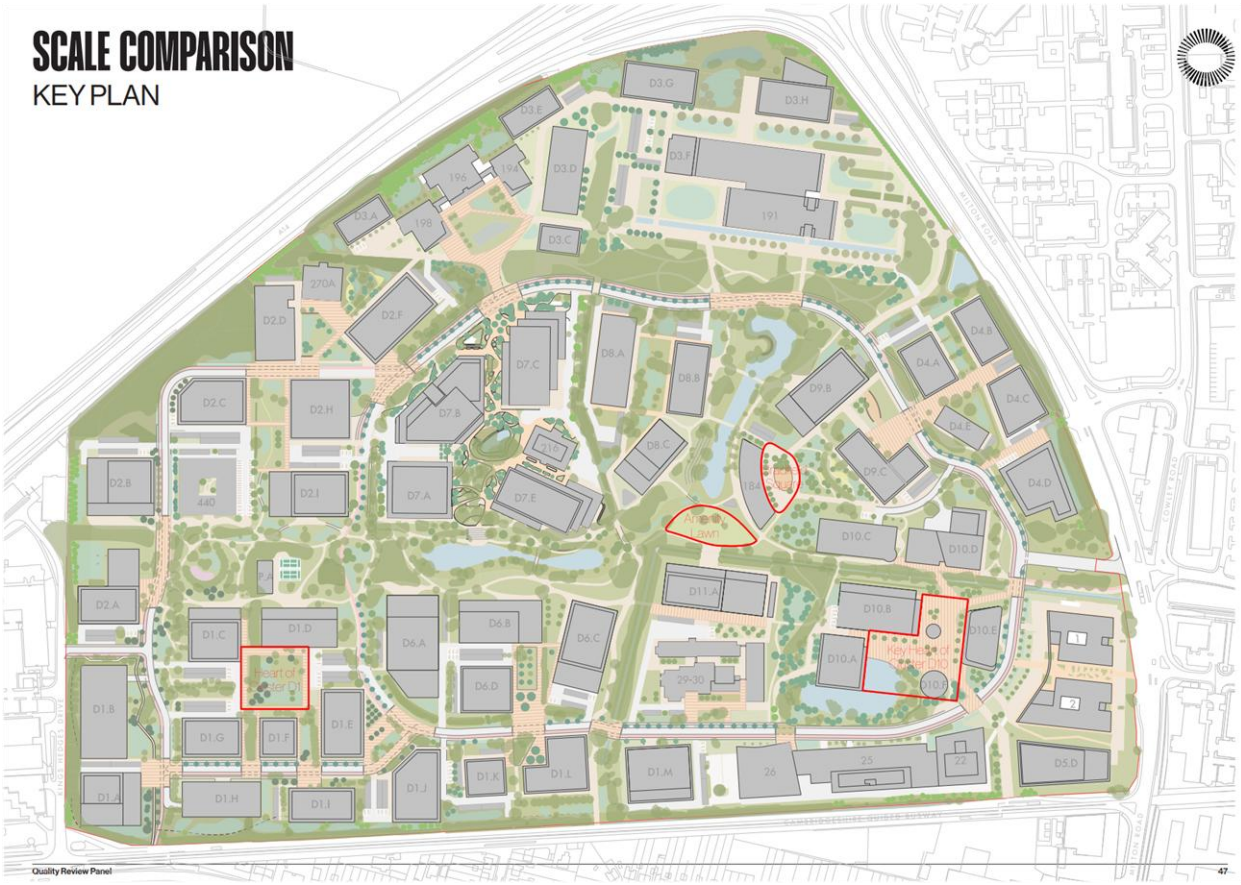
Issue date: 12th February 2026

**Appendix A – Background information list and plan**

- Main presentation
- Local authority background note

Documents may be available on request, subject to restrictions/confidentiality.

**Key Plan**




Source: Applicant Presentation Pack

This page is intentionally left blank

# CAMBRIDGE SCIENCE PARK

## DEVELOPMENT SPECIFICATION

## SEPTEMBER 2026

AUTHORED BY: DP9

# FOREWORD

*We are so proud of Cambridge Science Park. Billions of people have benefitted from the work carried out here, from the technology that treats cancer, to the systems that secure online payments, from the circuits that operate mobile phones to the materials that will make net zero packaging possible.*

*For 55 years the Park has generated invention, investment and employment, a cornerstone of the 'Cambridge phenomenon' and an inspiration for similar innovation hubs around the world.*

*But the Science Park requires continued and significant investment if it is going to continue to serve the needs of people across the globe. That is why we are submitting a masterplan for the next half century of growth, as a vibrant, collaborative and inspiring place to learn, to work and to enjoy.*

*Our plans will deliver 20,000 new jobs in addition to thousands more supported in the construction of this significant place. At its heart will be a new public park, the ground-breaking Park of Science, not only for the people who work in the Science Park but for the families and communities of Cambridge and the towns and villages around.*

*These physical plans will have their fullest impact because of our focus on education and opportunity. By bringing the Cambridge Science Centre to the Science Park we have put the foundations in place for our further ambitions, which we will develop with input from local people in the coming months. We are determined that as many children and young people as possible can explore the wonders of science and experience the reality of the amazing research carried out every day in our Science Park.*

*We hope you share our excitement for the huge, positive impact this plan can have for Cambridge, for our region, for our country and for the global community. This place has already done so much for so many; we want it to be able to do even more, in ways that we cannot yet even begin to imagine.*

***Richard Turnill, Senior Bursar, Trinity College***

## Contents

**1. Introduction**..... 5
**2. Development Content**..... 6
**3. Implementation and Delivery of the Proposed Development**..... 9
**Appendix 1 – Site Boundary (Red Line)**..... 10
**Appendix 2 – Development Zones**..... 12

# 1. Introduction

1.1 This Development Specification has been prepared by DP9 Ltd on behalf of The Master, Fellows and Scholars of Trinity College, Cambridge (hereinafter the 'Applicant') and GummerLeathes as the Development Managers, to support the submission of two outline planning applications for the Cambridge Science Park Masterplan (the 'Outline Planning Application', the 'Application' or 'OPA'). This application is cross boundary, and therefore one application is to be submitted to South Cambridgeshire District Council (SCDC) and the other application is to be submitted to Cambridge City Council (CCC). Both applications are identical in content.

1.2 This Development Specification should be read in conjunction with the accompanying Design Code and Parameter Plans, which form the control documents for OPA. All control documents have equal weighting and when read together set out the principles and parameters for all future Reserved Matters Applications (RMAs).

Description of Development

1.3 Planning permission is sought for the following:

*"Outline planning application with all matters reserved for a mixed-use redevelopment of Cambridge Science Park in separate and severable components each representing severable permitted areas comprising:*

- *Flexible employment uses including research and development, office, and workspace, industrial and storage (including data) uses (Use Classes E(g), B2, B8 and sui generis);*
- *Flexible Class E, Class F1 and F2, C1 (hotel) and Sui Generis (bar and hot food takeaway) uses to support the operation of the wider Science Park;*
- *Highway works, including new vehicular, cyclist and pedestrian roads and paths, and car and cycle parking facilities including mobility hubs with associated electric vehicle charging infrastructure;*
- *Landscape and public realm, including areas for sustainable urban drainage systems, biodiversity areas, outdoor play and sports facilities (Use Class F2(c));*
- *Utility, energy, and water facilities and infrastructure;*

*together with enabling, site clearance, demolition and other associated works, including temporary meanwhile uses."*

1.4 The planning application boundary is defined on 'Site Location Plan' Reference 24032-AAM-00-DR-07001 as shown at **Appendix 1** of this Document.

## 2. Development Content

The Application Floorspace Cap

2.1. The OPA seeks planning permission for a maximum total 'Application Cap' of 771,000sqm (GEA) within the red line.

2.2. The maximum floorspace areas in GEA sqm by land use sought through the OPA are set out in Table 1. These will be the 'Land Use Caps' and will provide an OPA wide floorspace cap per Land Use.

| Use | Proposed Use (Use Class) | Max Amount (GEA, sqm) |
|---|---|---|
| **Flexible employment uses including research and development, office, and workspace, industrial and storage (including data);** | Classes E(g), B2 and B8 and Sui Generis (Data) | 565,500 |
| - **Associated Plant** [1] | N/A | 35,000 |
| **Ancillary / Supporting Uses** | | |
| - **Retail, Food and Beverage and Co-working, and bars and hot food takeaway** | E(a), (b), (c) and Sui Generis (Bars and hot food takeaway) | 20,500 |
| - **Hotel and Conference** | C1 and Sui Generis | 15,000 |
| - **Community, sport or fitness facilities, creches and / or nurseries** | E(d), (e), (f) and F1, F2 | 18,000 |
| - **Mobility Hubs and Multi-storey car parks** | Sui Generis | 117,000 |
| **Total** | | **771,000** |
| **Total (Trip Generating Development)** [2] | | 619,000 |

*Table 1: Outline Application Maximum Floor Areas by Land Use*

The Development Zone Caps

2.3. The Development is divided into 13 Development Zones which are sub-divided into 20 Severable Zones as shown in Appendix 2 and submitted as Parameter Plan Reference: 24032-AAM-00-DR-07104.

2.4. The Development Zones (and subdivided Development Zones) are the 'severable zones' for the purpose of the outline application and recognise the complexity of the ownership structure at CSP.

2.5. Table 2 sets out the maximum GEA floorspace for each Development Zone included as part of the Outline Proposals.

[1] Non-trip generating plant areas within and external to buildings.

[2] Trip generating development omits Rooftop Plant and MSCP and is used to calculate employee numbers.

| | Commercial Use Classes E(g), B2, B8 and Sui Generis [3] | Associated Plant | Retail, F&B and Co-working Uses E(a), (b) and (c) and Sui Generis [4] | Hotel and Conference Uses C1 and Sui Generis | Community, sport or fitness facilities, creches and / or nurseries Uses E(d), (e), (f) and F1, F2 | Mobility Hubs and MSCP Sui Generis | Max Amount (GEA, sqm) |
|---|---|---|---|---|---|---|---|
| D1 | 122,000 | 19,000 | 3,500 | | 4,000 | 38,000 | **183,000** |
| D2 | 130,000 | 14,000 | 1,500 | | | 17,000 | **163,000** |
| D3 | 92,000 | 8,000 | 600 | | | 17,000 | **118,000** |
| D4 | 56,000 | 6,000 | 1,100 | | | | **63,000** |
| D5 | 68,000 | 3,000 | 250 | | | 10,000 [5] | **71,000** |
| D6 | 76,000 | 9,000 | 2,600 | | | | **88,000** |
| D7 | 89,000 | 7,000 | 6,700 | | | | **103,000** |
| D8 | 51,000 | 4,000 | 1,400 | | | 18,000 | **74,000** |
| D9 | 35,000 | 5,000 | 3,300 | 15,000 | 3,000 | | **61,000** |
| D10 | 62,000 | 5,000 | 250 | | 10,000 | 17,000 | **94,000** |
| D11 | 43,000 | 2,000 | 800 | | | | **46,000** |
| D12 | | | 500 | | 500 | | **1,000** |
| D13 | | | | | | | **0** |

*Table 2: Development Zone floorspace Caps (sqm GEA)*

2.6. It is important to note that floorspace caps are total (gross) floorspace and not (net) additional floorspace figures.

2.7. Table 3 sets out the existing floorspace assumptions and how recently approved schemes sit within (and are not in addition to) the figures shown in Table 1.

| | GEA (sqm) | GEA Cumulative Areas (sqm) |
|---|---|---|
| **Existing Floorspace** | | 234,846 |
| *Approved (440 CSP)* | 14,062 | 248,908 |
| *Resolution to Approve Brockton, Fenway (210 -240 CSP)* | 83,172 | 332,080 |
| **Additional floorspace** | 438,920 | 771,000 |
| **Proposed Total Floorspace** | | **771,000** |

*Table 3: Floorspace assumptions*

[3] Employment uses including research and development, office, and workspace industrial and storage (including data – Sui Generis) uses.

[4] Sui Generis – bar and hot food takeaway

[5] Reflects existing MSCP and is not included as additional floorspace within this Development Zone.

2.8. The amount of floorspace that could come forward is therefore controlled by a maximum GEA cap by Development Zone (The Development Zone Cap) as set out in Table 2, maximum GEA cap by land use as set out within Table 1 (The Land Use Cap) and for the Development as a whole (The Application Cap) of 767,000sqm. This has been arrived at following extensive testing by the Applicant and Design Team and is justified in the documents supporting the planning application.

## 3. Implementation and Delivery of the Proposed Development

Severability

3.1 Each Severable Zone is capable of being delivered independently and is considered to be severable for the purpose of the OPA. This ensures that, should long leaseholders choose to submit stand-alone (drop in) applications, the Outline Application will still stand and be capable of implementation.

3.2 If a part of a Severable Zone is delivered independently as a stand-alone planning application:

- The remainder of the Development Zone is still bound by the approved Development Zone cap.
- No further reserved matters applications can be submitted within the remainder of the Development Zone where doing so will exceed the Development Zone's individual floorspace cap (taking into account the floorspace from any drop in application), regardless of whether other Development Zones come forward.
- The remainder of the Science Park, as a whole remains, subject to the overall site-wide Land Use Cap and Application Caps thereby restricting any further reserved matters applications where doing so will exceed one or other of those caps.

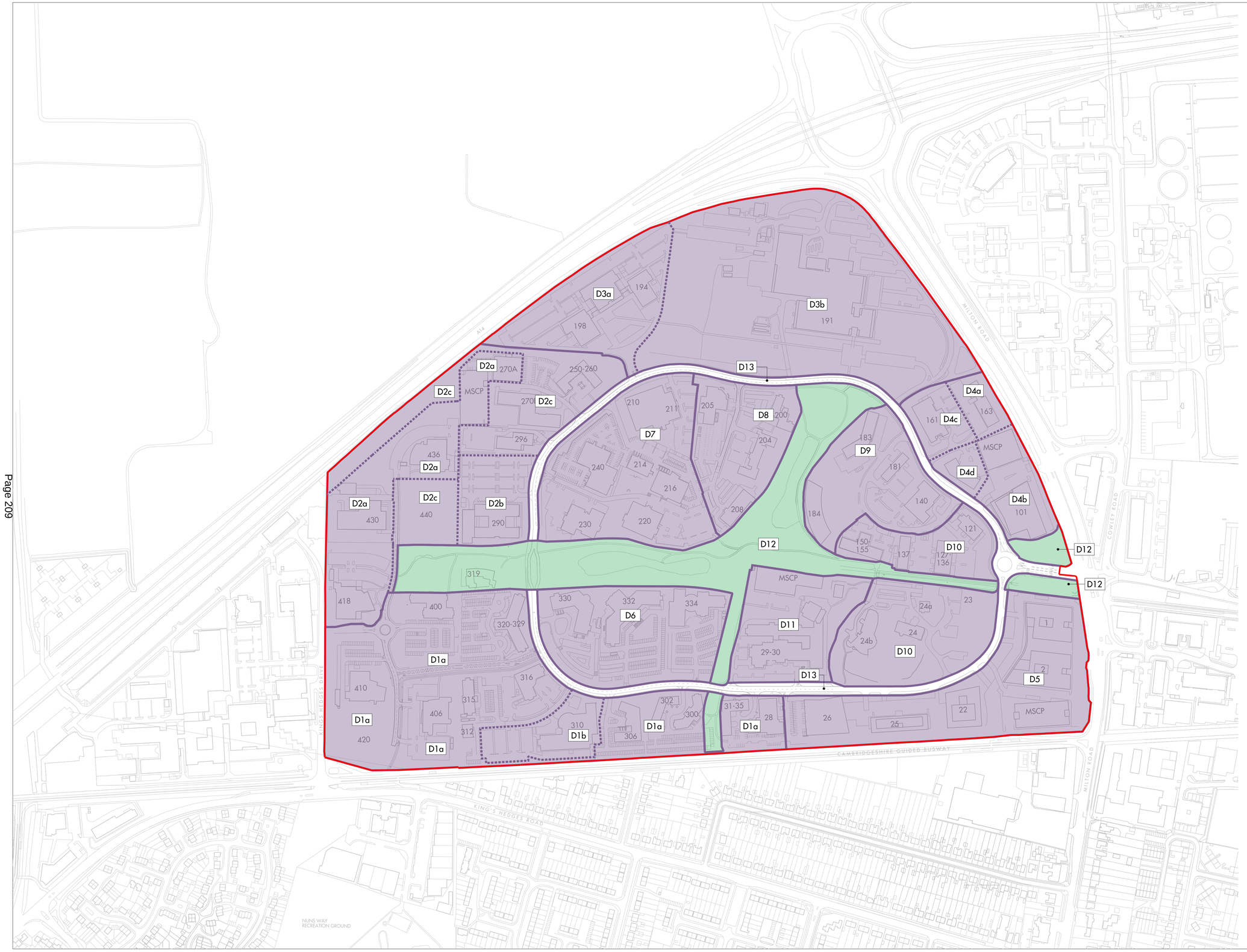
Implementation

3.3 The Proposed Development comprised within the OPA will be subject to the submission of Reserved Matters details for approval ('RMA') which will be required to be in accordance with the Design Code, Development Specification and Parameter Plans.

**Appendix 1 – Site Boundary (Red Line)**


A14
Junction 33
MERE WAY
A14
A14
CAMBRIDGE REGIONAL COLLEGE
KINGS HEDGES DRIVE
CAMBRIDGE SCIENCE PARK MILTON ROAD
CAMBRIDGE SCIENCE PARK ROAD
MILTON ROAD
COWLEY ROAD
CAMBRIDGE WASTE WATER TREATMENT PLANT
CAMBRIDGESHIRE GUIDED BUSWAY
KINGS HEDGES ROAD
ARMITAGE WAY
AMWELL ROAD
NUNS WAY RECREATION GROUND
GARRY DRIVE
LAVENDAR ROAD
ST KILDA AVENUE
KINGS HEDGES ROAD
LOVELL ROAD
NUNS WAY
CAMPKIN ROAD
HAWKINS ROAD
CAMPKIN ROAD
CAMBRIDGESHIRE GUIDED BUSWAY
MILTON ROAD
COWLEY ROAD
CAMBRIDGESHIRE GUIDED BUSWAY
multistorey car park
multistorey car park
multistorey car park

**Appendix 2 – Development Zones**






0 20m 40m 60m 80 100m
scale bar: 1:2500 @ A1

Do not scale from this drawing. Use figured dimensions only. Figured dimensions are in millimetres unless noted otherwise. All dimensions and levels shall be verified on site before proceeding with works. Detailed site survey to be carried out to verify positions and level relationships with site features and ordnance survey. The Architect must be notified of any discrepancy. Boundaries are indicative only and are to be verified by others. Where building components are described in the specification as Descriptive Specification - (Contractor Design) elements shown on this drawing pertaining to those components are to be read as "Issued for Design Intent only".

Allies and Morrison LLP is not responsible for any errors caused by the transmission, translation, software or computer systems. Allies and Morrison LLP is not responsible for nor shall be liable for the consequences of any use made of the drawings or models other than that for which they were produced by Allies and Morrison LLP for the Client. All Intellectual Property Rights reserved

| REV | DATE | DESCRIPTION | CKD |
|---|---|---|---|
| P1 | 07/05/2026 | PLANNING APPLICATION | EM |
| P2 | 14/08/2026 | PLANNING APPLICATION | EM |

| REV | DATE | DESCRIPTION | CKD |
|---|---|---|---|

| REV | DATE | DESCRIPTION | CKD |
|---|---|---|---|

Allies and Morrison LLP
85 Southwark Street
London SE1 0HX
telephone 020 7921 0100
facsimile 020 7921 0101
email studio@alliesandmorrison.com

A&M JOB NO: 24032_01

Cambridge Science Park: Outline Masterplan

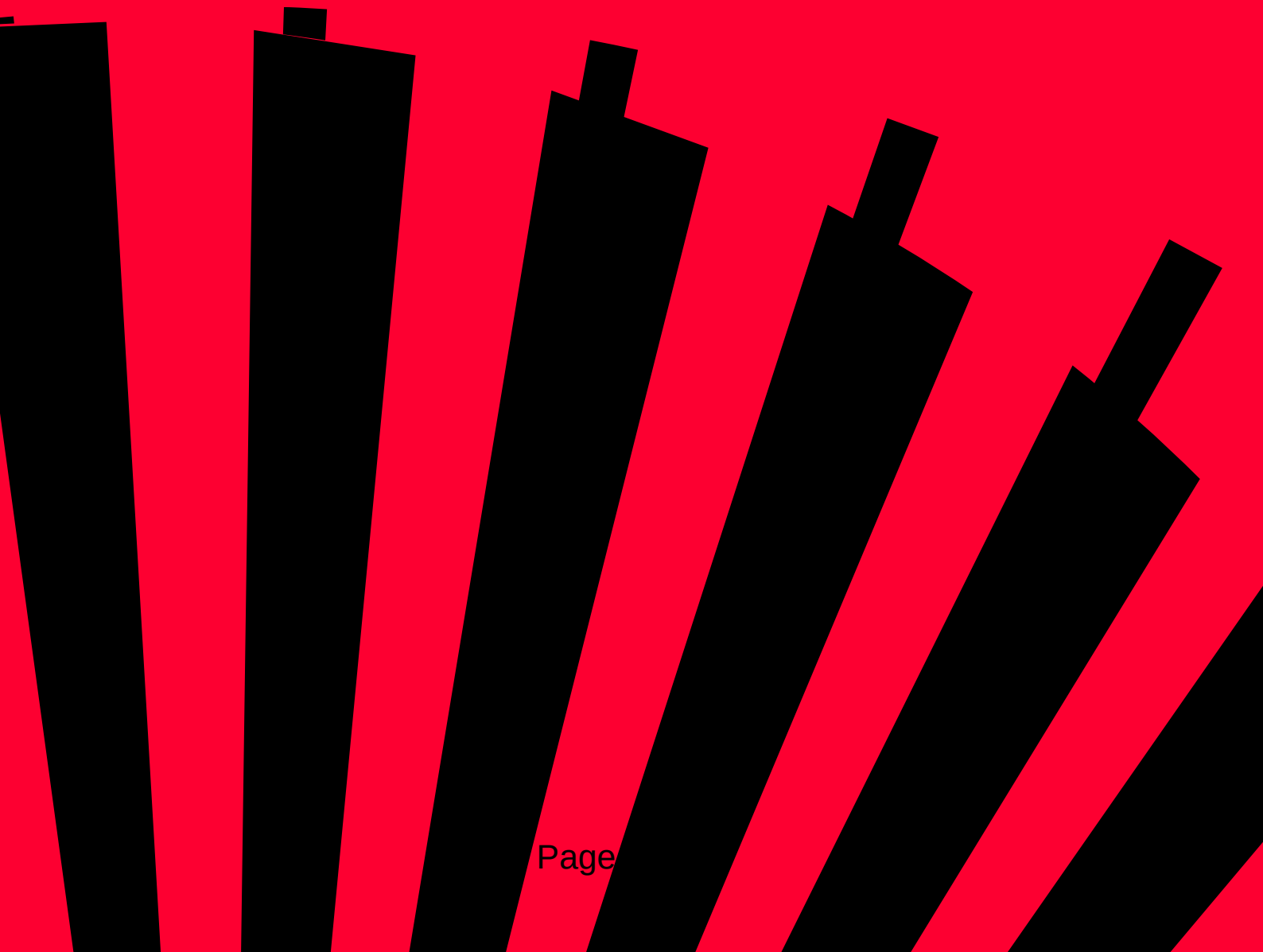
# PP04_DEVELOPMENT ZONE PARAMETER PLAN PLANNING: GENERAL ARRANGEMENT

24032-AAM-00-DR-07104

SCALE 1:2500 @A1 1:5000@A3

P2
Revision

Cambridge
Science Park



**Appendix 5: Recommended Planning Conditions**

Severable Zone means one of the [ ] severable zones identified on plan [ ].

Reserved matters area means any part of a severable zone for which approval of reserved matters is sought or obtained (as appropriate).

The following conditions apply separately to each severable zone:

**Time Limit Reserved Matters**

1. The commencement of development in each reserved matters area pursuant to this outline consent shall begin before the expiration of two years from the date of the last reserved matter of that reserved matters area to be approved.

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

**Time Limit Reserved Matters**

2. Application(s) for approval of the reserved matters within each severable zone shall be made to the Local Planning Authority before the expiration of twenty-five years from the date of this permission.

Reason: In accordance with the requirements of Section 92 of the Town and Country Planning Act 1990 (as amended by Section 51 of the Planning and Compulsory Purchase Act 2004).

**Reserved Matters/Details**

3. No development of any reserved matters area shall commence until approval of the details of the appearance, landscaping, layout, scale and access for that reserved matters area has been obtained from the Local Planning Authority in writing. The development shall be carried out as approved.

Reason: This is an Outline permission only and these matters have been reserved for the subsequent approval of the Local Planning Authority.

**Approved Plans and Documents**

4.The development of each reserved matters area shall be carried out in accordance with the approved plans and documents as listed below in so far as they relate to the relevant severable zone:

**Documents**

Cambridge Science Park Design Code September 2026 Rev 02 22.09.26
Development Specification October 2026

**General Plans**

Site Location Plan 24032-AAM-00-DR-07001 Rev P1

**Parameter Plans**

PP01 Green & Blue Infrastructure Plan 24032-AAM-00-DR-07101 Rev P3
PP02 Layout Parameter Plan 24032-AAM-00-DR-07102 Rev P2
PP03 Access & Movement Parameter Plan 24032-AAM-00-DR-07103 Rev P2
PP04 Development Zone Parameter Plan 24032-AAM-00-DR-07104 Rev P2
PP05 Land Use Parameter Plan 24032-AAM-00-DR-07105 Rev P2
PP06 Maximum Height Parameter Plan 24032-AAM-00-DR-07106 Rev P3
PP07 Framework Parameter Plan 24032-AAM-00-DR-07107 Rev P2

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

**Design Code Compliance**

5. Applications for reserved matters shall include a Statement of Compliance that demonstrates how the application accords with the approved parameter plans, Design Code and Development Specification. Each Reserved Matters is to include relevant supporting documents and detailed drawings.

Reason: To ensure high-quality design and coordinated development. (South Cambridgeshire Local Plan 2018 Policy HQ/1 and Cambridge Local Plan 2018 Policies 55 and 57).

**Compliance with Environmental Statement**

6. The development of each reserved matters area shall be carried out in accordance with the mitigation measures as set out in the Cambridge Science Park Environmental Statement: Volume 1 Chapter 16: Environmental Management, Mitigation and Monitoring Schedule Table 16.2 in so far as they relate to the relevant severable zone.

Reason: To ensure that the development takes place in accordance with the principles and parameters contained within the Environmental Statement and as required by the EIA regulations.

**Phasing Strategy**

7. **1. Phasing Strategy**

Prior to the determination of the first application for approval of Reserved Matters, a Phasing Strategy for the comprehensive redevelopment of the site shall be submitted to and approved in writing by the Local Planning Authority.

The Phasing Strategy shall establish the framework for coordinating the anticipated sequence of redevelopment across the site and the delivery of associated infrastructure and supporting works over the lifetime of the permission. It shall be based on the information reasonably available at the time of submission and shall include:

a. The anticipated phasing of redevelopment within individual plots and Development Zones;

b. The anticipated phasing of infrastructure and supporting works, including measures to improve pedestrian and cycle access, connectivity and movement within and to the site;

c. The relationship between the anticipated development phases and the delivery of

associated infrastructure and supporting works; and

d. An indicative programme for implementation, distinguishing between elements that are committed, anticipated or remain uncertain.

**2. Updates to the Phasing Strategy**

Each subsequent application for approval of Reserved Matters shall be accompanied by an updated Phasing Plan showing the proposed development in the context of the approved Phasing Strategy and any subsequent approved updates. The updated Plan shall identify any proposed changes to the anticipated sequence of development and infrastructure delivery and explain how the proposals relate to the overall framework established by the Strategy.

**3. Periodic review**

The Phasing Strategy shall be reviewed at intervals of no more than two years from the date of its initial approval. The outcome of each review shall be submitted to the Local Planning Authority for approval in writing and shall identify and explain any material changes to the anticipated phasing of development and infrastructure delivery. Where no material changes are proposed, the review shall confirm that the existing Strategy remains acceptable to the Local Planning Authority.

Reason: To clarify how the site is to be phased to assist with the determination of subsequent reserved matters applications (South Cambridgeshire Local Plan 2018 Policy TI/8 and Cambridge Local Plan 2018 Policy 20).

**SUSTAINABILITY**

**BREEAM - Design Stage Certification**

8. Within 12 months of commencement of any relevant development within a reserved matters area a BRE issued Design Stage Certificate shall be submitted to, and approved in writing by, the Local Planning Authority demonstrating that BREEAM 'Excellent' as a minimum will be met, with 4 credits for Wat 01 (water consumption) per development within that reserved matters area. Where the Design Stage certificate shows a shortfall in credits for BREEAM 'Excellent', a statement shall also be submitted identifying how the shortfall will be addressed. If such a rating is replaced by a comparable national measure of sustainability for building design, the equivalent level of measure shall be applicable to the proposed development.

Reason: In the interests of reducing carbon dioxide emissions and promoting principles of sustainable construction and efficient use of buildings (South Cambridgeshire Local Plan 2018 Policy CC/3, Cambridge Local Plan 2018 Policy 28 and the Greater Cambridge Sustainable Design and Construction SPD 2020).

**BREEAM - Post Construction Certification**

9. Within 12 months following first occupation of any relevant development within a reserved matters area, a BRE issued post Construction Certificate shall be submitted to, and approved in writing by the Local Planning Authority, indicating that the approved BREEAM rating has been met for the development within that reserved matters area. If such a rating is replaced by a comparable national measure of sustainability for building design, the equivalent level of measure shall be applicable to the proposed development.

Reason: In the interests of reducing carbon dioxide emissions and promoting principles of sustainable construction and efficient use of buildings (South Cambridgeshire Local Plan 2018 Policy CC/3, Cambridge Local Plan 2018 Policy 28 and the Greater Cambridge Sustainable Design and Construction SPD 2020).

**Sustainability & Energy Strategies**

10. All future reserved matters applications for the appearance, layout and scale of development of all buildings shall be accompanied by a Sustainability Statement and Energy Statement setting out the approach to meeting the targets and commitments set out in the Cambridge Science Park Sustainability Statement for Outline Application, Ramboll UK Ltd, May 2026 and Outline Energy Strategy, Ramboll UK Ltd, May 2026. The strategy for a reserved matters area shall include updated construction information to ensure the development of that reserved matters area aims to meet or exceed the EUI and embodied carbon targets set out in the UKNZCBS for the appropriate year,
by building typology, as set out in the original outline application. If such a standard is replaced by a comparable national measure of sustainability for building design, the equivalent level of measure shall be applicable to the proposed development. The development of each reserved matters area shall be carried out and thereafter maintained strictly in accordance with the agreed details for that reserved matters area.

Reason: In the interests of reducing carbon dioxide emissions and promoting principles of sustainable construction and efficient use of buildings (South Cambridgeshire Local Plan 2018 Policy CC/1, Cambridge Local Plan 2018, Policies 8 & 16 and SPD 'Sustainable Design and Construction' 2007).

**TRANSPORT**

**Construction Traffic Management Plan (CTMP)**

11. Prior to commencement of construction works within a reserved matters area, a Construction Traffic Management Plan (CTMP) for that reserved matters area shall be submitted to and approved in writing by the Local Planning Authority in consultation with the Local Highway Authority. The approved plan shall thereafter be implemented and adhered to throughout the construction phase of the development of that reserved matters area.

The Construction Traffic Management Plan shall include, where applicable:

(a) Construction vehicle routing;

(b) Construction vehicle parking arrangements;

(c) Loading and unloading arrangements;

(d) Contractor parking arrangements;

(e) Wheel washing facilities;

(f) Measures to control the emission of dust and dirt during construction;

(g) Traffic management measures;

(h) Site access arrangements;

(i) Details of the provision for pedestrians and cyclists during the construction period;

(j) Details of deliveries and collections.

Reason: To protect highway safety, maintain the free flow of traffic on the surrounding highway network, and safeguard the amenity of neighbouring occupiers in accordance with the NPPF (2026).

**Compliance with Trip Budget**

12. Applications for reserved matters which include buildings shall include a Transport Compliance Statement that demonstrates how the application accords with the approved trip budget. Each Reserved Matters is to include relevant supporting documents.

Reason: To ensure the efficient and reliable operation of the Strategic Road Network during the operation stage in accordance with the NPPF (2026).

**CSP Shuttle Bus**

13. From the date of first occupation of a building forming part of the development within a reserved matters area a minibus service shall be provided and maintained in perpetuity unless it can be demonstrated that the provision of the service is no longer required to achieve the required sustainable mode share of the site. Prior to first occupation of a building forming part of the development permitted within that reserved matters area, details of the minibus service including route, hours of operation, number of services and days of service shall be submitted to and agreed in writing by the local planning authority in consultation with Cambridgeshire County Council.

The service shall be undertaken in accordance with the approved details.

Reason – To improve connectivity to the site and reduce the reliance on private car. (Policies TI/2 and TI/3 of the South Cambridgeshire Local Plan and Policy 81 of the Cambridge City Local Plan 2018).

**Cycle Parking**

14. Notwithstanding the approved plans, no occupation of any building forming part of the development permitted shall take place until details of the storage provision for all cycles and scooters for that building, including room for expansion, non-standard cycles, such as cargo bikes, and electric bikes, as well as details of the mechanism to raise the double tier cycle parking shall be submitted to and approved in writing by the Local Planning Authority.

The approved cycle parking provision for a building shall be installed and made available in accordance with the approved plans prior to the occupation of that building. The cycle facilities shall thereafter be retained and shall not be used for any other purpose.

Reason - To ensure appropriate provision for the secure storage of bicycles (Policy TI/3 of South Cambridgeshire Local Plan 2018 and Policy 82 of the Cambridge Local Plan 2018)

**Parking Management Plan**

15. Prior to the occupation of any building forming part of the development permitted, a Parking Management Plan (PMP) shall be first submitted to and approved in writing by the Local Planning Authority for that building. The PMP shall include details to ensure that the Site Wide Parking Management Plan (SWPMP) (in so far as it relates to that building) is being adhered to, and shall include details of appropriate on plot and off plot parking for that building. The PMP for a building shall be implemented in accordance with its approved details.

Reason: In the interests of encouraging sustainable travel to and from the site (Policy TI/2 of the South Cambridgeshire Local Plan 2018 and Policy 82 of the Cambridge City Local Plan 2018).

**ENVIRONMENTAL HEALTH IMPACTS**

**Demolition and Construction Environmental Management Plan (DCEMP)**

16. Prior to the commencement of any development within a reserved matters area, a Demolition and Construction Environmental Management Plan (DCEMP) for that reserved matters area shall be submitted to and approved in writing by the Local Planning Authority.

The DCEMP shall be in accordance with the outline CEMP (May 2026) submitted as part of this application and include the consideration of the following aspects of demolition and construction for that reserved matters area:

a) Demolition, construction and phasing programme.

b) Contractors' access arrangements for vehicles, plant and personnel including the location of construction traffic routes to, from and within the site, details of their signing, monitoring and enforcement measures.

c) Construction/Demolition hours which shall be carried out between 0800 hours to 1800 hours Monday to Friday, and 0800 hours to 1300 hours on Saturday and at no time on Sundays, Bank or Public Holidays, unless in accordance with agreed emergency procedures for deviation and agreed prior notice and agreement procedures for works outside agreed limits and hours.

d) Delivery times and collections / dispatches for construction/demolition purposes shall be carried out between 0800 to 1800 hours Monday to Friday, 0800 to 1300 hours on Saturdays and at no time on Sundays, bank or public holidays, unless otherwise agreed in writing by the Local Planning Authority.

e) Soil / Materials Management Strategy having particular regard to potential contaminated land and the reuse and recycling of soil on site, the importation and storage of soil and materials including audit trails.

f) Noise impact assessment methodology, mitigation measures, noise monitoring and recording statements in accordance with the provisions of BS 5228-1:2009+A1:2014 Code of Practice for noise and vibration control on construction and open sites.

g) Vibration impact assessment methodology, mitigation measures, monitoring and recording statements in accordance with the provisions of BS 5228-2:2009+A1:2014 Code of Practice for noise and vibration control on construction and open sites. Details of any piling construction methods / options, as appropriate.

h) Dust mitigation, management / monitoring and wheel washing measures in accordance with the provisions of Control of dust and emissions during construction and demolition - Greater Cambridge supplementary planning guidance 2020.

i) Use of concrete crushers.

j) Prohibition of the burning of waste on site during demolition/construction.

k) Site artificial lighting including hours of operation, position and impact on neighbouring properties.

l) Drainage control measures including the use of settling tanks, oil interceptors and bunds.

m) Screening and hoarding details.

n) Access and protection arrangements around the site for pedestrians, cyclists and other road users.

o) Procedures for interference with public highways, including permanent and temporary realignment, diversions and road closures.

p) External safety and information signing and notices.

q) Implementation of a Stakeholder Engagement/Residents Communication Plan, Complaints procedures, including complaints response procedures.

r) Membership of the Considerate Contractors Scheme.

Development of that reserved matters area shall be carried out in accordance with the approved DCEMP.

Reason: To protect the amenity of the adjoining properties (South Cambridgeshire Local Plan 2018 Policy CC/6 and Cambridge City Local Plan 2018 Policy 35).

**Construction Environmental Management Plan (CEMP)**

17. Prior to the commencement of each reserved matters area, a detailed CEMP shall be submitted to and approved in writing by the Local Planning Authority, in respect of that reserved matters area. The detailed CEMP shall be in accordance with the outline CEMP (May 2026) submitted as part of this application and include reference as appropriate to each of the items above referred to in relation to the DCEMP.

The CEMP for each reserved matters area shall be implemented in accordance with the approved details unless otherwise approved in writing by the Local Planning Authority.

Reason: To ensure the environmental impact of the construction of the development is adequately mitigated and in the interests of the amenity of nearby residents (South Cambridgeshire Local Plan 2018 Policy CC/6 and Cambridge City Local Plan 2018 Policy 35).

**Plant, Machinery and Equipment Noise Assessment**

18. No operational plant, machinery or equipment shall be installed until a noise assessment and any noise insulation/mitigation as required for that reserved matters area has been

submitted to and approved in writing by the Local Planning Authority. Any required noise insulation/mitigation shall be carried out as approved and retained as such.

Reason: To protect the amenity of nearby properties (South Cambridgeshire Local Plan 2018 Policies HQ/1, SC/10 and Cambridge City Local Plan 2018 Policy 35).

**Control of Odour from Kitchens**

19. Prior to, or concurrently with the submission of any detailed reserved matters application for any reserved matters area with uses requiring odour/fume ventilation, a ventilation scheme detailing plant, equipment or machinery for the purposes of extraction, filtration and abatement of odours shall be submitted to and approved in writing by the local planning authority for that reserved matters area. The approved scheme for any individual building shall be installed before the use requiring mitigation within that building is commenced and shall be fully maintained in accordance with the manufacturer specifications/instructions to ensure its continued satisfactory operation and retained thereafter.

Reason: To protect the amenity of nearby properties (South Cambridgeshire Local Plan 2018 Policies SC/14 and Cambridge City Local Plan 2018 Policy 36).

**Control of all pollutants**

20. Prior to, or concurrently with the submission of any detailed reserved matters application for any reserved matters area pursuant to this permission with uses requiring plant equipment or machinery for the purposes of ventilation or the extraction and filtration of odours, dust or fumes, details of such plant equipment or machinery shall be submitted to and approved in writing by the Local Planning Authority. In each case the approved scheme shall be installed before the use to which it relates is commenced and shall be retained as such.

Reason: To protect the amenity of nearby properties (South Cambridgeshire Local Plan 2018 Policy SC/14 and Cambridge Local Plan 2018 Policy 36).

**Artificial Lighting Assessment**

21. Before relevant works are commenced within each reserved matters area pursuant to this permission, an artificial lighting scheme for that reserved matters area to include details of any external lighting such as street lighting, floodlighting, security lighting and an assessment of impact on any sensitive residential premises off site, shall be submitted to and approved in writing by, the Local Planning Authority. The scheme shall include layout plans / elevations for that reserved matters area with luminaire locations annotated, full isolux contour map / diagrams showing the predicted illuminance in the horizontal and vertical plane (in lux) at critical locations within the reserved matters area, on the boundary of the reserved matters area and at adjacent properties, hours and frequency of use, a schedule of equipment in the lighting design (luminaire type / profiles, mounting height, aiming angles / orientation, angle of glare, operational controls) and shall assess artificial light impact in accordance with the Institute of Lighting Professionals “Guidance Notes for the Reduction of Obtrusive Light GN01:2011”.

The approved lighting scheme for a reserved matters area shall be installed, maintained and operated in accordance with the approved details / measures unless the Local Planning Authority gives its written consent to any variation.

Reason: To protect the amenity of nearby properties (South Cambridgeshire

Local Plan 2018 Policy SC/9 and Cambridge Local Plan 2018 Policy 34).

**Low Emissions Strategy**

22. No development within a reserved matters area shall commence until a site-based Low Emission Strategy (LES) for that reserved matters area is submitted to and approved in writing by the Local Planning Authority. The LES shall include the following for that reserved matters area:

a. Provision of Electric Vehicle Charging Points

b. Provision of additional Sustainable Transport Measures in line with the Greater Cambridge Sustainable Design and Construction SPD 2020.

c. An implementation plan for the above to including the details of location of charging unit, capacity, charge rate, details of model, location of cabling and electric infrastructure drawings. (Informative Note: The slow charge points shall provide a power transfer of between 2.4kW and 7.3kW. The chargers shall be either Mode 2 (3.6kW) or Mode 3 (7.2kW) with a Type 1 socket.)

The development of each reserved matters area shall be carried out in accordance with the approved LES for that reserved matters area and retained as such.

Reason: In the interests of reducing impacts of developments on local air quality and encouraging sustainable forms of transport (South Cambridgeshire Local Plan 2018 Policies SC/12 and TI/2, Cambridge Local Plan 2018 Policy 36 and section 3.6. Pollution of the Greater Cambridge Sustainable Design and Construction SPD 2020.)

**Emissions Modelling**

23. Prior to commencement on any reserved matters area, any development proposals within that reserved matters area which include ventilation stacks and/or back-up generators, must undertake emissions modelling and submit proportionate air quality assessments to be agreed in writing by the local planning authority. This is to ensure the full extent of the operational air quality impacts of the proposed development are understood.

Reason: In the interests of reducing impacts of developments on local air quality. (South Cambridgeshire Local Plan 2018 Policy SC/12 and Cambridge Local Plan 2018 Policy 36).

**Contamination – Investigation**

24. No development within a reserved matters area shall take place, unless otherwise agreed, until:

a) The reserved matters area has been subject to a detailed scheme for the investigation and recording of contamination, based on the Phase 1 Desk Study, and remediation objectives have been determined through risk assessment. The resulting Phase 2 Intrusive Site Investigation Report is to be submitted to and approved in writing by the Local Planning Authority.

b) A Remediation Method Statement for that reserved matters area containing proposals for the removal, containment or otherwise rendering harmless any

contamination, based upon the Phase 2 Intrusive Site Investigation, has been submitted to and approved in writing by the Local Planning Authority.

Reason: To ensure that risks from land contamination to the future users of the land and neighbouring land are identified and to ensure that the development can be carried out safely without unacceptable risks to workers, neighbours and other offsite receptors as well as to controlled waters, property and ecological systems (South Cambridgeshire Local Plan 2018 Policies SC/11 and CC/7, Cambridge Local Plan 2018 Policies 31 and 33 and the Environment Agency Groundwater Protection Position Statement (The Environment Agency's Approach to Groundwater Protection, Feb 2018, version 1.2) and the NPPF (2026).

**Remediation Method Statement**

25. No building forming part of the development within a reserved matters area shall be occupied until the works specified in the approved Remediation Method Statement for that reserved matters area are complete and a Verification Report demonstrating compliance with the approved Remediation Method Statement has been submitted to and approved in writing by the Local Planning Authority.

Reason: To demonstrate that the site is suitable for approved use in the interests of environmental and public safety. (South Cambridgeshire Local Plan 2018, Policies CC/7 and SC/11, Cambridge Local Plan Policies 31 and 33 and the Environment Agency Groundwater Protection Position Statement (The Environment Agency's Approach to Groundwater Protection, Feb 2018, version 1.2) and the NPPF (2026).

**Unexpected Contamination**

26. If, during development, any additional or unexpected contamination is identified within a reserved matters area, then remediation proposals for this material should be agreed in writing by the Local Planning Authority before any works within that reserved matters area proceed and shall be fully implemented prior to first occupation of the buildings forming part of the development within that reserved matters area hereby approved.

Reason: To ensure that any unexpected contamination is rendered harmless in the interests of environmental and public safety. (South Cambridgeshire Local Plan 2018, Policies CC/7 and SC/11, Cambridge Local Plan Policies 31 and 33 and the Environment Agency Groundwater Protection Position Statement (The Environment Agency's Approach to Groundwater Protection, Feb 2018, version 1.2) and the NPPF (2026).

**Waste Management Plan**

27. Each reserved matters application for any reserved matters area shall be accompanied by a Waste Collection and Waste Management and Minimisation Plan for that reserved matters area. No occupation of any building forming part of the development within that reserved matters area shall take place until the Plan has been approved in writing by the Local Planning Authority. The Plan shall be implemented in accordance with the approved details.

Reason: To ensure that waste is managed sustainably during the occupation of the development (South Cambridgeshire Local Plan 2018 Policy TI/8, Cambridge City Council Local Plan 2018 Policy 28).

**Parking Electric Vehicle Charge Point Provision and Infrastructure Strategy**

28. Prior to the commencement of development within each reserved matters area, a 'Parking Electric Vehicle Charging Point Provision and Infrastructure Strategy' including an implementation plan for that reserved matters area shall be submitted to and approved in writing by the Local Planning Authority. The strategy shall provide full details of the provision of Non-Residential allocated parking spaces for dedicated electric vehicle charging in line with the principles set out in the NPPF (2026), the South Cambridgeshire Local Plan, Cambridge Local Plan and Cambridge City Council's Air Quality Action Plan. The strategy shall include consideration of both active (slow, fast and rapid) and passive electric vehicle charge point provision and design to enable the charging of electric vehicles in safe, accessible and convenient locations.

Reason: In the interests of encouraging more sustainable modes and forms of transport and to reduce the impact of development on local air quality. (South Cambridgeshire Local Plan 2018 Policy SC/12, Cambridge Local Plan 2018 Policy 36, the Greater Cambridge Air Quality Strategy 2024-2029 and the NPPF (2026).

**LANDSCAPE, ECOLOGY AND PUBLIC REALM**

**Hard and Soft Landscape**

29.Before relevant works are commenced within each reserved matters area a hard and soft landscaping scheme for that reserved matters application shall have been submitted to and approved in writing by the Local Planning Authority. The scheme shall include the following:

a) a tree pit layout plan showing the location of all proposed trees and the tree pit type proposed for each tree;

b) plans identifying underground constraints, including utilities, drainage infrastructure, services, structures and other below-ground constraints;

c) details of available and proposed soil volumes for each tree pit;

d) tree pit construction details, including dimensions, soil specifications, irrigation, support, drainage and aeration measures;

e) any planned habitat creation and enhancement works to create or improve habitat to achieve biodiversity net gain in accordance with the approved Biodiversity Gain Plan for that reserved matters area.

The development of that reserved matters area shall be carried out in accordance with the approved details and any timetable for delivery contained therein.

Reason: To ensure the development is satisfactorily assimilated into the area and enhances biodiversity (South Cambridgeshire Local Plan 2018 Policies HQ/1 and NH/4 and Cambridge Local Plan 2018 Policies 55, 57, 59 and 69).

**Landscape and Ecological Management Plan (LEMP)**

30.Before relevant works are commenced within each reserved matters area a Landscape and Ecological Management Plan (LEMP) shall be submitted to, and approved in writing by,

the local planning authority for that reserved matters area. The LEMP shall include the following:

a) Long-term design objectives.

b) Aims and objectives of management.

c) Description and evaluation of features to be managed.

d) Ecological trends and constraints on site that might influence management.

e) Prescriptions for management actions.

f) Prescription of a maintenance schedule and phasing plan for a 30-year period for all hard and soft landscaping areas including those covered in the Landscape Management and Stewardship Plan, including ecological mitigation, including an annual work plan capable of being reviewed every 5 years and for any significant on-site biodiversity net gain enhancements a plan for 30 years monitoring and maintenance from completion of the development.

g) Details of the body or organisation responsible for its implementation and its funding.

h) Ongoing monitoring and remedial measures including identification of contingencies and/or remedial action.

The Landscape and Ecological Management Plan for a reserved matters area shall include management prescriptions for all strategic landscape infrastructure identified within the approved Strategic Landscape Masterplan within that reserved matters area, including arrangements for governance, stewardship, inspection, tree succession, replacement planting, maintenance activities, monitoring and periodic review. The Plan shall set out long-term management objectives and management actions for each principal landscape typology identified within the Strategic Landscape Masterplan within that reserved matters area.

The approved LEMP for a reserved matters area shall be implemented in full in accordance with the approved details.

Reason: To ensure that before any development commences an appropriate landscape and ecological management plan has been agreed (South Cambridgeshire Local Plan 2018 policies HQ/1 and NH/4).

**Strategic Landscape Masterplan**

31. No development above ground level, other than demolition, remediation and enabling works, shall commence within a reserved matters area until a Strategic Landscape Masterplan has been submitted to and approved in writing by the Local Planning Authority.

The Strategic Landscape Masterplan shall provide a coordinated framework for the delivery of the strategic landscape infrastructure of Cambridge Science Park and shall include for that reserved matter area (as relevant):

a. identification of the principal landscape typologies and strategic landscape infrastructure across the site, including retained and proposed woodland,

ecological buffers, The Park (D12), The Street (D13), the First Public Drain corridor, waterbodies, strategic SuDS features, open space links, public realm and green infrastructure;

b. plans identifying the location, extent and disposition of the strategic landscape infrastructure;

c. identification of landscape, public realm, green infrastructure and blue infrastructure elements to be delivered as strategic infrastructure and those to be delivered through future Reserved Matters applications;

d. identification of the party responsible for the delivery of each element of the strategic landscape infrastructure;

e. details of the relationship between the strategic landscape infrastructure and any landscape infrastructure to be delivered as part of future development parcels, including Hearts of Cluster spaces;

f. a strategic woodland management, tree retention and tree succession strategy based upon an up-to-date tree survey undertaken in accordance with BS5837:2012 Trees in relation to design, demolition and construction – Recommendations (or any superseding standard);

g. a strategic planting framework, including canopy cover objectives and delivery mechanisms;

h. strategic blue infrastructure proposals, including waterbody enhancements, sustainable drainage features and riparian landscape treatments;
i. the phasing and implementation of the strategic landscape infrastructure, including trigger points for delivery relative to development parcels; and an implementation programme.

The development of each reserved matters area shall thereafter be carried out in accordance with the approved Strategic Landscape Masterplan for that relevant reserved matters area.

Reason: To ensure that before any development commences an appropriate strategic landscape masterplan has been agreed (South Cambridgeshire Local Plan 2018 policies HQ/1 and NH/4).

**Landscape Maintenance and Management Plan**

32. Before buildings forming part of the development within a reserved matters area is first occupied or brought into use a landscape maintenance and management plan, including long term design objectives, management responsibilities and maintenance schedules for all landscape areas for that reserved matters area, shall be submitted to and approved in writing by the local planning authority. The landscape management plan shall be carried out as approved.

Reason: To ensure that before any development commences an appropriate landscape and ecological management plan has been agreed (South Cambridgeshire Local Plan 2018 Policies HQ/1 and NH/4).

**Construction Ecological Management Plan (CEcMP)**

33. No development on any individual reserved matters area shall commence (including demolition, ground works) and no vegetation clearance shall occur, until a Construction Ecological Management Plan (CEcMP) has been submitted to and approved in writing by the Local Planning Authority.. The CEcMP shall include the following for the reserved matters area:

a. Risk assessment of potentially damaging construction activities.

b. Identification of biodiversity protection zones.

c. Practical measures (both physical measures and sensitive working practices) to avoid or reduce impacts during construction (may be provided as a set of method statements).

d. The location and timings of sensitive works to avoid harm to biodiversity features.

e. The times during construction when specialist ecologists need to be present on site to oversee works.

f. Responsible persons and lines of communication.

g. The role and responsibilities on site of an ecological clerk of works (ECoW) or similarly competent person.

h. Use of protective fences, exclusion barriers and warning signs if applicable.

i. Consideration of the impact avoidance, mitigation and enhancement measures for water voles as detailed in the Cambridge Science Park Water Vole Survey Update dated 12 August 2026 by Applied Ecology.

The approved CEcMP shall be adhered to and implemented throughout the Construction period strictly in accordance with the approved details.

Reason: To ensure that before any development commences appropriate construction ecological management plan has been agreed to fully conserve and enhance ecological interests. (South Cambridgeshire Local Plan 2018, Policies HQ/1 and NH/4 and Cambridge City Local Plan 2018 Policies 57,59 and 70).

**Ecological Enhancement Scheme**

34. Prior to or concurrently with each reserved matters application an ecological enhancement scheme shall be submitted and approved in writing by the local planning authority for that reserved matters area. The scheme shall include details of bat and bird box installation, hedgehog provisions and other ecological enhancements within that reserved matters area. The approved scheme shall be fully implemented prior to first occupation of buildings forming part of the development within that reserved matters area or in accordance with a timescale agreed in writing by the local planning authority.

Reason: To conserve and enhance ecological interests in accordance with South Cambridgeshire Local Plan 2018 policies HQ/1 and NH/4, Cambridge Local Plan Policies 57, 59 and 70, and the Greater Cambridge Planning Biodiversity Supplementary Planning Document (2022).

**Lighting Strategy for sensitive biodiversity**

35 Prior to the installation of any artificial lighting in any reserved matters area, an ecologically sensitive artificial lighting scheme for that reserved matters area shall be submitted to and approved in writing by the Local Planning Authority. The scheme shall include details of the baseline condition of lighting, any existing and proposed internal and external artificial lighting of the site in that reserved matters area and an artificial lighting impact assessment with predicted lighting levels.

The scheme shall:

a) include details (including luminaires, fittings and any shrouds) of any artificial lighting on the site and an artificial lighting impact assessment with predicted lighting levels at the site boundaries;

b) unless otherwise agreed, not exceed 0.4 lux level (against an agreed baseline) on the vertical plane at agreed locations;

c) detail all building design measures to minimise light spillage;

d) set out a monitoring and reporting regime for the lighting scheme.

The approved lighting scheme shall be fully installed, maintained and operated in accordance with the approved details. The scheme shall be retained as such thereafter.

Reason: To fully conserve and enhance ecological interests (South Cambridgeshire Local Plan 2018 policies HQ/1 and NH/4).

**Biodiverse roofs**

36. Prior to any development above ground level for each reserved matters application of any permanent building with a flat roof, details of the biodiverse (green, blue or brown) roof(s) shall be submitted to and approved in writing by the Local Planning Authority. Details of the biodiverse roof(s) shall include the following:

a) Confirmation of substrate depth, which shall be between 80-150mm (unless otherwise agreed).

b) A plant /seed mix (with wildflower planting indigenous to the local area and no more than a maximum of 25% sedum (green roofs only)).

c) A management / maintenance plan including means of access.

d) Where solar panels are proposed, an array layout will be required incorporating a minimum of 0.75m between rows of panels for access and to ensure establishment of vegetation. The biodiverse roof(s) shall not be used as an amenity or sitting out space of any kind whatsoever and shall only be used in the case of essential maintenance, repair or escape in case of emergency. All works shall be carried out and maintained thereafter in accordance with the approved details.

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

**Arboricultural Method Statement and Tree Protection Plan (AMS/ TPP)**

37. With each reserved matters application for any reserved matters area and in accordance with BS5837 2012, a phased tree protection methodology in the form of an Arboricultural Method Statement (AMS) and Tree Protection Plan (TPP) shall be submitted to the Local Planning Authority for its written approval for that reserved matters area, before any tree works are carried out and before equipment, machinery or materials are brought onto the reserved matters area for the purpose of development (including demolition). In a logical sequence the AMS and TPP will consider all phases of construction in relation to the potential impact on trees and detail tree works, the specification and position of protection barriers and ground protection and all measures to be taken for the protection of any trees from damage during the course of any activity related to the development, including supervision, demolition, foundation design, storage of materials, ground works, installation of services, erection of scaffolding and landscaping.

Reason: To satisfy the Local Planning Authority that trees to be retained will be protected from damage during any construction activity, including demolition, in order to preserve arboricultural amenity (South Cambridgeshire Local Plan Policies HQ/1, NH/2, SC14 Cambridge Local Plan 2018 Policy 71 and Section 197 of the Town and Country Planning Act 1990).

**DRAINAGE**

**Strategic Surface Water Drainage Strategy**

38. Prior to the submission of the first reserved matters application involving buildings, roads or other impermeable surfaces within a reserved matters area, a detailed strategic surface water drainage strategy for that reserved matters area shall be submitted to and approved in writing by the Local Planning Authority. The scheme shall be based on the parameters set out in the Drainage Strategy Report or any subsequent, revised version that has first been approved in writing by the Local Planning Authority.

The scheme shall include phasing arrangements, details of primary infrastructure for each reserved matters area and plans for drainage asset operation, maintenance and contingency. The scheme shall set out what information, design parameters and design details will need to be submitted at the Reserved Matters stage for each reserved matters area of the development.

The development shall subsequently be implemented in accordance with the approved scheme.

Reason: To ensure a satisfactory method of surface water drainage and to prevent an increased risk of flooding on or off site. This condition is pre-commencement because commencing development prior to agreeing this scheme could jeopardise the delivery of a strategic solution. Reason: To reduce the impacts of flooding and potential pollution risk. (South Cambridgeshire Local Plan 2018 Policies CC/7, CC/8, CC/9 and Cambridge Local Plan 2018 Policy 31).

**Detailed Surface Water Strategy**

39. Any reserved matters application shall include a detailed surface water strategy pursuant to the reserved matters area for which approval is sought. The strategy shall demonstrate how the management of water within the reserved matters area for which approval is sought

accords with the approved details of the strategic surface water strategy.

The strategy shall maximise the use of measures to control water at source as far as practicable to limit the rate and quantity of run-off and improve the quality of any run-off before it leaves the site or joins any water body.

The strategy shall include details of all flow control system and the design, location and capacity of all SuDS features and shall include ownership, long-term adoption, management and maintenance schemes and monitoring arrangements/responsibilities. The strategy should also demonstrate that the exceedance of the designed system has been considered through the provision of overland flow routes.

The development of each reserved matters area shall be carried out in full accordance with the approved details and no building pursuant to that particular reserved matters area for which approval is being sought shall be occupied or used until such time as the approved detailed surface water measure for that building have been fully completed in accordance with the approved details.

Reason: In order to reduce the risk of flooding, to ensure adequate flood control, maintenance and efficient use and management of water within the site, to ensure the quality of the water. Reason: To reduce the impacts of flooding and potential pollution risk. (South Cambridgeshire Local Plan 2018 Policies CC/7, CC/8, CC/9 and Cambridge Local Plan 2018 Policy 31).

**Additional Surface Water Run Off**

40. Development shall not commence on any reserved matters area until details of measures indicating how additional surface water run-off from that parcel/plot will be avoided, and water quality will be managed, during the construction works have been submitted to and approved in writing by the Local Planning Authority. The applicant may be required to provide collection, balancing and/or settlement systems for these flows. The approved measures and systems shall be brought into operation before any works to create buildings or hard surfaces commence.

Reason: To ensure surface water is managed appropriately during the construction phase of the development, so as not to increase the flood risk to adjacent land/properties or occupied properties within the development itself; or cause detriment to water quality; recognising that initial works to prepare the site could bring about unacceptable impacts. Reason: To reduce the impacts of flooding and potential pollution risk. (South Cambridgeshire Local Plan 2018 Policies CC/7, CC/8, CC/9 and Cambridge Local Plan 2018 Policy 31).

**Survey of Surface Water Drainage System**

41. Upon completion of the surface water drainage system, including any attenuation ponds and swales, and prior to their adoption by a statutory undertaker or management company; a survey and report from an independent surveyor shall be submitted to and approved in writing by the Local Planning Authority. The survey and report shall be carried out by an appropriately qualified Chartered Surveyor or Chartered Engineer and demonstrate that the surface water drainage system has been constructed in accordance with the details approved under the planning permission. Where necessary, details of corrective works to be carried out along with a timetable for their completion, shall be included for approval in writing by the Local Planning Authority. Any corrective works required shall be carried out in accordance with the approved timetable and subsequently re-surveyed by an independent surveyor, with their findings submitted to and approved in writing by the Local Planning Authority.

Reason: To ensure the effective operation of the surface water drainage scheme following construction of the development. Reason: To reduce the impacts of flooding and potential pollution risk. (South Cambridgeshire Local Plan 2018 Policies CC/7, CC/8, CC/9 and Cambridge Local Plan 2018 Policy 31).

**On-going Maintenance of existing water and drainage assets**

42. Prior to the commencement of development in a reserved matters area, a site layout plan detailing the location of existing water and drainage assets, and any proposed asset diversion or build over agreement for that reserved matters area, should be submitted to and approved by the Local Planning Authority, in consultation with Anglian Water. In order to ensure on-going maintenance is possible all existing water and drainage assets should be located in areas of public open space and/or adoptable highways.

Reason: To reduce the impacts of flooding and potential pollution risk. (South Cambridgeshire Local Plan 2018 Policies CC/7, CC/8, CC/9 and Cambridge Local Plan 2018 Policy 31).

**Strategic Foul Water Strategy**

43. No development shall commence in a reserved matters area, until a strategic foul water strategy has been submitted to and approved in writing by the Local Planning Authority, in consultation with Anglian Water for the reserved matters area. This strategy should identify the connection point to the 450mm diameter sewer in Milton Road and including the details of the re-use of the existing connections strategy to the 450mm diameter sewer in Milton Road. Prior to occupation of any building hereby permitted, the foul water drainage works associated with that building must have been carried out in complete accordance with the approved scheme.

Reason: To reduce the impacts of flooding and potential pollution risk. (South Cambridgeshire Local Plan 2018 Policies CC/7, CC/8, CC/9 and Cambridge Local Plan 2018 Policy 31).

**Foul Water Flows**

44. Prior to occupation of any building forming part of the development within a reserved matters area hereby permitted, written confirmation will be submitted to and approved in writing by the Local Planning Authority, in consultation with the Environment Agency, evidencing that the anticipated additional net increase in waste water generated by the development of the reserved matters area is capable of being accommodated by the Cambridge Water Recycling Centre, or there is sufficient on-site capacity to deal with a net increase in waste water flows from the development

Reason: To ensure that foul water can be adequately managed without causing significant environmental harm, and to protect water quality from pollution associated with increased flows from the development, connected to the Cambridge Waste Water Treatment Works, being discharged to the River Cam in accordance No. Condition with Regulations 33 of The Water Environment (Water Framework Directive) (England & Wales) Regulations 2017, and the NPPF (2026).

**Surface Water Management Strategy**

45.No development shall commence in a reserved matters area, until a surface water management strategy has been submitted to and approved in writing by the Local Planning

Authority for that reserved matters area. No hard-standing areas within a reserved matters Area to be constructed until the works have been carried out in accordance with the strategy for that reserved matters area. The Local Planning Authority should seek the advice of the Lead Local Flood Authority or the Internal Drainage Board. The Environment Agency should be consulted if the drainage system directly or indirectly involves the discharge of water into a watercourse.

Reason: To reduce the impacts of flooding and potential pollution risk. (South Cambridgeshire Local Plan 2018 Policies CC/7, CC/8, CC/9 and Cambridge Local Plan 2018 Policy 31).

**OTHERS**

**Arsenal-style Condition Binding Future Reserved Matters Applicants to Outline S106**

46. No development shall commence on a reserved matters area until such time as:

a) a confirmatory deed pursuant to section 106 of the Town and Country Planning Act 1990 has been entered into which binds the relevant leasehold interests including all chargees of that reserved matters area with the relevant obligations set out in the section 106 agreement entered into in connection with the grant of this permission; or

b) such leasehold interests have been surrendered or come to an end (however they end) and evidence of it having been surrendered or having come to an end has been provided to the relevant Council.

Reason: This permission has been granted subject to a s.106 agreement/unilateral undertaking. At the time permission was issued, not all parties with an interest in the application site were able to be bound by the terms of the planning obligations contained therein. This condition is necessary to ensure that the planning obligations are enforceable in respect of all land within the application site prior to development commencing, in the interests of securing the infrastructure and mitigation required to make the development acceptable in planning terms.

**Height Limitation on Buildings and Structures**

47. No building or structure (including temporary obstacles such as cranes) within a reserved matters area shall be permitted to be erected above 55m Above Mean Sea Level (AMSL) while Cambridge City Airport remains operational.

Reason: Any development that penetrates the Obstacle Limitation Surfaces (OLS) surrounding Cambridge Airport could endanger aircraft movements and the safe operation of the aerodrome. Development exceeding this height would penetrate the Obstacle Limitation Surface (OLS) surrounding Cambridge Airport and endanger aircraft movements and the safe operation of the aerodrome.

**Bird Hazard Management Plan**

48. No development above ground level in a reserved matters area, until a Bird Hazard Management Plan has been submitted to and approved in writing by the Local Planning Authority for that reserved matters area. The submitted plan shall include details of:

- Monitoring of any standing water within the site temporary or permanent management of any flat/shallow pitched/green roofs on buildings within the site which may be attractive to

nesting, roosting and “loafing” birds.

-The management plan shall comply with CAST Advice Note 3 ‘Wildlife Hazards Around Aerodromes’

-Signs deterring people from feeding the birds.

The Bird Hazard Management Plan for a reserved matters area shall be implemented from commencement of the development within that the relevant reserved matters area and shall remain in force for the life of the buildings. No subsequent alterations to the plan are to take place unless first submitted to and approved in writing by the Local Planning Authority.

Reason: It is necessary to manage the flat/shallow pitched roof spaces in order to minimise its attractiveness to birds which could endanger the safe movement of aircraft and the operation of Cambridge Airport in the interests of public safety in accordance with the NPPF (2026).

**Glint and Glare Assessment**

49.No solar photovoltaic panels shall be fixed in place until the developer has completed a “Glint and Glare Assessment” for such panels which has been submitted to and approved in writing by the Local Planning Authority in consultation with Cambridge Airport. Installation, operation, and maintenance of the solar photovoltaic panels shall thereafter be in accordance with the approved “Glint and Glare Assessment”.

Reason: Cambridge Airport requires a glint and glare assessment to determine the full impact on the Air Traffic Control Tower, and aircraft operations (South Cambridgeshire Local Plan 2018 Policy TI/6).

**Health Impact Assessment**

50. Applications for reserved matters shall include a Health Impact Assessment (HIA) that demonstrates how the application, phase or development parcel supports health and wellbeing. The Health Impact Assessment should accord with the recommendations set out in paragraphs 7.333 - 7.334 of Chapter 7: Health of the Cambridge Science Park Environmental Statement Addendum, September 2026.

Reason: To ensure new development will have a positive impact on health and wellbeing. (South Cambridgeshire Local Plan 2018 Policy SC/2, Cambridge Local Plan 2018 Policy 28 and Greater Cambridge Health Impact Assessment SPD, 2025).

**INFORMATIVES**

**Cranes**

Due to the site being within 6km of Cambridge City Airport the crane operator is required to submit all crane details such as maximum height, operating radius, name and phone number of site manager along with installation and dismantling dates to the CAA Airspace Coordination and Obstacle Management Service (ACOMS) system.

For notification, please follow the link via CAA website: Crane notification | UK Civil Aviation Authority

Once crane notification has been received from the CAA, Cambridge City Airport safeguarding team will assess and issue the necessary crane permit. No cranes should operate on site until a crane permit has been issued.

Specific CAA guidance for crane lighting/marking is given in CAP1096: Guidance to crane users on the crane notification process and obstacle lighting and marking | UK Civil Aviation Authority

**Wind Turbines**

Wind Turbines can impact on the safe operation of aircraft through interference with aviation radar and/or due to their height. Any proposal that incorporates wind turbines must be assessed in more detail to determine the potential impacts on aviation interests.

This is explained further in CAST Advice Note 5, 'Renewable Energy Developments' (available at CAST Advice Notes | Civil Aviation Authority).

**Cadent Gas**

Cadent Gas Ltd own and operate the gas infrastructure within the area of your development. Prior to carrying out works, please register on www.linesearchbeforeudig.co.uk to submit details of the planned works for review, ensuring requirements are adhered to.

The original holding objection was triggered due to the presence of a High-Pressure Major Accident Hazard Pipeline (MAHP) and/or an Intermediate Pressure Pipeline and/or an Above Ground Installation.

The minimum building proximity distance (BPD) for the pipelines and associated installations is as follows:

- Specific IP BPD (3 METERS MIN)
- Specific AGI BPD (based upon the hazardous area zoning)10 METERS MIN

The building proximity distance taken from The Institution of Gas Engineers and Managers publication IGEM/TD/1 Edition 6 which is the standard applicable to steel pipelines and associated installations for high pressure gas transmission and IGEM/TD/3 Edition 5 Steel and PE pipelines for gas distribution.

**Awarded Watercourse**

The First Public Drain is an Awarded Watercourse. Under the Land Drainage Act 1991, development that involves a culvert or any impediment to flow on an Awarded Watercourse will require prior written consent from Cambridgeshire County Council as Lead Local Flood Authority. This is applicable to both permanent and temporary works. In addition, South Cambridgeshire District Council has a 5 metre byelaw strip which prevents development on this land and allows the Council to access the site to carry out any necessary work. Additional consent is required from South Cambs for works on the byelaw strip.

**Pollution Control**

Surface water and groundwater bodies are highly vulnerable to pollution and the impact of construction activities. It is essential that the risk of pollution (particularly during the construction phase) is considered and mitigated appropriately. It is important to remember

that flow within the watercourse is likely to vary by season and it could be dry at certain times throughout the year. Dry watercourses should not be overlooked as these watercourses may flow or even flood following heavy rainfall.

**Construction Surface Water Maintenance**

Prior to final handover of the development, the developer must ensure that appropriate remediation of all surface water drainage infrastructure has taken place, particularly where the permanent drainage infrastructure has been installed early in the construction phase. This may include but is not limited to jetting of all pipes, silt removal and reinstating bed levels. Developers should also ensure that watercourses have been appropriately maintained and remediated, with any obstructions to flows (such as debris, litter and fallen trees) removed, ensuring the condition of the watercourse is better than initially found. This is irrespective of the proposed method of surface water disposal, particularly if an ordinary watercourse is riparian owned.

**Public Right of Way Obstruction**

DMapI 01 Public Rights of Way must remain open and unobstructed at all times. Building materials must not be stored on Public Rights of Way and contractors vehicles must not be parked on it (it is an offence under s 137 of the Highways Act 1980 to obstruct a public Highway).

**Access**

DMapI 02 Public Rights of Way must not be used to access the development site unless the applicant is sure they have lawful authority to do so (it is an offence under S34 of the Road Traffic Act 1988 to drive on a Public Right of Way without lawful authority)

**Surface**

DMapI 03 No alteration to the Public Rights of Ways surface are permitted without our consent (it is an offence to damage the surface of a public footpath under s 1 of the Criminal Damage Act 1971).

**Boundary Maintenance**

DMapI 04 Landowners are reminded that it is their responsibility to maintain boundaries, including trees, hedges and fences adjacent to Public Rights of way, and that any transfer of land should account for any such boundaries (s154 Highways Act 1980).

**Obstruction**

DMapI 05 The granting of planning permission does not entitle a developer to obstruct a Public Right of Way (Circular 1/09 para 7.1).

**Protection of Ecosystems**

DMap 10 It is the responsibility of the Applicant to ensure that any works which may result in a material loss of established vegetation and/or damage to existing ecosystems (including potentially both habitats and protected species) within the existing public right of way or adjoining land, comply with relevant legislation and that any supplementary permits or permissions are secured prior to undertaking their public rights of way works.

**Temporary Closure of Rights of Way for works**

DMap 11 If temporary closures are required during construction work, this requires a Temporary Traffic Regulation Order (TTRO). Please apply to the Street Works Team, further information regarding this can be found on the County Councils website at https://www.cambridgeshire.gov.uk/residents/travel-roads-and-parking/roads-andpathways/highway-licences-and-permits/.

**Operational Noise**

Any noise and vibration assessment of 'Operational Noise' including mitigation/insulation scheme for all non-residential use classes (e.g. Industrial/commercial premises, mobility hub and any associated operational plant and equipment) will have due regard to and shall be in accordance with industry best practice / technical guidance including DEFRA's Noise Policy statement for England (as referenced in the NPPF, March 2012) and 'Greater Cambridge Sustainable Design and Construction Supplementary Planning Document, Adopted January 2020' – Section 3.6 Pollution - Noise Pollution (including vibration) (pages 89 -113) and appendix 8 : Further technical guidance related to noise pollution.

**Air Source Heat Pumps**

The granting of permission and or any permitted development rights for any Air Source Heat Pump (ASHP) does not indemnify any action that may be required under the Environmental Protection Act 1990 for statutory noise nuisance. Should substantiated noise complaints be received in the future regarding the operation and running of an air source heat pump and it is considered a statutory noise nuisance at neighbouring premises a noise abatement notice will be served. It is likely that noise insulation/attenuation measures such as an acoustic enclosure and/or barrier would need to be installed to the unit in order to reduce noise emissions to an acceptable level. To avoid noise complaints it is recommended that operating sound from the ASHP does not increase the existing background noise levels by more than 3dB (BS 4142 Rating Level - to effectively match the existing background noise level) at the boundary of the development site and should be free from tonal or other noticeable acoustic features.

In addition equipment such as air source heat pumps utilising fans and compressors are liable to emit more noise as the units suffer from natural aging, wear and tear. It is therefore important that the equipment is maintained/serviced satisfactorily and any defects remedied to ensure that the noise levels do not increase over time.

**General Informatives**

The applicant should have consideration of the 'Greater Cambridge Sustainable Design and Construction Supplementary Planning Document, Adopted January 2020'.

The applicant may contact The Food & Safety Team, South Cambridgeshire District Council, for advice concerning the proposed premises design/layout, Food and Occupational Safety/Welfare Regulations/requirements and Food Premises Registration, Tel No: 08450 450063.

Overall, any future detailed design matters should be in accordance with the appropriate Design Codes/SPDs published.

Guided Busway Works

Any works affecting the Guided Busway, including but not limited to new or modified

access points, pedestrian or cycle connections, and crossing facilities, will require the separate approval of the County Council's Busway Team. The granting of planning permission does not imply or confer such approval.

Works Within the Public Highway

The granting of planning permission does not authorise the applicant to carry out any works within the public highway. Separate approval and appropriate licences, permits, technical approvals and/or legal agreements may be required from the Highway Authority prior to the commencement of any works within or affecting the public highway. The applicant is advised to contact the Highway Authority at the earliest opportunity to discuss any such proposals.

GREATER CAMBRIDGE
SHARED PLANNING

# NATIONAL SCHEME OF DELEGATION
# SCHEDULE 2 APPLICATION GATEWAY ASSESSMENT FORM

**APPLICATION DETAILS:**

| Item | Details |
|---|---|
| Application Reference | **26/01902/OUT & 26/01872/OUT** |
| Site Address | Cambridge Science Park, Milton Road, Cambridge |
| Proposal Description | Outline planning application with all matters reserved for a mixed-use redevelopment of Cambridge Science Park in separate and severable components each representing severable permitted areas comprising: Flexible employment uses including research and development, office, and workspace, industrial and storage (including data) uses (Use Classes E(g), B2, B8 and sui generis), Flexible<br>Class E, Class F1 and F2, C1 (hotel) and Sui Generis (bar and hot food takeaway) uses to support the operation of the wider Science Park, Highway works, including new vehicular, cyclist and pedestrian roads and paths, and car and cycle parking facilities including mobility hubs with associated electric vehicle charging infrastructure, Landscape and public realm, including areas for sustainable urban drainage systems, biodiversity areas, outdoor play and sports facilities (Use Class F2(c)), Utility, energy, and water facilities and infrastructure, together with enabling, site clearance, demolition and associated works, including temporary meanwhile uses (this includes application ref: 26/01872/OUT). |

| | |
|---|---|
| |  |
| Applicant | Master, Fellows and Scholars of Trinity College |
| Ward | Milton & Waterbeach / East Chesterton |
| Parish/Town Council | Milton Parish |
| Application type | Outline Application |
| Case Officer | Katie Christodoulides, Principal Planner |
| Date of Assessment | 21/10/2026 |
| Nominated Officer | Philippa Kelly, Strategic Sites Manager |
| Nominated Member | Councillor Katie Porrer |

## 1. Schedule 2 Qualification:

X Major planning application (inc. 10 or more residential dwelllings/site area of more than 0.5 hectares)

☐ Section 73 application relating to a Schedule 2 permission

☐ Section 73A retrospective application

☐ Reserved Matters relating to a large outline permission

☐ Other – please specify

## 2. SUMMARY OF DEVELOPMENT PROPOSAL:

**Key Facts**

| Matter | Details |
|---|---|
| Site area | 61.6 hectares |

| | |
|---|---|
| Existing use | Science Park |
| Proposed use | Science Park-E(g), B2, B8, E, F1, F2, F2(c), C1 |
| Number of dwellings | None |
| Floorspace proposed | 771,000m² (GEA) |
| Heritage designation(s) | None on site, the Golden Hind Pub, Locally Listed building (280m) from site and the Church of St George, Chesterton-Grade II (750m) from the site. |
| Environmental designation(s) | None |
| Policy allocation status | Policy E/1 of South Cambridgeshire Local Plan |
| EIA Development | Yes |
| Major Infrastructure Implications | No |

**Officer Summary**

The two outline planning applications (cross boundary site) with all matters reserved seek consent for:

a mixed-use redevelopment of Cambridge Science Park for flexible employment uses including research and development, office, and workspace, industrial and storage (including data) uses (Use Classes E(g), B2, B8 and sui generis).

Flexible Class E, Class F1 and F2, C1 (hotel) and Sui Generis (bar and hot food takeaway) uses to support the operation of the wider Science Park, highway works and landscape and public realm works.

The development would increase the total floorspace from approximately 234,846 m² (GEA) to a maximum of 771,000 m² (GEA), while ensuring buildings occupy no more than half the total site area.

The site lies within Policy E/1 New Employment Provision near Cambridge-Cambridge Science Park. The proposals are in accordance with the plan.

The principal planning issues include:

- The proposed floorspace to be allowed through the Outline
- Densification and resultant scale and massing of future development
- Impact on Cambridge skyline and designated heritage assets
- Landscape and visual impact
- Biodiversity impact and BNG
- Foul water impact
- Transport impacts
- Mitigation approaches to address transport matters, drainage and biodiversity net gain

The following objections remain outstanding at the time of drafting this report.

- Anglian Water have raised objections on foul water flows from the development.

- National Highways are not in a position to support the application currently.
- Active Travel England have objected and requested a further response to their comments.
- Milton Parish Council have objected on the increase in parking, impact to Milton, height of buildings, water supply and biodiversity net gain being off site.

## 3. CRITERION A ASSESSMENT:

**Does the application raise an economic, social or environmental issue of significance to the local area?**

**Economic Significance:**

| Consideration | Assessment |
|---|---|
| Employment creation/loss | Deliver 16,360 - 23,770 additional jobs on site within a 25-to-30-year programme. Contribute to the supply of R&D, office and lab floorspace in the Cambridge Cluster. |
| Impact on local economy | Increase floorspace from approx. 234,846m² (GEA) to 771,000m² (GEA). Includes an Employment and Skills Strategy. |
| Strategic investment implications | Cambridge Science Park currently generates £972 million of GVA per annum (6% of the Greater Cambridge total) with an average GVA per worker of £139,000, more than double the regional average. Life Science businesses generate £231,000 GVA per worker. The proposed development would more than triple this output (Planning Statement, paragraph 10.8). |
| Impact on town/village centres | None known. |
| Impact on business land supply | None known. |

**Officer Commentary**

The scale of redevelopment and the anticipated increase in employment floorspace and jobs are significant to Greater Cambridge's economic future.  Cambridge Science Park is an established component of the Cambridge Cluster, and its intensification is supported in principle by Local Plan Policies SS/4 and E/1.  The scale and duration of the proposed transformation make its economic implications significant locally.

**Social Significance:**

| Consideration | Assessment |
|---|---|
| Housing delivery significance | None. |
| Affordable housing implications | None. |
| Community facilities/services | New publicly accessible park, new and improved connections to the guided busway and extended and improved internal path network. Community uses childcare, food and beverage, |

| | |
|---|---|
| | indoor sports and fitness, co-working space, community facilities. |
| Health and wellbeing impacts | Provision of space for people to meet and which fosters social interaction and ideas exchange, formal play, sports provision, natural swimming and science themed public art. |
| Impact on community cohesion | Creating an enhanced central park, supported by a network of green spaces and opening the park to the city for people to enjoy and use. |

**Officer Commentary**

The proposal would change how the Science Park relates to the surrounding area through improved public access, movement connections, public realm and community-supporting uses. These changes have implications for the site's relationship with nearby communities and the wider city, beyond the needs of the businesses operating within the Science Park. The social implications are considered to be locally significant.

**Environmental Significance:**

| Consideration | Assessment |
|---|---|
| Climate change implications | BREEAM 'Excellent', UK Net Zero Carbon Standards |
| Biodiversity impacts | BNG gain on site and off site to meet uplift ambitions |
| Landscape/townscape effects | The proposed development would introduce notable change to the landscape and visual impact of the area. Delivery of landscape character areas on site. |
| Heritage impacts | Degree of harm to nearby designated heritage assets and non-designated assets identified. No archaeological impacts identified. |
| Flood risk considerations | Yes AW have raised foul water capacity issues. |

**Officer Commentary**

The redevelopment would materially change the building heights, its relationship with Cambridge's skyline and wider landscape character setting. These are locally important considerations in their own right. The EIA, Parameter Plans and Design Code provide the framework for assessing, controlling and mitigating the effects. That work informs the assessment of the acceptability of the proposals, but does not remove the underlying significance of environmental issues. The environmental implications are considered to be locally significant.

**Overall Criterion A Conclusion**

☐ Criterion A NOT met

☐ Criterion A MAY be met

X **Criterion A clearly met**

**Reasons**

The scale and nature of the proposed development raises significant economic and social issues, alongside significant environmental effects to the local area. These include the future of a strategically important employment site within the Cambridge Cluster, the transformation of the site through increased scale and massing and resultant intensification of floorspace, more open relationship with the wider city, and opportunities to improve public access, connectivity and community provision.

## 4. Criterion B Assessment

**Does the application raise a significant planning matter having regard to the Development Plan and other material considerations?**

**Development Plan Considerations**

| Factor | Assessment |
|---|---|
| Departure from Development Plan | No |
| Departure from Site Allocation | No |
| Conflict with Strategic Policies | No |
| Conflict with Neighbourhood Plan | No |

**Material Considerations**

| Matter | Significance |
|---|---|
| Highways | Medium |
| Flooding | Low |
| Design | Medium |
| Heritage | Medium |
| Ecology | Low |
| Landscape | Low |
| Amenity | Low |
| Other | N/A |

**Statutory Consultation Issues**

| Consultee | Objection Outstanding? |
|---|---|
| Highways Authority | No |
| Environment Agency | No |
| Historic England | No |

| | |
|---|---|
| Lead Local Flood Authority | Yes - can be resolved |
| Other | Anglian Water (non statutory) – can potentially be resolved by condition and agreement with AW and the applicant |
| | National Highways – objection – can potentially be resolved |
| | Milton Parish Council - objection can be addressed. |

**Officer Commentary**

The Local Plan supports appropriate proposals for employment development and redevelopment on Cambridge Science Park. The proposal accords with design, sustainability, ecology, landscape, flood risk and drainage requirements. The application does not involve a substantial departure from policy or a novel planning issue.

Notwithstanding that foul water and transport impacts can potentially be mitigated by planning conditions and legal agreement, the objection from Anglian Water is considered to be a significant planning matter which remains unresolved.

**Overall Criterion B Conclusion**

☐ Criterion B NOT met

☐ Criterion B MAY be met

**(Y) Criterion B clearly met**

**Reasons**

The proposal is consistent with the Development Plan, including the allocation of Cambridge Science Park for employment development and policies supporting the intensification of floorspace. The principal planning considerations have been assessed through the application and associated technical work.

Some matters remain outstanding, including foul-water capacity, transport and drainage, which are anticipated to be capable of resolution through further information, mitigation, conditions and/or planning obligations, as appropriate. The Government guidance indicates that proposals broadly complying with relevant site allocations and planning policies are unlikely to raise a significant planning matter. However, the objection from Anglian Water is considered to be significant planning matter which has not been resolved.

## 5. Gateway Recommendation

**Officer View**

☐ Neither Criterion A nor B met

☐ Criterion A met

☐ Criterion B met

(Y) **Both Criteria met**

## 7. Nominated Officer and Nominated Member Decision

X **Refer to Planning Committee**

☐ Delegate to Officers

Date of Gateway Panel Meeting:

21 October 2026

**Notes for Assessors**

- The presumption under the National Scheme of Delegation is **officer determination of Schedule 2 applications**, with referral occurring only in exceptional circumstances.
- The number of objections received is **not, by itself, a reason for referral**.
- The assessment should focus on the **significance** of the issue rather than the popularity or controversy of the proposal.

For criteria A significance, ***Note****: The statutory guidance states that significance will vary according to local circumstances and should be assessed on a case-by-case basis. Examples may include major allocated developments, significant community facilities, or notable heritage assets.*

- **For criteria B significance,** Government guidance advises that significant planning matters are unlikely where a proposal broadly complies with an adopted allocation and relevant planning policies unless new material considerations arise.
- This written record should be retained explaining how the gateway tests were applied.

# 26/02816/FUL – 50-55 William James House, Cowley Road, Cambridge, Cambridgeshire, CB4 0WX

## Application details

**Report to**: Joint Development Management Committee

**Lead Officer:** Joint Director of Planning and Economic Development

**Ward/parish:** East Chesterton

**Proposal:** Demolition of existing buildings/hardstanding and erection of commercial building(s) (use classes E(g)(ii), E(g)(iii), B2 and B8 to be applied flexibly) with associated substation, servicing, access, parking, landscaping and associated infrastructure works.

**Applicant: Realis** Cowley PropCo Limited

**Presenting officer:** Janine Richardson

**Member site visit date:** N/A

**Key issues:** 1. Proposed flexible commercial uses

2. Water usage and foul water discharge

**Recommendation:** Approve the application subject to:

(i) The planning conditions as set out in Section 24 of this report, with delegated authority to officers to carry through amendments to those conditions (including additional/revised conditions as appropriate and necessary)

(ii) The prior completion of a Section 106 Agreement under the Town and Country Planning Act 1990 by **18 February 2027**, with delegated authority to officers to negotiate, settle and complete such an Agreement as referenced in the Heads of Terms within this report, including any other planning obligations considered acceptable and necessary to make the development acceptable in planning terms. If the Section 106 agreement is not completed by this date, then delegated authority shall be given to officers to either refuse the Applications based on a lack of secured mitigation contrary to the adopted Local Plans, or to agree any such extended period for completion of the agreement as appropriate.

## 1. Reason for Referral

**Reason for referral to Planning Committee:**

1.1 This is a Schedule 2 application under the Town and Country Planning (Discharge of Local Planning Authority Functions) (England) Regulations 2026. It is referred to planning committee for determination in accordance with the decision of the Planning Committee Gateway Panel held on 21 October 2026. At that meeting, the Nominated Member and Officer agreed the Gateway Test is engaged because it raised issues of economic, social or environmental significance to the local areas / significant planning matters having regard to the development plan and any other material considerations. A copy of the Gateway Meeting assessment form is included as **Appendix 1** to this report.

---

## Artificial Intelligence (AI)

AI may have been used as an administrative tool to assist in the drafting and formatting of this report. It has not been used to assess the planning merits of the application or to exercise professional planning judgement. The analysis, conclusions and recommendation are those of the case officer.

---

## Report contents


| Document section | Document heading |
|---|---|
| 1 | Reason for referral |
| 2 | Executive summary |
| 3 | Site description and context |
| 4 | The proposal |
| 5 | Relevant site history |

| | |
|---|---|
| 6 | Policy |
| 7 | Consultations |
| 8 | Third party representations |
| 9 | Member representations |
| 10 | Local groups / petition |
| 11 | Planning background |
| 12 | Assessment |
| 13 | Principle of development |
| 14 | Design, layout, scale and landscaping |
| 15 | Trees |
| 16 | Carbon reduction and sustainable design |
| 17 | Biodiversity |
| 18 | Water management and flood risk |
| 19 | Highway safety and transport |
| 20 | Other matters |
| 21 | Planning obligations (s106) |
| 22 | Planning balance |
| 23 | Recommendation |
| 24 | Planning conditions |
| Appendix 1 | Gateway Meeting assessment form |
| Appendix 2 | Policy Glossary |

**Table 1** - Contents of report

## 2. Executive summary

2.1 The full planning application seeks demolition of the existing buildings on site and to replace them with a flexible commercial building comprising 4 units.

2.2 The proposal follows an earlier consent for a four-storey office building granted in 2020, which has since lapsed.

2.3 The principle of development is supported by both the adopted Cambridge Local Plan and the emerging Greater Cambridge Local Plan, which promote employment-led development in this location. The scheme would deliver modern commercial premises in a highly sustainable location, supporting business growth, investment, employment opportunities and the continued development of North East Cambridge as an innovation and employment hub.

2.4 The proposed layout, scale, massing and architectural design are considered high quality and appropriate to the industrial character of Cowley Road. The development would retain key street trees, introduce new landscaping and public realm improvements, deliver over 40%

biodiversity net gain, and incorporate significant sustainability measures including photovoltaic panels, air source heat pumps, rainwater harvesting, and ambitious BREEAM and Energy Performance Certificate (EPC) targets.

2.5 The submitted technical assessments demonstrate that the proposal would not result in unacceptable impacts in respect of highway safety, transport, flooding, drainage, ecology, trees, amenity, contamination, air quality, noise or lighting, subject to conditions. The scheme promotes sustainable travel through reduced car parking provision, significant cycle parking, and travel plan measures.

2.6 The principal issue identified relates to foul water treatment capacity at Cambridge Water Recycling Centre. While officers acknowledge Anglian Water's concerns regarding wider wastewater infrastructure constraints, the additional foul water generated by the development is considered modest and unlikely to result in significant environmental harm. Consequently, this matter attracts only limited weight against the proposal.

2.7 The development would deliver substantial economic, environmental and placemaking benefits, including new employment opportunities, investment in the local economy, high-quality design, biodiversity enhancement, sustainable transport measures and support for the regeneration of the wider area.

2.8 On balance, these benefits significantly outweigh the limited identified harm. Officers therefore conclude that the proposal represents sustainable development, accords with the Development Plan and the NPPF 2026, and recommend that planning permission be granted.

2.9 Officers recommend that the Planning Committee **approve** the application subject to the planning conditions as set out in Section 24 of this report, and the prior completion of a Section 106 Agreement.

| **Consultee** | **Object / No objection / No comment** | **Paragraph Reference** |
|---|---|---|
| Anglian Water | Objection | 7.5 |

| | | |
|---|---|---|
| Cadent Gas | No objection | 7.8 |
| Cambridge Water | No comment received | 7.9 |
| Cambridgeshire Constabulary | No objection | 7.10 |
| County Archaeology | No objection | 7.11 |
| County Transport Assessment Team | No objection | 7.13 |
| County Minerals and Waste | No response received | 7.14 |
| East West Rail | No objection | 7.15 |
| Ecology Officer | No objection | 7.17 |
| Environment Agency | No comment | 7.20 |
| Environmental Health | No objection | 7.21 |
| Fire and Rescue Service | No comments received | 7.28 |
| Landscape Officer | No objection | 7.29 |
| Lead Local Flood Authority (LLFA) | No objection | 7.30 |
| Local Highways Authority | No objection | 7.32 |
| Public Art Advisory Service | No objection | 7.33 |
| Sustainability Officer | No objection | 7.34 |
| Tree Officer | No objection | 7.36 |

| | | |
|---|---|---|
| Urban Design | No objection | 7.37 |
| Waste – Shared Service | No objection | 7.38 |

**Table 2** - Consultee summary

## 3. Site description and context

3.1 The application site is located approximately 3.5 kilometres northeast of Cambridge City Centre within the established Cowley Road Industrial Estate, with surrounding land uses comprising a variety of commercial, industrial, leisure and infrastructure operations. The immediate surrounding area is made up of a mixture of office and industrial use buildings.

3.2 The site comprises of previously developed land of approximately 1.21 hectares. Currently on site is a large office unit 'William James House' an existing 3 storey building and a smaller industrial unit, which extends east-west to the southwest corner of the site. The northern part of the site is used for open external storage of vehicles and materials associated with the principal use of the site as a joinery company.

3.3 The access to the site is via Cowley Road which provides direct access to Milton Road and the A14.

3.4 The site backs onto a ditch / watercourse (the First Public Drain) to the north-west of the site. The watercourse has mature hedgerow planting alongside both banks of the watercourse. Further to the north and west of the site is the Anglian Water Wastewater Treatment Works (WWTW) site. To the south of the WWTW and to the west of the site is the City Council owned Cambridge Golf Driving Range.

3.5 Immediately adjacent and to the north of the site is an industrial unit and the recently upgraded Cambridge City Council depot. To the east and south-east on the opposite side of Cowley Road is the Stagecoach depot site. Further to the east is the Cambridge Ely rail line and sidings. Immediately to the south is the Veolia waste transfer station and the Cambridge North Railway Station is located approximately 600 metres to the south.

3.6 The site is not within a conservation area or within proximity of a listed building or heritage asset. It is outside a controlled parking zone. There are no tree preservation orders within or adjacent to the site, but it is noted that there is a substantial hedge / tree belt along the western edge

associated with the First Public Drain that forms the boundary to the golf driving range.

3.7 The site is within an area very low risk of fluvial flooding and some risk from surface water flooding (the central section of the site) as identified by the latest Environment Agency flood risk mapping.

3.8 The site lies within the odour risk area for the neighbouring WWTW.

## 4. The proposal

4.1 The proposal is for the demolition of existing buildings / hardstanding and erection of commercial buildings falling flexibly within use classes:

- E(g)(i) Office
- E(g)(ii) Research and development of products or processes
  E(g)(iii) Industrial processes
- B2 General industrial
- B8 Storage or distribution

4.2 The existing buildings have a gross internal floorspace of 3,882sqm. The proposed building would have a gross internal floorspace of 7,159sqm. This would result in a net additional gross internal floorspace of 3,277sqm.

4.3 The proposed building would comprise 4 units each with a forecourt area for access, cycle and car parking. At the west end of the site, visitor car parking and covered secured cycle parking is proposed. A substation and landscaped area comprising SuDs, amenity space and biodiversity enhancement is proposed to the west of the building.

4.4 Access and egress to the site is from existing accesses on Cowley Road.

4.5 Additional information has been submitted to address initial concerns raised by the Lead Local Flood Authority, the County Council Transport Assessment Team, Health Impact Assessment, Public Art and Anglian Water. Further consultations have been carried out as appropriate.

## 5. Relevant site history

| Reference | Description | Outcome |
|---|---|---|
| **18/1782/FUL** | Four storey office development (B1 use) with associated car and bicycle parking, plant room, sub station and landscaping. | Approved 02.07.2020 |

| | | |
|---|---|---|
| **16/2058/FUL** | Three storey office development (B1 use). | Approved 03.05.2018 |

**Table 3** - Relevant site history

# 6. Policy

## 6.1 National policy

National Planning Policy Framework 2026

National Planning Practice Guidance

National Design Guide 2021

Circular 11/95 (Conditions, Annex A)

EIA Directives and Regulations - European Union legislation with regard to environmental assessment and the UK's planning regime remains unchanged despite it leaving the European Union on 31 January 2020

Conservation of Habitats and Species Regulations 2017

Environment Act 2021

ODPM Circular 06/2005 – Protected Species

Equalities Act 2010

## 6.2 Greater Cambridge Local Plan 2024-2045 (Regulation 19 Proposed Submission)

The Proposed Submission Greater Cambridge Local Plan represents the latest stage of preparing a new joint Local Plan for Greater Cambridge. Once it is adopted, it will become the statutory development plan for the Greater Cambridge area, replacing the current (adopted) Local Plans for Cambridge City and South Cambridgeshire District.

The Proposed Submission Local Plan was published for public consultation (under Regulation 19 of The Town and Country Planning (Local Planning) (England) Regulations 2012) between 3 August and 25 September 2026.

The NPPF (2026) advises that development plan policies (or parts of those policies) which are materially inconsistent with national decision-making policies in this Framework should be given very limited weight. Policy DM4

advises that local planning authorities may give weight to relevant policies in emerging plans according to several factors.

Therefore, at this stage, the Proposed Submission Local Plan and its policies can only be afforded limited weight as a material consideration in decision making.

Submission of the Local Plan to the Secretary of State is anticipated by the end of December 2026.

6.3 **Cambridge Local Plan (2018)**

Policy 1: The presumption in favour of sustainable development
Policy 2: Spatial strategy for the location of employment development
Policy 5: Strategic transport infrastructure
Policy 8: Setting of the city
Policy 14: Areas of major change and opportunity areas – general principles
Policy 15: Cambridge Northern Fringe East and new railway Station Area of Major Change
Policy 28: Carbon reduction, community energy networks, sustainable design and construction, and water use
Policy 29: Renewable and low carbon energy generation
Policy 31: Integrated water management and the water cycle
Policy 32: Flood risk
Policy 33: Contaminated land
Policy 34: Light pollution control
Policy 35: Protection of human health from noise and vibration
Policy 36: Air quality, odour and dust
Policy 40: Development and expansion of business space
Policy 41: Protection of business space
Policy 42: Connecting new developments to digital infrastructure
Policy 55: Responding to context
Policy 56: Creating successful places
Policy 57: Designing new buildings
Policy 59: Designing landscape and the public realm
Policy 60: Tall buildings and the skyline in Cambridge
Policy 69: Protection of sites of biodiversity and geodiversity importance
Policy 70: Protection of priority species and habitats
Policy 71: Trees
Policy 80: Supporting sustainable access to development
Policy 81: Mitigating the transport impact of development
Policy 82: Parking management
Policy 85: Infrastructure delivery, planning obligations and the Community Infrastructure Levy

6.4 **Cambridgeshire and Peterborough Minerals and Waste Local Plan (2021)**

Policy 5: Mineral Safeguarding Areas (MSAS)
Policy 16: Consultation Areas (CAS)

6.5 **Neighbourhood plan**

None

6.6 **Supplementary Planning Documents (SPD)**

Greater Cambridge Health Impact Assessment – Adopted April 2025
Greater Cambridge Planning Obligations SPD – Adopted April 2026
Biodiversity SPD – Adopted February 2022
Sustainable Design and Construction SPD – Adopted January 2020
Cambridgeshire Flood and Water SPD – Adopted November 2016

6.7 **Other guidance**

Biodiversity Checklist for Land Use Planners in Cambridgeshire and Peterborough (2001).
Cambridge and Milton Surface Water Management Plan (2011)
Cambridge and South Cambridgeshire Level 1 Strategic Flood Risk Assessment (2010)

## 7. Consultations

7.1 **Publicity**

7.2 Neighbour letters – Yes

7.3 Site Notice – Yes

7.4 Press Notice – Yes. Major application.

**Anglian Water Services- Objection**

7.5 The applicant's foul drainage strategy indicates that the proposed development would result in only a marginal increase in foul water discharge compared with the existing use. However, the key issue is not the magnitude of the increase, but it is whether the receiving Water Recycling Centre (WRC) has sufficient capacity to accommodate any additional foul flows arising from the development.

7.6 The receiving wastewater infrastructure currently has insufficient capacity to accommodate additional flow without an unacceptable risk to the environment and existing customers. Consequently, Anglian Water must consider the cumulative impact of all additional flows entering the wastewater system, regardless of whether the increase arising from an individual development is relatively small.

7.7 Whilst the redevelopment of previously developed land and the efficient use of existing employment sites is supported in principle, our previous objection remains due to the lack of capacity at Cambridge WRC.

**Cadent Gas- No objection**

7.8 Cadent Gas own and operate medium and low pressure assets in close proximity to the proposal site. Cadent may have a Deed of Easement on the pipeline, which prevents change to existing ground levels, storage of materials and the erection of permanent/temporary buildings. An Informative Note has been recommended.

**Cambridge Water – No objection**

7.9 No comment received.

**Cambridgeshire Constabulary (Designing Out Crime Officer)- No objection**

7.10 Detailed advice given on Secure by Design security and standards. Advice on lighting design, secure cycle parking, car parking and theft during construction phases.

**County Archaeology- No objection**

7.11 The site is located within an area of known archaeological potential, including a significant Roman settlement, in the north east of the city of Cambridge. The preservation of these remains is uncertain due to the relatively high density of development in the area. Medieval and post medieval agricultural systems have been found to the south of the proposed development and Iron age and Roman remains to the south west.

7.12 The site should be subject to a programme of archaeological investigation to safeguard archaeological assets from impacts associated with the development scheme. No demolition/development shall take place until archaeological work has been completed.

**County Transport Assessment Team – No objection**

7.13 No objection subject to a Travel Plan and Travel Welcome Packs. The development relies on low car parking ratios to achieve low car driver mode share. As a result of this the number of pedestrian, cycle and bus trip to the area will increase significantly. In order to achieve these sustainable mode shares strategic transport improvements are proposed in this area, such as the Waterbeach Greenway scheme, which improve sustainable transport links to this site. A contribution towards Active Travel improvements of £180,063 will be required, secured through a S106.

**County Minerals and Waste – No objection**

7.14 No comments received.

**East West Rail (EWR Co)- No objection**

7.15 Under the updated Safeguarding Directions that were adopted on 30th June 2026, relevant local planning authorities must consult EWR Co on planning applications where any of the land falls within the safeguarded area to ensure that the planned route of EWR is protected from conflicting development.

7.16 EWR Co note that the application will not have adverse impacts on the delivery of the railway.

**Ecology Officer- No objection**

7.17 The principal ecological constraint is the First Public Drain City Wildlife Site adjacent to the north-western boundary of the site. The ditch and scrub provide foraging and commuting habitat for water vole, otter and bats.

7.18 Due to the hydrological connection to the First Public Drain City Wildlife Site, River Cam County Wildlife Site and downstream designated sites, a Construction Ecological Management Plan (CEMP) should be secured.

7.19 The proposed Biodiversity Net Gain (BNG) is considered acceptable. Recommend the statutory biodiversity net gain condition and conditions to secure ecology works and mitigation measures.

**Environment Agency- No comment**

7.20 No comments as application falls outside consultation requirements.

**Environmental Health- No objection**

7.21 Contaminated Land – The Phase 1 Desk Study and the preliminary conceptual site model and risk assessment are considered acceptable. Conditions recommended.

7.22 Air quality Assessment – The proposed development will not have adverse impacts on local air quality as a result of trip generation to and from the site. Further information is required on the final EV charge point scheme.

7.23 Demolition and Construction Dust – The Air Quality Assessment submitted is viewed as robust and satisfactory. A Dust Management Plan must be provided prior to the commencement of development.

7.24 Demolition and Construction Noise and Disturbance – Recommend conditions for demolition and construction hours and noise and vibration from piling.

7.25 Operational Noise – Mechanical Plant – Recommend condition requiring the submission of a bespoke noise assessment which will come into effect when more is known about the future occupiers and their individual requirements.

7.26 Odour – Recognise that whilst we do not agree with the results of the TRC Odour Assessment, we do agree with the conclusions it presents in so far as no odour specific mitigation is required.

7.27 Artificial Lighting –Agree that the development is in an area that is low risk and that the lighting / illuminance thresholds provided in ‘Guidance Notes for the Reduction of Obtrusive Light’ will be achieved.

**Fire and Rescue Service – No objection**

7.28 No comment received

**Landscape Officer- No objection**

7.29 Supports the proposals, noting that it will be a qualitative improvement to the existing situation. Due to a constructive and collaborative preapplication process, any issues have been resolved successfully.

Recommend conditions for hard, soft landscape and tree pit details, and a landscape maintenance and management plan.

**Lead Local Flood Authority (LLFA)- No objection**

7.30 Agree that surface water from the proposed development can be managed through the use of tanked permeable paving, attenuation tanks and attenuation basin before discharging via flow control at 1.6l/s into the First Public Drain adjacent to the site. The Applicant has provided a surface water maintenance plan which outlines maintenance requirements, frequencies and adoption details of all surface water drainage features on site.

7.31 Conditions recommended for preventing the increased risk of flooding, improving and protecting water quality, and improving habitat and amenity.

**Local Highways Authority- No objection**

7.32 Given Cowley Business Park is a private street, no significant adverse effect upon the Public Highway should result from this proposal.

**Public Art Advisory Service- No objection**

7.33 The submitted Public Art Strategy successfully aligns with local architectural character by proposing integrated façade lettering and a competitive commissioning process. Should include community consultation to shape the art works identity. Recommend condition for a Public Art Delivery Plan (PADP).

**Sustainability Officer- No objection**

7.34 The development will allow for a 34.49% of energy savings and a total carbon reduction of 30.73% because of the use of renewable and low-carbon technologies, including passive energy efficiency measures, an estimated 660 photovoltaic (PV) panels and air source heat pumps (ASHPs). Consequently, the proposal will achieve a minimum BREEAM Excellent and EPC A rating.

7.35 To effectively monitor water consumption, it is expected that the development will incorporate rainwater harvesting and pulsed water meters will be installed on the mains water supply. Conditions recommended.

**Tree Officer**

7.36 Welcome the protection methods advocated for retained vegetation and the scheme of substantial new tree planting. Recognise that the presence of retained trees, along with the advised new tree plantings, means there is a potential risk of future issues relating to indirect damage. Support the application subject to conditions.

**Urban Design- No objection**

7.37 The approach to layout and movement is supported by Urban Design. Also welcome the approach to scale, massing and appearance in this context as a positive contribution to the character of the industrial Cowley Road area. The functional design needs of the scheme have been well integrated and is therefore supported in design terms. Conditions recommended.

**Waste Shared Service- No objection**

7.38 Guidance offered to ensure that waste storage areas comply with standard requirements. Safe and legal disposal arrangements should be made for bulky items because these cannot be disposed of in regular scheduled bin collections.

**Joint Development Control Committee pre-application briefing of 15 July 2026**

7.39 A developer led briefing was given to the Joint Development Management Committee on 15 July 2025.

7.40 Members raised questions relating to the circular economy, trip budget, photovoltaics, design and colour, cooling, height of building, vehicle tracking, odour impact zone, roofscape and type of employment.

## 8. Third party representations

8.1 No representations have been received.

## 9. Member Representations

9.1 None received

## 10. Local Groups / Petition

10.1 None received

10.2 The above representations are a summary of the comments that have been received. Full details of the representations are available on the Council's website.

## 11. Planning background

11.1 Planning permission was granted for a four-storey office development (Use Class B1) with associated car and bicycle parking, plantroom, substation and landscaping in July 2020 (reference 18/1782/FUL). This permission has not been implemented and lapsed in 2023. The permission established a precedent for buildings up to 16m in height with plant room extending up to 18m.

## 12. Assessment

12.1 From the consultation responses and representations received and from an inspection of the site and the surroundings, the issues are:

- Principle of development
- Design and landscape
- Trees
- Carbon reduction and sustainable design
- Biodiversity
- Water management and flood risk
- Highway safety and transport impacts
- Other matters
- Planning obligations
- Planning balance
- Recommendation
- Planning conditions

## 13. Principle of Development

13.1 The site falls wholly within Cambridge City Council jurisdiction, and the relevant adopted development plans are the Cambridge Local Plan 2018 (CLP) and Cambridgeshire and Peterborough Minerals and Waste Local Plan (2021).

13.2 Policy 15 of the CLP identifies the 'Cambridge Northern Fringe and new railway station' as an area of major change. This designates the area for

‘high quality’ mixed-use development primarily for uses such as B1 (now Use Class E), B2 and B8 as well as supporting uses such as commercial, retail, leisure and residential uses (subject to acceptable environmental conditions).

13.3 The emerging policy within the draft Joint Local Plan, North East Cambridge policy S/AMC/NEC: North East Cambridge Area of Major Change requires proposals to support the development of a thriving, well-connected, mixed use innovation district. The important contribution of existing Light industrial, Mid-Tech, Storage and Distributions (E(g)(iii), B2, B8) uses to the economies of the innovation district are recognised. The policy seeks to retain and strengthen these uses with particular support for mid-tech provision that complements and supports research, prototyping, engineering, servicing, logistics and operational activities. Whilst this draft policy can be given limited weight at this time, the proposal is in accordance with this approach.

13.4 The proposals for commercial building(s) (use classes E(g)(ii), E(g)(iii), B2 and B8 to be applied flexibly) are in line with the current Local Plan and the ambitions of the new draft Joint Local Plan.

13.5 The new NPPF (2026) decision making policy E2: Meeting the need for business land and premises, gives substantial weight to a) the economic benefits of proposals for commercial development which allow businesses to invest, expand and / or adapt, especially where this would support the economic vision and strategy for the area.

13.6 NPPF decision making policy S4: Principle of development within settlements, requires development within settlements to be approved unless the benefits of doing so would be substantially outweighed by any adverse effects when assessed against the national decision-making policies in the Framework.

13.7 The proposed development will make effective use of land in a sustainable location in accordance with Policy TR3: Locating development in sustainable locations of the NPPF 2026.

13.8 In principle the redevelopment of the site for the proposed uses is therefore considered acceptable in accordance with Cambridge Local Plan policy 15 and the NPPF (2026).

## 14. Design and Landscape

### Layout and movement

14.1 The approach to the proposed site layout has been largely driven by the concept for a series of industrial ‘yards’ behind the existing belt of street trees along the south-eastern boundary, presenting clusters of commercial activity onto Cowley Road. The buildings have been pushed towards the rear of the site with an easement of a minimum of 2m from the western site boundary and existing trees, allowing for generous and multifunctional yards to the front of the site to accommodate pedestrian access, servicing, operational vehicle movements and cycle and car parking provision.

14.2 Four points of pedestrian access from Cowley Road to the reception area of each of the units intercept the internal one-way access road. The submitted landscape strategy plan shows pedestrian footpaths delineated from the carriageway with resin bonded paving to help prioritise footpath pedestrian movement. The proposed hard and soft landscaping details will be important for ensuring pedestrian and cyclist safety. **Condition 24: Hard and Soft Landscaping** is recommended to ensure that this is appropriate.

14.3 All unit entrances have been located to the front of the buildings in clearly legible locations, creating a positive sense of arrival. First floor office spaces have also been located to the front of the units to create a greater sense of activity and overlooking onto the yards and Cowley Road. An outdoor amenity space with an integrated SuDS feature is proposed to the south of the site and benefits from a level of surveillance from the ground floor reception space of unit A.

14.4 Each unit has a dedicated bin store integrated within the curtilage of each unit, easily accessed by the refuse vehicles from their respective yards. The unit plot ownership is reinforced through the choice of cladding, which matches that of the unit it belongs to.

14.5 The functional design needs of the scheme have been well integrated and the holistic approach to cycle parking, car parking and servicing is therefore supported in design terms.

14.6 Overall, the approach to layout and movement, underpinned by a strong place-responsive concept in a highly constrained site, is supported by Officers.

**Scale, massing and appearance**

14.7 The proposed scale and massing of the units is consistent with the industrial character of buildings in the surrounding context. The height of the units is up to approximately 19 metres. The approved 2018 scheme allowed for an office building height of approximately 16 metres with the height of the plantroom roof of 18m.

14.8 The massing of proposed warehouse units is broken down by an articulated pitched roof form created by the parapets that conceal the portal frame profile. The roof form has been utilised to provide south-facing PVs, and roof lights have been introduced to provide natural daylight within deep building footprints. The consistent rhythm of openings on the first floor contribute to the active interface onto Cowley Road with brise soleil providing shade for west-facing spaces and adding interest to this principal elevation. The proposed elevations include indicative tenant signage zones which will help to ensure that the consistency in the signage approach and the overall quality and balance of the principal building elevation are maintained in the long-term.

14.9 The proposed material palette is simple and well-coordinated, with robust and uniform material treatment proposed for the ground floor elevations and a contrasting selection of colours above helping to break down the length of the building footprint and giving each unit an identity of its own. **Condition 27: Design details and materials**, and **Condition 28: Sample panel** are recommended to secure further material details; these should include the provision of a design details document and a materials schedule to ensure the that the high quality of the proposed scheme is delivered.

14.10 As such, Officers consider the approach to scale, massing and appearance to be acceptable in this context and that the proposals will have a positive contribution to the character of the Cowley Road Industrial Estate. The design approach will establish an expectation of the quality for future redevelopment of plots in the Industrial Estate and could act as a catalyst for future wider regeneration of the area. Such an approach is in line with the future aspirations for this part of Cowley Road as set out in the current Local Plan and draft Greater Cambridge Local Plan.

**Landscaping**

14.11 The proposed landscaping has been designed to reinforce the character of Cowley Road with retention and enhancement of the existing trees on site, particularly along the Cowley Road frontage. The proposed

landscape strategy includes areas of ornamental planting comprising a mix of drought-tolerant species, perennials and ornamental grasses.

14.12 To the southern boundary a semi-natural landscape edge is proposed incorporating wildflower grassland, native planting and additional tree planting that reflects the character of the Cowley Road frontage. An outdoor amenity space is proposed within this landscaped area.

14.13 The Council's Landscape Officer supports the landscape proposals which have come about through a constructive and collaborative pre-application process. **Condition 26: Landscape Management and Maintenance Plan** is recommended to ensure the long-term care of the landscape is achieved.

14.14 Overall, the proposed development is a high-quality design that would contribute positively to its surroundings and be appropriately landscaped. The proposal is compliant with policies 55, 56, 57, 58 and 59 of the Local Plan and the NPPF.

## 15. Trees

15.1 The application is accompanied by an Arboricultural Impact Assessment (AIA) and a tree protection plan (TPP).

15.2 There are existing trees along the front of the site to Cowley Road which are to be retained.

15.3 The Council's Tree Officer has advised that the application documents would establish the protection methods advocated for retained vegetation. Trees T001 and T006 (both Category C trees) are to be removed which is considered acceptable due to the compensatory tree planting proposed.

15.4 Subject to **Condition 34: Tree Site meeting, Condition 35:Tree protection implementation, Condition 36: Foundation design and Condition 25: Hard and Soft Landscaping**, the proposal would accord with policies 59 and 71 of the Local Plan and the NPPF.

## 16. Carbon reduction and sustainable design

16.1 The application is supported by a Planning Statement, Energy and Sustainability Statement and a Design and Access Statement. These documents outline the proposed approach to sustainable Design and Construction.

16.2 The development will incorporate renewable and low-carbon technologies as a key component of its Energy and Sustainability strategy. The detailed Energy and Sustainability Statement confirms that the recommended sustainability features for the development, resulting from a dynamic energy model, will allow for a 34.49% of energy savings, and a total carbon reduction of 30.73%. This will be achieved by using passive energy efficiency measures, the installing approximately 660 photovoltaic (PV) panels across the roofs of the proposed buildings and air source heat pumps (ASHPs) will provide heating and cooling to the office accommodation.

16.3 The development will achieve a minimum BREEAM Excellent and Energy Performance Certificate (EPC) A rating. It will target achieving an EPC A+ rating and BREEAM Outstanding accreditation, which would exceed the minimum sustainability standards required by Policy 28 of the Cambridge Local Plan and the draft Greater Cambridge Local Plan regulation 19 policy CC/WE, but will be subject to the final use of the building. **Condition 15: BREEAM Design Stage** and **Condition 16: BREEAM Post construction certificate** are recommended to ensure this compliance.

16.4 In addition, the development is targeting the achievement of 5 Wat 01 credits with the inclusion of rainwater harvesting. It is anticipated that pulsed water meters will be installed on the mains water supply, to effectively monitor water consumption. **Condition 17: Rainwater harvesting, Condition 18: Water Calculator and Condition 19 Commercial Water Metering** are recommended to ensure that the details are acceptable and monitored.

16.5 Collectively, these measures demonstrate the Applicants commitment to reducing carbon emissions, improving resource efficiency and supporting the transition to a low-carbon economy. **Condition 20: Implementation of bespoke Sustainability Strategy** is recommended to ensure compliance with the submitted details.

16.6 The application has been subject to formal consultation with the Council's Sustainability Officer who raises no objection to the proposal subject to conditions as detailed above.

16.7 The applicants have suitably addressed the issue of sustainability and renewable energy and subject to the conditions as set out above the proposal is compliant with policies 28 and 29 of the Local Plan and the Greater Cambridge Sustainable Design and Construction SPD 2020.

## 17. Biodiversity

17.1 In accordance with policy and circular 06/2005 'Biodiversity and Geological Conservation', the application is accompanied by a preliminary ecological appraisal and biodiversity net gain (BNG) assessment which sets out that there will be over 40% BNG.

17.2 The scheme proposes wildflower meadow and buffer strips, native hedgerow creation, native tree planting, SuDs with wet grassland mix and flowering lawn and ornamental planting area.

17.3 The application has been subject to formal consultation with the Council's Ecology Officer, who raises no objection to the proposal and recommends several conditions to ensure the protection of species and the estimated biodiversity net gain is delivered. The submitted lighting strategy has been considered by the Ecology Officer and is considered acceptable. A compliance condition is therefore recommended (**Condition 14 Lighting strategy**).

17.4 In consultation with the Council's Ecology Officer, subject to appropriate conditions (**Condition 21 Ecology compliance, Condition 22 Construction Ecological Management Plan and Condition 23 Ecology Enhancement**), officers are satisfied that the proposed development complies with policy 70 of the Local Plan, the Biodiversity SPD 2022, the requirements of the Environment Act 2021 and 06/2005 Circular advice.

## 18. Water management and flood risk

### Flood Risk

18.1 The site is in Flood Zone 1 and has a low risk of fluvial and tidal flooding. Some areas of the site are at low risk from surface water flooding.

18.2 The applicants have submitted a Flood Risk Assessment and Drainage Strategy. Additional details on the drainage layout and an accompanying technical note were also submitted by the applicant to address initial concerns raised by the Lead Local Flood Authority (LLFA).

18.3 The Local Lead Flood Authority has advised that the submitted documents demonstrate that surface water from the proposed development can be managed through the use of tanked permeable paving, attenuation tanks and attenuation basin before discharging via flow control at 1.6 litres per second into the First Public Drain adjacent to the site. Adequate clearance will be provided between the First Public

Drain by means of a maintenance strip to allow maintenance access to the watercourse.

18.4 A surface water maintenance plan has also been provided by the applicant which outlines maintenance requirements, frequencies and adoption details of all surface water drainage features on site.

18.5 The surface water drainage strategy is therefore considered acceptable. Conditions are recommended to secure the final detailed surface water drainage scheme to be based on the agreed Flood Risk Assessment and Drainage Strategy Report (**Condition 30: Detailed Surface Water scheme**)**. Condition 31: Surface Water run-off** is recommended to ensure that surface water is managed appropriately during the construction phase of the development.

**Foul Water**

18.6 Under Section 106 of the Water Industry Act 1991, all Water and Sewerage Companies have a legal obligation to provide developers with the right to connect to a public sewer. The duty imposed by section 94 of the 1991 Act requires these companies to deal with any discharge that is made into their sewers.

18.7 Decision making policy DM7: Relationship with other regulatory regimes of the NPPF (2026) states that development proposals should be assessed on the basis of whether they would be an acceptable use of land. Matters which are controlled by separate regulatory regimes may, in the context of a particular development proposal, be a material consideration where they have land-use implications. Decision-makers should assume, unless there is clear evidence to the contrary, that those separate regimes will operate effectively.

18.8 The Application site is located within the Cambridge Water Recycling Centre (WRC) catchment area. Anglian Water comments state that following the announcement from the Ministry of Housing, Communities and Local Government (MHCLG) that the Housing Infrastructure Fund (HIF) will no longer be available to support the delivery of a new, modern Water Recycling Centre (WRC) for Greater Cambridge, the first phase of their feasibility assessment has now been completed.

18.9 Anglian Water state that this assessment confirms that their focus is now on upgrading the existing WRC to accommodate future growth. They are continuing to work with their regulators and MHCLG to secure the necessary funding through the relevant regulatory framework (the large gated scheme process - introduced by Ofwat and the Regulators' Alliance

for Progressing Infrastructure Development (RAPID) in March 2026 under the Major Water Infrastructure Programme (MWIP)). However, at the present time, such funding has not been confirmed and in the absence of an agreed strategy for managing growth within this WRC catchment, an objection is raised.

18.10 Wastewater infrastructure capacity has become a strategic issue for many local planning authorities across the south-east of England over the last few years. At a local level, the MHCLG decision in August 2025 not to support the delivery of the Cambridge WRC has resulted in objections being raised by Anglian Water to planning applications within the Cambridge WRC catchment.

18.11 Officers note that Anglian Water does not have the statutory power to issue a 'holding direction' or directly prevent the local planning authority from determining the planning application. Officers have no evidence to suggest that the regulatory framework established by the Water Industry Act is not working, in terms of the requirement of water and sewerage companies to deal with any discharge made into their sewers.

18.12 The availability of treatment capacity at Cambridge WRC, and any environmental or amenity harm caused by increased discharges from storm overflows associated with the application proposals is considered by officers to be a material planning consideration in the assessment of this planning application. The weight to be attached to this matter is for the decision maker.

18.13 Officers do not consider it reasonable to withhold the consideration of this planning application until the funding source for improvement works at Cambridge WRC to accommodate future growth has been confirmed by Anglian Water.

**Capacity of Cambridge WRC**

18.14 Under the application proposals, foul water would be treated at Anglian Water's Cambridge WRC. Anglian Water have advised that this treatment works currently lacks the capacity to treat the additional flows generated by the proposed development.

18.15 No direct evidence has been provided by Anglian Water to substantiate their position. No information on the environmental harm arising from the additional foul flows has been submitted to the local planning authority by Anglian Water alongside their objection.

18.16 Nonetheless, officers have undertaken a desktop exercise and reviewed datasets published by the Environment Agency which relate to the monitoring of storm overflows at Cambridge WRC. The results are extracted below:

| Year | Number of spills | Duration (hours) |
|---|---|---|
| 2021 | 0 | 0 |
| 2022 | 0 | 0 |
| 2023 | 74 | 1476 |
| 2024 | 23 | 295 |
| 2025 | 4 | 39 |

**Table 4** – storm overflows at Cambridge WRC (source Defra Data Services Platform)

18.17 The data indicates that storm overflows at Cambridge WRC are being used in circumstances other than the exceptional storm conditions for which they were designed. This would appear to validate Anglian Water's position that there is currently inadequate capacity to deal with existing waste flows in normal non-storm circumstances, and that – for a limited number of spills and for a specified duration - untreated sewerage is being discharged into the receiving water course (The River Cam).

18.18 The desktop exercise indicates that as Cambridge WRC is currently operating above its operational capacity, additional flows could worsen the situation. On this basis, officers take the view that the net increase in foul water flow arising from this development has the potential to cause environmental harm to receiving watercourses.

**50-55 Cowley Road – Proposed Foul Water Rates**

18.19 Calculations of the existing and proposed daily used water discharge rates associated with the application site have been extracted from the updated Foul Drainage Strategy which accompanies the application.

| Development | Area of building (m2) | Daily Discharge rates (litres / day) | Dry weather flow litres / second |
|---|---|---|---|
| Existing: | 4,398 | 12,650 | 0.29 |
| Proposed: | 7,159 | 14,766 | 0.34 |
| Difference | 2,761 | 2,116 | 0.05 |

**Table 5** - Existing and proposed foul water flow rates

Assessment of harm

18.20 The proposed development will result in a net increase in wastewater rates of over 2,000 litres/day. Anglian Water has not provided any specific evidence to demonstrate the harm to the environment that the additional foul flows arising from this development would cause to the receiving watercourse.

18.21 Officers consider that due to the marginal increase in foul flow rates from the application site when compared to the existing building on the site, increased storm overflow discharges to the receiving water course in non-exceptional circumstances are unlikely to be attributed to this development. In the absence of any evidence from Anglian Water to substantiate their position that foul water flows from the development (either on its own or cumulatively) pose an unacceptable risk to the environment, officers take the view that the risk of environmental harm to the receiving water course is low.

18.22 On the above basis, officers consider that that the application proposals would not conflict with the aims and objectives of the development plan policies which seek to protect the environment and amenity.

18.23 The applicants have suitably addressed the issues of water management and flood risk, and subject to conditions the proposal is in accordance with policies 31 and 32 of the Local Plan and with decision making Policy DM7 of the NPPF, in that decision-makers should assume, unless there is clear evidence to the contrary that separate regulatory regimes will operate effectively.

## 19. Highway safety and transport impacts

19.1 The application is supported by a Transport Statement, an additional Transport Note (in response to initial queries from the County Transport Assessment team) and a site-wide Travel Plan.

**Access**

19.2 The proposed access to the site would utilise the existing southern access as an 'in' access and an 'out' access at the most northern existing access. The existing middle access would be removed. Swept path analysis for an articulated lorry have been submitted to demonstrate that larger vehicles can safely turn in the parking bays area for each unit and enter and leave the site.

19.3 The application has been subject to formal consultation with Cambridgeshire County Council's Local Highways Authority officer. It is considered that there should be no significant adverse effect upon the public highway as this part of Cowley Road is a private street. No objections are raised on highway safety grounds.

**Transport impacts**

19.4 The Transport Statement looks at the development options that will have the most staff on site at the same time and be the highest trip generators for a worst-case scenario.

19.5 The County Council's Transport Assessment Team have assessed the submitted data. The existing use generates 22 two-way vehicular trips in the am peak and 25 in the pm peak. The proposed industrial use would generate 19 car drivers in the am peak and 21 in the pm peak and the storage and distribution 20 in the am and 20 in the pm. Due to the decrease in car parking the number of car drivers would decrease when compared to the existing use.

19.6 In comparison the number of cycle, pedestrian and bus passengers will increase. There would be up to an additional 334 daily 2-way person trips as a result of the proposed development, with the greatest increase being on cycles with 191 additional trips.

19.7 The Local Plan car parking standards identify different maximum numbers of spaces dependent on use class and location in Cambridge. The general approach to the proposals is to reduce the amount of car parking to levels that are acceptable but seek to minimise private car travel.

19.8 Local Plan policy 82 – Parking management, outlines situations where car-capped developments are acceptable. The high accessibility of the site for walking and cycling and good public transport links support a car-capped approach in line with Local Plan policy.

19.9 The emerging Greater Cambridge Local Plan policy S/AMC/NEC for North East Cambridge introduces the concept of an area-wide Trip Budget.

While the proposed development will increase overall floorspace and employee numbers, this is accompanied by a significant reduction in on-site car parking.

19.10 The proposed 51 car parking spaces are forecast to allow between 30% to 55% of staff attending the workplace to drive to the site, depending on the uses that come forward. The County Council Transport Assessment Team have agreed that a car drive mode share of 21% should be achievable in North East Cambridge and therefore consider the proposed mode share targets to be achievable and within the area-wide Trip Budget.

19.11 The Transport Statement demonstrates that the proposed 51 car parking spaces will be sufficient. There is controlled parling in the local area on the surrounding streets which will prevent overspill parking taking place.

19.12 Car parking provision is well-integrated within individual yards, broken down with landscape thresholds and pedestrian accesses into the buildings. Each unit has 11 car parking spaces which includes a dedicated blue badge space near each building entrance for ease of access.

19.13 Six unallocated parking spaces with an additional blue badge bay are provided to the south of the units at the entrance to the site. The total number of car parking spaces proposed is 51 spaces (including the dedicated blue badge spaces).

19.14 The proposed development includes 70 cycle parking spaces. A dispersed approach to cycle parking has been undertaken, providing 10 Sheffield stand spaces to the front of each unit (40 in total) and 30 Sheffield-equivalent spaces in a covered and secure cycle shelter on the southern edge, located to intercept cycle movements at the entry to the site. Flexible floorspace of the proposed units also allows for a fitout of additional internal cycle parking provision subject to tenant needs.

19.15 The Transport Statement states that this provision of cycle parking is sufficient to provide for between 41% and 76% of future employees. It is noted that in the additional trip information submitted that there could be up to 191 2-way daily cycle trips (95 cycles). This would exceed the 70 spaces proposed, although all employees may not be on the site at the same time.

19.16 Officers are confident that the proposed levels of cycle parking paired with the proposed end-of-journey facilities in each of the units will help encourage active travel modes to the site. The level of cycle parking on

the site can be monitored as part of the travel plan and more provision provided, should it be required. **Condition 37: Travel Plan** is recommended to ensure that this is implemented and monitored.

19.17 The details of the cycle parking will need to be finalised taking into account the advice given by the Designing out Crime Officer to ensure the design of the store is safe for all users and prevents cycle theft. Provision for electric bikes and non-standard sized bikes, such as cargo bikes and adapted cycles, should also be provided for. **Condition 29: Cycle parking detail** is recommended to secure further enclosed cycle store details to ensure that this is appropriate.

19.18 Having regard to forecast staffing levels, accessibility by sustainable transport modes and anticipated trip generation, the assessment concludes that the development would not result in an unacceptable impact on the local highway network, in accordance with Policy 81 of the Cambridge Local Plan.

19.19 Subject to conditions and S106 mitigation as applicable, the proposal accords with the objectives of Policy 80 and 81 of the Local Plan and is compliant with NPPF advice.

## 20. Other Matters

### Archaeology

20.1 An Archaeological Desk Base Assessment has been submitted with the application. The site lies in an area of archaeological potential.

20.2 The County Archaeological Officer has reviewed the application and do not object to development from proceeding in this location, subject to a programme of archaeological investigation secured through the inclusion of a condition. **Condition 3: Archaeology** is therefore recommended to ensure that no development is carried out in this area before a programme of archaeological works has been secured in accordance with a written scheme of investigation.

### Construction and environmental health impacts

#### Contaminated land

20.3 A Phase 1 Desk Study and intrusive investigation have been submitted with the application. The Council's Environmental Health Officer is satisfied with the information submitted. Conditions are recommended

**Condition 7: Contaminated Land- Phase 4** demonstrating compliance and a bespoke remediation condition is recommended (**Condition 8: Remediation Strategy**) to ensure that any contamination of the site is identified, and appropriate remediation measure are agreed. **Condition 9: Contaminated Land – Unexpected** is recommended for any unexpected contamination encountered during the development works.

**Air Quality**

20.4 An Air Quality Assessment has been submitted with the application which considers the demolition / construction phase and the operation phase of the proposed development.

20.5 The Council's Environmental Health Officer accepts the conclusions on the operational phase assessment subject to a condition to ensure electric vehicle charge points are secured. **Condition 13: EV Charge Points** is recommended.

20.6 For the demolition and construction phase a detailed dust management plan will be required (**Condition 6: Dust**). To control construction hours to protect local amenity **Condition 4: Noise Construction hours** is recommended. As piled foundations are proposed noise and vibration controls are required (**Condition 5: Piling**).

20.7 An Operational Noise Impact Assessment has been submitted with the application. A compliance condition (**Condition 11: Plant Noise Shell and Core**) is recommended to ensure that the building services plant (shell and core only) are installed and operated in accordance with the principles set out in the assessment. The Council's Environmental Health Officer requires a bespoke noise assessment and when more is known about future occupants their individual requirements for future activities, external plant, hours of use and delivery / despatch requirements. **Condition 12 Noise Assessment -Pre Occupancy** is recommended.

**Odour**

20.8 An odour assessment has been submitted with the application. The Council's Environmental Health Officer does not agree with the results of the assessment compared to those demonstrated in previous odour assessments in the area and their own assessment for Cambridge Water Recycling Centre. Notwithstanding this, the conclusions that are presented are agreed in so far that the proposal is a low sensitivity / low risk development due to the proposed units being largely open plan with limited first floor office space which faces east, and the proposed outdoor amenity space is limited and low intensity. No specific odour mitigation is therefore considered necessary.

**Lighting**

20.9 A Lighting Assessment has been submitted with the application. The assessment provides details of the lighting schedule and management (time clocks and photocells) and the development is in an area of low risk from light pollution. The Council's Environmental Health Officer is satisfied that the risk is low and that the requirement lighting / illuminance levels can be achieved if the scheme is implemented as submitted. **Condition 14: Lighting** to ensure compliance is recommended.

**Construction and environmental health impacts summary**

20.10 Having considered the submitted information, consultation responses, the characteristics of the proposal and context of the site, the development would not give rise to unacceptable impacts on the health, amenity or environmental quality of existing or future occupiers. Subject to the conditions as set out above, the proposal accords with the relevant provisions of the adopted Local Plan and is consistent with Policies DP3 and P2 of the NPPF, which seek to secure high-quality development and ensure that potential risks to human health, living conditions and the environment are appropriately assessed and mitigated.

**Minerals and Waste**

20.11 The Site is located within a sand and gravel Mineral Safeguarding Area (for sand and gravel) and two Waste Consultation Areas associated with the nearby existing waste management facility and Veolia Cambridge Commercial Waste Depot.

20.12 As the site is within the settlement boundary as identified in the Local Plan Policies map the Mineral Planning Authority do not need to be consulted as set out in Policy 5: Mineral Safeguarding Areas of the Cambridgeshire and Peterborough Minerals and Waste Local Plan 2021 (CPMWLP).

20.13 Policy 16: Consultation Areas of the CPMWLP requires development within a Consultation Area to not prejudice the existing or future use of the Waste Management Area and to not result in unacceptable amenity issues or adverse impacts to human health for the occupiers or users of such new development.

20.14 The proposed use of the site would not prejudice the existing or future use of the waste management facilities. The Councils Environmental Health Officers are satisfied that the proposal is acceptable and would not have an adverse impact on the amenity of the users due to air quality or odour issues associated with the existing uses in the area.

**Employment and skills**

20.15 While many areas of Greater Cambridge are comparatively affluent, there continue to be concentrations of poverty and deprivation in particular communities in Cambridge. The Cambridge City Council Community Wealth Building Strategy 2024 includes the strategic objective of increasing skill levels and social mobility. Employers can contribute directly to improved outcomes for local residents through adopting positive business practices such as providing local employment, apprenticeships and skills and training programmes.

20.16 The Local Plan supports development that contributes towards and supports economic growth and providing access to local employment opportunities. The proposed development offers the opportunity to contribute towards the provision of local employment, skill and training, as well as supporting local supply chains that would significantly benefit local residents and businesses, aiding local economic resilience.

20.17 The applicant has agreed to the delivery of an Employment and Skills Plan which will be secured through the Section 106 Agreement.

**Public Art**

20.18 Submitted with the application is a Public Art Strategy. This provides a public art concept in the form of bespoke large-scale architectural lettering integrated into the building façade and outlines a competitive commissioning process. The proposed approach responds to the architectural character of the development and represents a form of integrated public art. This approach is considered acceptable for the industrial use and location of the site.

20.19 **Condition 36: Public Art Delivery Plan** is recommended to ensure delivery of the scheme.

**Health Impact Assessment**

20.20 A Health Impact Assessment (HIA) has been submitted with the application and updated in response to the Council's Health Specialist Development Officer comments. In the design of the proposal health impacts have been considered such as healthy environments, landscape and amenity space, and vibrant communities with employment opportunities. Internal building arrangements, such as heating and details of kitchen facilities for future occupants should not be controlled through the planning process. Officers support the recommendations as set out in

the submitted HIA being carried out and monitored. **Condition 38: Health Impact** is therefore recommended. Subject to this condition the proposal is in accordance with the Greater Cambridge Health Impact Assessment SPD.

## 21. Planning obligations (S106)

21.1 The Community Infrastructure Levy Regulations 2010 have introduced the requirement for all local authorities to make an assessment of any planning obligation in relation to three tests. If the planning obligation does not pass the tests then it is unlawful. The tests are that the planning obligation must be:
(a) necessary to make the development acceptable in planning terms;
(b) directly related to the development; and
(c) fairly and reasonably related in scale and kind to the development.

21.2 Local Plan Policy 85 states that planning permission for new developments will only be supported/permitted where there are suitable arrangements for the improvement or provision and phasing of infrastructure, services and facilities necessary to make the scheme acceptable in planning terms.

21.3 The applicant has indicated their willingness to enter into a S106 planning obligation in accordance with the requirements of the Council's Local Plan and the NPPF.

**Heads of terms**

21.4 The Heads of Terms (HoT's) as identified are to be secured within the S106 and are set out in the summary table below:

| Obligation | Contribution / Term | Trigger | CIL Reg 122 comments |
|---|---|---|---|
| **Transport** | Sustainable transport improvements – Waterbeach Greenway or other strategic active travel routes in the area. | TBC | Local Plan policies 80 and 81. |
| **Employment and Skills Plan** | Appointment of Skills and Employment Plan co-ordinator | On commencement | Local Plan support development that contributes towards and supports economic growth and providing |

| | | | |
|---|---|---|---|
| | | | access to local employment opportunities. |
| **Biodiversity Monitoring** | Monitoring Contributions and reports | Years 1, 2, 3, 4, 5, 10, 15, 20 25, 30. | As required by Schedule 7A of the Town and Country Planning Act 1990 (inserted by the Environment Act 2021) |

**Table 6** - Heads of terms for S106 agreement

## 22. Planning balance

**Decision-Making Framework**

22.1 Section 38(6) of the Planning and Compulsory Purchase Act 2004 and section 70(2) of the Town and Country Planning Act 1990 require planning applications to be determined in accordance with the Development Plan unless material considerations indicate otherwise. The NPPF 2026 is a material consideration of considerable importance and should be read alongside the Development Plan.

22.2 The proposal has been assessed against the adopted Development Plan, relevant supplementary planning documents, consultee responses, representations received and all other material considerations. Officers have also assessed the proposal against the relevant national decision-making policies contained within the NPPF 2026, including Policies S4, E2, DP3, TR3, TR4, CC2, N2, N3, F4-F8, P2, and HC1 where relevant to the development proposed.

22.3 **Consistency with the Development Plan and NPPF**
The assessment contained within this report concludes that the proposal:

- Accords with the relevant adopted Cambridge Local Plan polices as set out in this report.
- Is consistent with NPPF Policies S4, E2, DP3, TR3, TR4, CC2, N2, N3, F4-F8, and P2.
- Delivers the objectives of NPPF Policy S4 (Development within settlements) and Policy E2 (Meeting the need for business land and premises).
- Is capable of satisfying identified policy requirements subject to the recommended planning conditions and planning obligations.

22.4 Officers have taken account of the extent of any conflict with both Development Plan policies and national policy and have attributed weight accordingly.

**Benefits of the Proposal**

22.5 The proposal would provide the following benefits which attract positive weight in the planning balance:

- Economic benefits arising from construction activity and investment.
- Economic benefits from new jobs and additional commercial premises.
- High-quality design and public art assisting future wider regeneration of the area.
- Biodiversity enhancements and biodiversity net gain.
- Landscape, green infrastructure and tree planting benefits.
- Sustainable drainage and climate resilience measures.
- Highway, accessibility and sustainable transport improvements.

22.6 Collectively these benefits attract substantial weight in favour of the proposal.

**Harm and Areas of Policy Conflict**

22.7 Notwithstanding the above benefits, officers have identified the following potential adverse impacts:

- Foul water capacity

22.8 For the reasons set out in paragraph 18.21 of this report these adverse impacts attract limited weight against the proposal.

22.9 Having taken into account the provisions of the development plan, NPPF and NPPG guidance, the views of statutory consultees and wider stakeholders, as well as all other material planning considerations, the proposed development is recommended for approval.

**Overall Planning Balance**

22.10 Having considered the Development Plan as a whole, the relevant provisions of the NPPF 2026, all consultation responses, representations received and other material considerations, officers conclude that the proposal accords with the Development Plan and is consistent with the relevant national decision-making policies of the NPPF.

22.11 Whilst some limited adverse impact has been identified, this is insufficient, individually to outweigh the identified benefits.

22.12 Taking all matters into account, the benefits of the proposal attract greater weight than the identified harm. The proposal therefore represents sustainable development, accords with the Development Plan when read as a whole and is consistent with the relevant policies of the NPPF 2026. Officers recommend that planning permission should be **GRANTED**.

## 23. Recommendation

23.1 That the Committee resolves to **GRANT PLANNING PERMISSION** subject to:

(i) The planning conditions as set out in Section 24 of this report, with delegated authority to officers to carry through amendments to those conditions (including additional/revised conditions as appropriate and necessary).

(ii) The prior completion of a Section 106 Agreement under the Town and Country Planning Act 1990 by **18 February 2026**, with delegated authority to officers to negotiate, settle and complete such an Agreement as referenced in the Heads of Terms within this report, including any other planning obligations considered acceptable and necessary to make the development acceptable in planning terms. If the Section 106 agreement is not completed by this date, then delegated authority shall be given to officers to either refuse the Applications based on a lack of secured mitigation contrary to the adopted Local Plans, or to agree any such extended period for completion of the agreement as appropriate.

## 24. Planning conditions

**Time Limit**

1. The development hereby permitted shall be begun before the expiration of three years from the date of this permission.

   Reason: In accordance with the requirements of Section 91 of the Town and Country Planning Act 1990 (as amended by Section 51 of the Planning and Compulsory Purchase Act 2004).

**Approved Plans**

2. The development hereby permitted shall be carried out in accordance with the approved plans and documents as listed below:

   Site Location Plan 24051-AAM-ZZ-XX-DR-AR-07001 Rev P01
   Existing Site Plan Demolition 24051-AAM-ZZ-DR-AR-07015 Rev P01
   Proposed Ground Floor Plan 24051-AAM-ZZ-00-DR-AR-07100 Rev P01
   Proposed First Floor Plan 24051-AAM-ZZ-01-DR-AR-07101 Rev P01
   Proposed Roof Plan 24051-AAM-ZZ-RF-DR-AR-07110 Rev P01
   Proposed North and East Elevations 24051-AAM-ZZ-XX-DR-AR-07200 Rev P01
   Proposed South and West elevations 24051-AAM-ZZ-XX-DR-AR-07201 Rev P01
   Proposed Site Elevations North and East 24051-AAM-ZZ-XX-DR-AR-07220 Rev P01
   Proposed Site Elevations South and West 24051-AAM-ZZ-XX-DR-AR-07221 Rev P01
   Proposed Sections 24051-AAM-ZZ-XX-DR-AR-07300 Rev P01
   Drainage Layout 40301-BGL-XX-XX-DR-C-00210 Rev P02
   Prelim AIA 12145-D-AIA
   Landscape Strategy L01

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

   **Archaeology**

3. No demolition/development shall commence until the applicant, or their agents or successors in title, has implemented a programme of archaeological work, commencing with the evaluation of the application area, that has been secured in accordance with a Written Scheme of Investigation (WSI) that has been submitted to and approved by the Local Planning Authority in writing. For land that is included within the WSI, no demolition/development shall take place other than under the provisions of the agreed WSI, which shall include:

   a) The statement of significance and research objectives;
   b) The programme and methodology of investigation and recording and the nomination of a competent person(s) or organisation to undertake the agreed works;
   c) The timetable for the field investigation as part of the development programme;
   d) The programme and timetable for the analysis, publication & dissemination, and deposition of resulting material and digital archives.

Reason: To safeguard archaeological assets within the approved development boundary from impacts relating to any demolitions or groundworks associated with the development scheme and to ensure the proper and timely preservation and/or investigation, recording, reporting, archiving and presentation of archaeological assets affected by this development, in accordance with national policies contained in the National Planning Policy Framework.

**Noise Construction Hours**

4. No construction or demolition work shall be carried out and no plant or power operated machinery operated other than between the following hours: 0800 hours and 1800 hours on Monday to Friday, 0800 hours and 1300 hours on Saturday and at no time on Sundays, Bank or Public Holidays, unless otherwise previously agreed in writing with the Local Planning Authority.

   Reason: To protect the amenity of the adjoining properties. (Cambridge Local Plan 2018 policy 35).

**Piling**

5. In the event of piling, no development, save for demolition and site clearance down to slab level, shall commence until a method statement detailing the type of piling, mitigation measures and monitoring to protect local residents from noise and/or vibration has been submitted to and approved in writing by the Local Planning Authority. Potential noise and vibration levels at the nearest noise sensitive locations shall assessed in accordance with the provisions of BS 5228-1&2:2009 Code of Practice for noise and vibration control on construction and open sites.

   Development shall be carried out in accordance with the approved statement.

   Reason: To protect the amenity of the adjoining properties. (Cambridge Local Plan 2018 policy 35)

**Dust**

6. No development shall commence until a scheme to minimise the spread of airborne dust from the site including subsequent dust monitoring during the period of demolition and construction, has been submitted to and approved in writing by the local planning authority.

The development shall be implemented in accordance with the approved scheme.

Reason: To protect the amenity of nearby properties (Cambridge Local Plan 2018 policy 36).

**Contaminated Land – Phase 4**

7. The development shall not be occupied until a Phase 4 Verification/Validation Report demonstrating full compliance with the approved Phase 3 Remediation Strategy has been submitted to and approved in writing by the Local Planning Authority.

   Reason: To demonstrate that the site is suitable for approved use in the interests of environmental and public safety (Cambridge Local Plan 2018 policy 33).

**Remediation Strategy**

8. No development, save for site clearance and demolition down to slab level, shall commence until a Remediation Strategy based upon the recommendations of the 'Intrusive Geoenvironmental and Geotechnical Site Assessment', Reference 720114.0000.0000, Version 2.0 (by TRC and dated 29/07/2026) has been submitted to and approved in writing by the Local Planning Authority.

   Reason: To ensure that any contamination of the site is identified and appropriate remediation measures agreed in the interest of environmental and public safety (Cambridge Local Plan 2018 policy 33).

**9. Contaminated Land - Unexpected**

If unexpected contamination is encountered during the development works which has not previously been identified, all works shall cease immediately until the Local Planning Authority has been notified in writing. Thereafter, works shall only restart with the written approval of the Local Planning Authority following the submission and approval of a Phase 2 Intrusive Site Investigation Report and a Phase 3 Remediation Strategy specific to the newly discovered contamination.

The development shall thereafter be carried out in accordance with the approved Intrusive Site Investigation Report and Remediation Strategy.

Reason: To ensure that any unexpected contamination is rendered harmless in the interests of environmental and public safety (Cambridge Local Plan 2018 policy 33).

**Materials Management Plan**

10. No material for the development shall be imported or reused until a Materials Management Plan (MMP) has been submitted to and approved in writing by the Local Planning Authority. The MMP shall include:

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

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

    Reason: To ensure that no unsuitable material is brought onto the site in the interest of environmental and public safety in accordance with (Cambridge Local Plan 2018 Policy 33).

**Plant Noise Compliance Condition (Shell and Core Only)**

11. The building services plant (shell and core only) as approved shall be installed and operated in accordance with the principles, design and specifications, including operational noise levels, contained within the submitted document ‘‘Operational Noise Impact Assessment; Cowley Yard, Cowley Road, Cambridge, CB4 0WX’, Revision C01 (Sweco, 17/07/2026). The plant / equipment shall be maintained and retained thereafter.

    Reason: To protect the amenity of nearby properties (Cambridge Local Plan 2018 policy 35: noise and vibration).

**Noise Impact Assessment – Pre-Occupancy**

12. No individual unit shall be occupied until a Noise Impact Assessment for that unit has been submitted to and approved in writing by the Local Planning Authority. The assessment shall:

a) identify all fixed plant, machinery, equipment, loading activities and other noise-generating operations associated with the proposed occupier;
b) assess the impact of noise upon nearby noise-sensitive receptors in accordance with BS 4142:2014+A1:2019 (or as superseded);
c) identify any mitigation measures necessary to ensure that adverse impacts upon local amenity are avoided.
Any approved mitigation measures shall be implemented in full prior to occupation of the unit and shall thereafter be retained and maintained for the lifetime of the development.

Reason: To protect the amenity of the adjoining properties.
(Cambridge Local Plan 2018 policy 34)

**Air Quality - EV Charge Points**

13. No permanent connection to the electricity distribution network shall be undertaken until a dedicated electric vehicle charge point scheme has been submitted to and approved in writing by the Local Planning Authority. The scheme shall provide:

(i) Dedicated slow electric vehicle charge points with a minimum power rating output of 7kW for at least one of the approved parking spaces for each unit.

(ii) At least one Rapid electric vehicle charge point or at least one Fast electric vehicle charge point should a Rapid charge point not be technically feasible.

(iii) The rapid and/or fast electric vehicle charge point parking spaces to be exclusively reserved for electric vehicle charging.

(iv) Additional passive electric vehicle charge provision of the necessary infrastructure including capacity in the connection to the local electricity distribution network and electricity distribution board, as well as the provision of ducting to parking spaces for all remaining car parking spaces to facilitate and enable the future installation and activation of additional active electric vehicle charge points as required

The approved scheme shall be fully installed before the use is commenced and retained as such.

Reason: In the interests of encouraging more sustainable modes and forms of transport and to reduce the impact of development on local air

quality (Cambridge Local Plan 2018 policies 36 and 82 and the Greater Cambridge Sustainable Design and Construction SPD 2020).

**External Lighting - Compliance Condition**

14. The external lighting scheme as approved shall be implemented in accordance with the detail presented in the submitted document ‘External Lighting Assessment’, Reference 6882-CBC-MP-RP-E-000001, Revision P01 (by Cudd Bentley Consulting, 13/07/2026). The scheme as approved shall be maintained and retained thereafter.

    Reason: To protect the amenity of the adjoining properties and to fully conserve and enhance ecological interests. (Cambridge Local Plan 2018 policies 34, 57, 59 and 70)

**BREEAM – Design Stage**

15. Within 12 months of commencement of development, a BRE issued Design Stage Certificate shall be submitted to, and approved in writing by, the Local Planning Authority demonstrating that BREEAM 'excellent' as a minimum will be met, with maximum credits for Wat 01 (water consumption). Where the Design Stage certificate shows a shortfall in credits for BREEAM 'excellent', a statement shall also be submitted identifying how the shortfall will be addressed. If such a rating is replaced by a comparable national measure of sustainability for building design, the equivalent level of measure shall be applicable to the proposed development.

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

**BREEAM – Post Construction Certificate**

16. Within 12 months following first occupation, a BRE issued post Construction Certificate shall be submitted to, and approved in writing by the Local Planning Authority, indicating that the approved BREEAM rating has been met. If such a rating is replaced by a comparable national measure of sustainability for building design, the equivalent level of measure shall be applicable to the proposed development.

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

**Rainwater Harvesting**

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

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

**Water Calculator**

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

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

**Commercial – Water metering**

19. Prior to first occupation a comprehensive water metering and monitoring system shall be commissioned and installed within the building to quantify at least daily: the total volume of mains water used, the total volume of greywater reclaimed, and the total volume of rainwater used. No occupation shall occur until such time as the local planning authority has been notified through an independent verification report that the water metering and monitoring system has been installed and is fully functional. The metering and monitoring system shall be retained in a fully functioning operational use at all times and for the lifetime of the development.

Reason: To ensure that the development makes efficient use of water and promotes the principles of sustainable construction in accordance with Policy 28 of the Cambridge Local Plan 2018, the Greater Cambridge Sustainable Design and Construction SPD 2020, the Written Ministerial Statement on Addressing water scarcity in Greater Cambridge: update on government measures (March 2024) Joint Ministerial Statement on addressing Water Scarcity in Greater Cambridge.

**Bespoke Sustainability Strategy**

20. The development hereby approved shall not be occupied until a post construction statement confirming that the provisions as set out in the Cudd Bentley Consulting Energy and Sustainability Statement 6882-CBC-IC-RP-S-000001 Rev P03 dated 22.07.2026 have been fully implemented.

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

**Ecology compliance**

21. Prior to the occupation of the development, the ecological mitigation shall be carried out in full in accordance with the details contained in SWECO Ecological Impact Assessment 65217145-SWE-XX-XX-T-J-0001 Rev C02 dated 21.07.2026. The ecological measures shall thereafter be retained for the lifetime of the development.

    Reason: To conserve and enhance ecological interests. (Cambridge Local Plan 2018, policy 57, 59 and 70).

**Construction Ecological Management Plan**

22. No development shall commence (including demolition, ground works) and no vegetation clearance shall occur, until a Construction Ecological Management Plan (CEcMP) has been submitted to and approved in writing by the local planning authority. The CEcMP shall include the following:

    a. Risk assessment of potentially damaging construction activities.
    b. Identification of biodiversity protection zones.
    c. Practical measures (both physical measures and sensitive working practices) to avoid or reduce impacts during construction (may be provided as a set of method statements).

d. The location and timings of sensitive works to avoid harm to biodiversity features.
e. The times during construction when specialist ecologists need to be present on site to oversee works.
f. Responsible persons and lines of communication.
g. The role and responsibilities on site of an ecological clerk of works (ECoW) or similarly competent person.
h. Use of protective fences, exclusion barriers and warning signs if applicable.

The approved CEcMP shall be adhered to and implemented throughout the construction period strictly in accordance with the approved details.

Reason: To ensure that before any development commences appropriate construction ecological management plan has been agreed to fully conserve and enhance ecological interests. (Cambridge Local Plan 2018 policies 57, 59 and 70).

**Ecology Enhancement**

23. No development above ground level shall take place until an ecological enhancement scheme has been submitted to and approved in writing by the local planning authority. The scheme shall include details of bat and bird box installation, hedgehog provisions and other ecological enhancements. The approved scheme shall be fully implemented prior to first occupation or in accordance with a timescale agreed in writing by the local planning authority.

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

**Hard and Soft Landscaping**

24. No development above ground level, other than demolition, shall commence until a hard and soft landscaping scheme has been submitted to and approved in writing by the Local Planning Authority. The scheme shall include the following:

a) proposed finished levels or contours; car parking layouts, other vehicle and pedestrian access and circulation areas;
b) hard surfacing materials;
c) Street furniture and artifacts (including refuse and cycle storage);

d) planting plans; written specifications (including cultivation and other operations associated with plant and grass establishment); schedules of plants, species, plant sizes and proposed numbers/densities where appropriate;
e) boundary treatments indicating the type, positions, design, and materials of boundary treatments to be erected (including gaps for hedgehogs);
f) an implementation programme.

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

Reason: To ensure the development is satisfactorily assimilated into the area and enhances biodiversity (Cambridge Local Plan 2018 policies 55, 57, 59 and 69).

**Tree pits**

25. No development, save for site clearance and demolition down to slab level, shall take place until full details of all tree pits, including those in planters, hard paving and soft landscaped areas have been submitted to and approved in writing by the local planning authority and these works shall be carried out as approved. All proposed underground services will be coordinated with the proposed tree planting, and the tree planting shall take location priority.

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

**Landscape Management and Maintenance Plan**

26. Before the development is first occupied or brought into use a landscape maintenance and management plan, including long term design objectives, management responsibilities and maintenance schedules for all landscape areas, shall be submitted to and approved in writing by the local planning authority. The landscape management plan shall be carried out as approved.

Reason: To ensure that before any development commences an appropriate landscape and ecological management plan has been agreed (Cambridge Local Plan 2018 policies 57, 59 and 70).

**Design details and materials**

27. No development shall take place above ground level (except for demolition) until details of all the materials for the external surfaces of buildings to be used in the construction of the development have been submitted to and approved in writing by the local planning authority. The details shall include colours, joints and interfaces of all materials; external features such as vertical profiled metal cladding, vertical metal cladding, doors, windows and reveal depths, expanded metal mesh brise soleil and ventilation panels, external metalwork including metal signage, projected metal plate string course, roof cladding, flashing and coping details.

    The details shall consist of a materials schedule and a design details document, including detailed elevations and sections (scaled 1:5, 1:10, 1:20) and samples as appropriate to the scale and nature of the development in question and shall demonstrate consistency with the approved elevations.

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

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

**Sample Panel**

28. No external materials above ground level shall be laid until a sample panel at least 1.5 metres wide and 1.5 metres high has been constructed on site detailing the choice of the main external cladding and the details submitted to the local planning authority in the accompanying design details report, and until the sample panel and report have been approved in writing by the local planning authority. The development shall be carried out in accordance with the approved details. The approved sample panel shall be retained on site for the duration of the works for comparative purposes.

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

**Cycle Parking**

29. The development shall not be occupied or the permitted use commenced, until details of facilities for the covered, secure parking of cycles for use in connection with the development have been submitted to and approved in writing by the Local Planning Authority. The details shall include the means of enclosure, materials, type and layout of the cycle store. A cycle store proposed with a flat / mono-pitch roof shall include plans providing for a green roof. Any green roof shall be planted / seeded with a predominant mix of wildflowers which shall contain no more than a maximum of 25% sedum planted on a sub-base being no less than 80 millimetres thick. The cycle store and green roof as appropriate shall be provided and planted in full in accordance with the approved details prior to occupation or commencement of use and shall be retained as such.

    Reason: To ensure appropriate provision for the secure storage of bicycles, to encourage biodiversity and slow surface water run-off (Cambridge Local Plan 2018 policies 31 and 82).

**Detailed surface water scheme**

30. No laying of services, creation of hard surfaces or erection of a building shall commence until a detailed surface water drainage scheme for the site, based on the agreed Flood Risk Assessment & Drainage Strategy Report, Burrows Graham, Ref: 40301, Rev: 2, Dated: 21st July 2026 has been submitted to and approved in writing by the Local Planning Authority. The scheme shall subsequently be implemented in full accordance with the approved details prior to occupation of the first dwelling.

    Reason: To prevent the increased risk of flooding, to improve and protect water quality, and improve habitat and amenity. (Cambridge Local Plan 2018 policies 31 and 32).

**Surface Water run-off**

31. No development, save for site clearance and demolition down to slab level, shall commence until details of measures indicating how additional surface water run-off from the site will be avoided during the construction works have been submitted to and approved in writing by the Local Planning Authority. The applicant may be required to provide collection, balancing and/or settlement systems for these flows. The approved measures and systems shall be brought into operation before any works to create buildings or hard surfaces commence.

Reason: To ensure surface water is managed appropriately during the construction phase of the development, so as not to increase the flood risk to adjacent land/properties or occupied properties within the development itself; recognising that initial works to prepare the site could bring about unacceptable impacts. (Cambridge Local Plan 2018 policies 31 and 32).

**Tree protection**

32. Prior to commencement of development, including demolition, and in accordance with BS5837 2012, a phased tree protection methodology in the form of an Arboricultural Method Statement (AMS) and Tree Protection Plan (TPP) shall be submitted to and agreed in writing by the local planning authority before any tree works are carried out and before any equipment, machinery or materials are brought onto the site for the purpose of development (including demolition).

    In a logical sequence the AMS and TPP will consider all phases of construction in relation to the potential impact on trees and detail tree works, the specification and position of protection barriers and ground protection and all measures to be taken for the protection of any trees from damage during the course of any activity related to the development, including supervision, demolition, foundation design (allowing for tree root growth and accounting for heave and subsidence), storage of materials, ground works, installation of services, erection of scaffolding and landscaping. The development shall be carried out fully in accordance with the approved AMS and TPP.

    Reason: To ensure that trees to be retained will be protected from damage during any construction activity, including demolition (Cambridge Local Plan 2018 Policy 71 and Section 197 of the Town and Country Planning Act 1990).

**Tree site meeting**

33. Prior to the commencement of any site clearance, a pre-commencement site meeting shall be held and attended by the site manager and the arboricultural consultant to discuss details of the approved AMS. A record of this meeting shall be provided to the Council prior to any development or site clearance commencing.

    Reason: To ensure that trees to be retained will be protected from damage during any construction activity, including demolition (Cambridge Local Plan 2018 Policy 71 and Section 197 of the Town and Country Planning Act 1990).

**Tree protection implementation**

34. The approved tree protection methodology shall be implemented throughout the development and the agreed means of protection shall be retained on site until all equipment and surplus materials have been removed from the site. Nothing shall be stored or placed in any area protected in accordance with approved tree protection plans, and the ground levels within those areas shall not be altered nor shall any excavation be made without the prior written approval of the local planning authority.

    Reason: To ensure that trees to be retained will be protected from damage during any construction activity, including demolition (Cambridge Local Plan 2018 Policy 71 and Section 197 of the Town and Country Planning Act 1990).

**Foundation design – tree protection**

35. No development shall commence, save for site clearance and demolition down to slab level, until detailed plans and an associated report for the foundation design of the development have been submitted to and approved in writing by the Local Planning Authority. The plans and report shall demonstrate that the foundation design accounts for tree variety and age, soil type, root growth (including root barriers) and ground movement. The development shall be carried out in accordance with the approved details.

    Reason: In order to ensure the tree roots are suitably protected from development and that the design of the foundations are appropriate (Cambridge Local Plan 2018, policy 71).

**Public Art Delivery Plan (PADP)**

36. No development, save for site clearance and demolition down to slab level, shall commence until a Public Art Delivery Plan (PADP), informed by and in accordance with the ‘Allies and Morrison Cowley Yard Public Art Strategy dated 01 October 2026’, has been submitted to and approved in writing by the Local Planning Authority. The PADP shall include:
    a) Details of the proposed public art interventions, including the design, materials, finishes and graphic signage, and how these will contribute to the artistic quality and character of the development;
    b) Details of any artist involvement and public engagement, as appropriate to the nature and scope of the proposed interventions;
    c) Details of how the public art will be delivered, including a timetable for delivery;

d) Details of how the proposed public art will be integrated into the development;
e) Details of the arrangements for the future maintenance, repair and, where necessary, replacement of the public art.

The approved PADP shall be fully implemented in accordance with the approved details and timetable. Once in place, the public art shall not be moved or removed otherwise than in accordance with the approved maintenance arrangements.

Reason: To secure the timely delivery, integration and maintenance of public art that enhances the quality and character of the development, in accordance with Cambridge Local Plan policies 55 and 56 and the Cambridge City Council Public Art SPD (2010).

**Travel Plan**

37. The site wide travel plan as approved shall be implemented in accordance with the detail presented in the submitted document 'Site Wide Travel Plan, KMC Transport Planning, Cowley Road, Cambridge, Reference 25307, dated July 2026.'

The Travel Plan shall be implemented and monitored as approved upon the occupation of the development.

Reason: In the interests of encouraging sustainable travel to and from the site (Cambridge Local Plan 2018, policies 80 and 81).

**Health Impact**

38. The development shall be carried out in accordance with the recommendations set out in Table 8.1 of Section 8 of the approved Health Impact Assessment 'Cowley Road Health Impact Assessment, Stantec, dated September 2026 file 330910189 Rev 03'. The HIA shall be monitored in accordance with the measures set out in Table 7.1 of Section 7.

Reason: To ensure that the development actively promotes healthy, inclusive and safe communities, minimises impacts of public health, and reduces health inequalities in accordance with the Greater Cambridge Health Impact Assessment Supplementary Planning Document (April 2025) and the NPPF 2026.

**Biodiversity Net Gain**

39. Development may not be begun unless:

(a) a biodiversity gain plan has been submitted to the planning authority, and
(b) the planning authority has approved the plan.

Reason: To ensure compliance with Schedule 7A of the Town and Country Planning Act 1990 (inserted by the Environment Act 2021).

**Background papers:**

The following list contains links to the documents on the Council's website and / or an indication as to where hard copies can be inspected.

• Cambridge City Local Plan 2018

GREATER CAMBRIDGE
SHARED PLANNING

# NATIONAL SCHEME OF DELEGATION
# SCHEDULE 2 APPLICATION GATEWAY ASSESSMENT FORM

**APPLICATION DETAILS:**

| Item | Details |
|---|---|
| Application Reference | **26/02816/FUL** |
| Site Address | 50-55 William James House, Cowley Road, Cambridge CB4 0WX |
| Proposal Description | Demolition of existing buildings/hardstanding and erection of commercial building(s) (use classes E(g)(ii), E(g)(iii), B2 and B8 to be applied flexibly) with associated substation, servicing, access, parking, landscaping and associated infrastructure works. |
| Applicant | Cowley PropCo Limited |
| Ward | East Chesterton |
| Parish/Town Council | N/A |
| Application type | Full application |
| Case Officer | Janine Richardson |
| Date of Assessment | 21 October 2026 |
| Nominated Officer | Philippa Kelly |
| Nominated Member | Katie Porrer |

## 1. Schedule 2 Qualification:

X Major planning application (inc. 10 or more residential dwellings/site area of more than 0.5 hectares)

☐ Section 73 application relating to a Schedule 2 permission

☐ Section 73A retrospective application

☐ Reserved Matters relating to a large outline permission

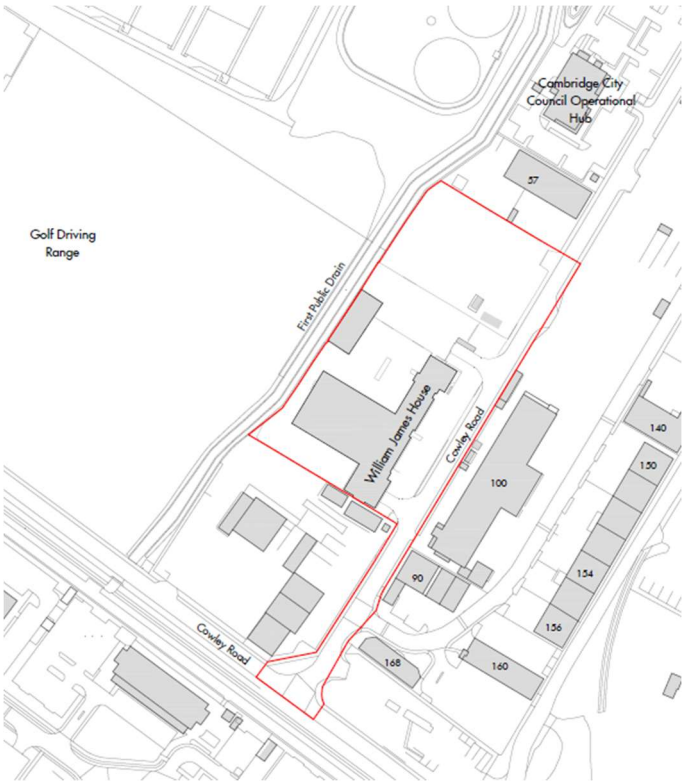
☐ Other – please specify

## 2. SUMMARY OF DEVELOPMENT PROPOSAL:

### Key Facts

| Matter | Details |
|---|---|
| Site area | 1.55ha |
| Existing use | Office |
| Proposed use | Commercial (use classes E(g)(ii), E(g)(iii), B2 and B8) |
| Number of dwellings | None |
| Floorspace proposed | 7,159 sqm |
| Heritage designation(s) | None |
| Environmental designation(s) | None |
| Policy allocation status | Policy 15 of the CLP – 'Cambridge Northern Fringe and new railway station' |
| EIA Development | No |
| Major Infrastructure Implications | No |

### Site location plan



**Officer Summary**

The proposal is to demolish an existing office building, small industrial unit and hardstanding. Four modern, architect designed flexible commercial units are proposed with car and cycle parking, amenity space, new trees and landscaping.

The site lies with the 'Cambridge Northern Fringe and new railway station' as an area of major change under Policy 15 of the CLP. The proposed uses are in accordance with the plan and would provide additional employment opportunities.

The principal planning issues include:

- The proposed flexible commercial uses
- Impact on character of area and scale
- Sustainability
- Transport impacts
- Water usage and foul water discharge

The proposed building would have excellent sustainability credentials aiming for BREAAM excellent.

Anglian Water have raised objections on the foul water flows from the development. The applicant has provided additional information. AW have reviewed the additional information and whilst they acknowledge that the increase in flows are relatively small they consider the cumulative impacts and their objection remains due to the lack of capacity at the Cambridge WRC.

The County Transport Assessment Team raise no objection to the proposals subject to mitigation measures including a contribution towards sustainable transport improvements in the area (amount to be confirmed) and a Travel Plan.

## 3. CRITERION A ASSESSMENT:

**Does the application raise an economic, social or environmental issue of significance to the local area?**

**Economic Significance:**

| Consideration | Assessment |
|---|---|
| Employment creation/loss | The proposal would lead to the loss of an existing office building but would provide new flexible commercial space (with an additional 3277sqm) and would employ up to 200 people. |
| Impact on local economy | The proposal would provide a contemporary industrial and commercial scheme that is responding to current market requirements. |
| Strategic investment implications | None known |

| | |
|---|---|
| Impact on town/village centres | None known |
| Impact on business land supply | None known. |

**Officer Commentary**

The proposal would provide modern, market led flexible commercial units in an existing industrial area. The proposed design and scale of the proposed buildings would enhance the area and meet the aspirations for the Northern Fringe area as set out in the Local Plan and the emerging GCLP. The applicant will provide an employment and skills plan to support roles in the local area and create additional jobs.

The economic benefits are considered to be of high significance.

**Social Significance:**

| Consideration | Assessment |
|---|---|
| Housing delivery significance | None – Low |
| Affordable housing implications | None – Low |
| Community facilities/services | None – Low |
| Health and wellbeing impacts | Low |
| Impact on community cohesion | Low |

**Officer Commentary**

Environmental Health Officers have raised no objection. A Heath Impact Assessment (HIA) has been submitted with the application. The proposals would support healthy lifestyles with an emphasis on sustainable travel. Amenity space and an improvement of the environment around the proposed building with tree planting and additional landscaping is proposed. An employment and skills plan is proposed by the applicants to support the local community.

The social benefits are considered to be of low significance.

**Environmental Significance:**

| Consideration | Assessment |
|---|---|
| Climate change implications | The proposed buildings will achieve a minimum BREEAM Excellent and EPC A rating and exceed current LP policies. |
| Biodiversity impacts | 40% BNG is proposed on site. |
| Landscape/townscape effects | The proposed buildings would be an enhancement to the area. |
| Heritage impacts | No heritage assets would be affected. Archaeology can be dealt with by condition. |
| Flood risk considerations | No objection raised by the LLFA. |
| Transport impacts | No objection from County Transport Assessment team, mitigation can be by condition and S106. |

**Officer Commentary**

The proposed development would bring about environmental enhancements to the existing site with environmentally sustainable buildings with smart water management. A 40%+ increase in BNG would be achieved on site with new tree planting and landscaping. There are outstanding issues in relation to foul water capacity. There is an existing building on site and the additional foul flows from the development are unlikely to cause significant environmental impacts. Transport impacts can be mitigated with suitable conditions and legal agreement.

The environmental benefits are considered to be of low significance.

**Overall Criterion A Conclusion**

☐ Criterion A NOT met

☐ Criterion A MAY be met

Y **Criterion A clearly met**

**Reasons**

The proposal will bring significant economic effects to the local area. The objection from Anglian Water (AW) is on the capacity to take additional foul flows. There would be a minor increase in foul water flows which is not considered to cause significant environmental impacts and no evidence from AW has been provided to demonstrate any harm, however, it remains that Anglian Water objects to the proposals. Transport impacts can be mitigated with conditions and any relevant obligations through a Section 106 Agreement.

## 4. Criterion B Assessment

**Does the application raise a significant planning matter having regard to the Development Plan and other material considerations?**

**Development Plan Considerations**

| Factor | Assessment |
|---|---|
| Departure from Development Plan | No |
| Departure from Site Allocation | No |
| Conflict with Strategic Policies | No |
| Conflict with Neighbourhood Plan | No |

**Material Considerations**

| Matter | Significance |
|---|---|
| Highways | Low |

| | |
|---|---|
| Flooding | Low |
| Design | Low |
| Heritage | Low |
| Ecology | Low |
| Landscape | Low |
| Amenity | Low |
| Other | |

**Statutory Consultation Issues**

| Consultee | Objection Outstanding? |
|---|---|
| Highways Authority | No |
| Environment Agency | No |
| Historic England | N/A |
| Lead Local Flood Authority | No |
| Other | |

**Other consultee (Anglian Water)**

Anglian Water have objected to the proposals. They have stated that the receiving wastewater infrastructure currently has insufficient capacity to accommodate additional flow without an unacceptable risk to the environment and existing customers. Consequently, Anglian Water must consider the cumulative impact of all additional flows entering the wastewater system, regardless of whether the increase arising from an individual development is relatively small.

Whilst the redevelopment of previously developed land and the efficient use of existing employment sites is supported in principle, their objection remains due to the lack of capacity at Cambridge WRC.

**Officer Commentary**

The application is considered to raise a significant planning matter in respect of the objection from Anglian Water.

**Overall Criterion B Conclusion**

☐ Criterion B NOT met

☐ Criterion B MAY be met

**Y Criterion B clearly met**

**Reasons**

The principle of development is accepted and in line with the Local Plan.

The application is considered to raise a significant planning matter in respect of the objection from Anglian Water.

### 5. Gateway Recommendation Meeting Summary

☐ Neither Criterion A nor B met

☐ Criterion A met

☐ Criterion B met

**Y Both Criteria met**

## 7. Nominated Officer and Nominated Member Decision

**Y Refer to Planning Committee**

☐ Delegate to Officers

Date of Gateway Panel Meeting:

21 October 2026

**Notes for Assessors**

- The presumption under the National Scheme of Delegation is **officer determination of Schedule 2 applications**, with referral occurring only in exceptional circumstances.
- The number of objections received is **not, by itself, a reason for referral**.
- The assessment should focus on the **significance** of the issue rather than the popularity or controversy of the proposal.

For criteria A significance, ***Note****: The statutory guidance states that significance will vary according to local circumstances and should be assessed on a case-by-case basis. Examples may include major allocated developments, significant community facilities, or notable heritage assets.*

- **For criteria B significance,** Government guidance advises that significant planning matters are unlikely where a proposal broadly complies with an adopted allocation and relevant planning policies unless new material considerations arise.

- This written record should be retained explaining how the gateway tests were applied.

# Appendix 2 Policy Glossary

## Cambridge Local Plan

### Policy 1: The presumption in favour of sustainable development

### Policy 2: Spatial strategy for the location of employment development

The provision of employment development is supported in the Cambridge Local Plan (2018). Policy 2 states that employment development will be focuses on the urban area, Areas of Major Change, Opportunity Areas and the city centre.

### Policy 15: Cambridge Northern Fringe East and new railway Station Area of Major Change

The Cambridge Northern Fringe East and the new railway station will enable the creation of a revitalised, employment focussed area centred on a new transport interchange.

The area is allocated for high quality mixed-use development, primarily for employment uses such as B1, B2 and B8, as well as a range of supporting commercial, retail, leisure and residential uses (subject to acceptable environmental conditions).

### Policy 28: Carbon reduction, community energy networks, sustainable design and construction, and water use

Policy 28 of the Cambridge Local Plan (Sustainable design and construction, and water use) states that all development should take the available opportunities to integrate the principles of sustainable design and construction into the design of proposals. This should include climate change adaptation, carbon reduction and water management. The policy also requires non-residential buildings to include full credits for Wat 01 of BREEAM. The same policy requires new residential developments to achieve as a minimum water efficiency to 110 litres pp per day and a 44% on site reduction of regulated carbon emissions and for non-residential buildings to achieve full credits for Wat 01 of the BREEAM standard for water efficiency and the minimum requirement associated with BREEAM excellent for carbon emissions.

### Policy 29: Renewable and low carbon energy generation

Policy 29 supports proposals which involve the provision of renewable and / or low carbon generation provided adverse impacts on the environment have been minimised as far as possible.

Policy 30: Energy-efficiency improvements in existing dwellings

## Policy 31: Integrated water management and the water cycle Policy 32: Flood risk

Policies 31 and 32 of the Local Plan require developments to have appropriate sustainable foul and surface water drainage systems and minimise flood risk.

Policy 31(f) of the Local Plan requires that all flat roof is a green or brown roof, providing that it is acceptable in terms of context.

## Policy 33: Contaminated land

Policy 33 permits development only where it has been demonstrated that there will be no adverse health impact to future occupiers, surrounding occupiers and the environment from ground contamination and gas migration.

## Policy 34: Light pollution control

Policy 34 requires that all development proposal include details of external lighting which demonstrates it will minimise impact on residential amenity, wildlife and landscape character, prevent light spillage and be the minimum level required for public safety/crime prevention.

## Policy 35: Protection of human health from noise and vibration

Policy 35 guards against developments leading to significant adverse impacts on health and quality of life from noise and disturbance. Developments must demonstrate that any adverse noise impacts can be appropriately reduced and/or mitigated.
Noise and disturbance during construction must be minimized through conditions restricting construction hours and collection hours to protect the amenity of future occupiers. These conditions are considered reasonable and necessary to impose.

## Policy 36: Air quality, odour and dust

Policy 36 requires development to demonstrate that it would not adversely impact on health, amenity of the environment through polluting or malodorous emissions, or dust or smoke emissions. Where a development is a sensitive end-use, that there will not be any significant adverse effects on health, the environment or amenity arising from existing poor air quality, sources of odour or other emissions to air.

## Policy 37: Cambridge Airport Public Safety Zone and Air Safeguarding Zones

Applications for development within Cambridge Airport’s Air Safeguarding Zones will be the subject of consultation with the operator of the airport and the Ministry of Defence.

## Policy 40: Development and expansion of business space

Policy 40 encourages new office, and research and development facilities in a number of identified areas in the city. Proposals elsewhere are considered on their

merits. In larger employment sites, consideration should be given to shared social spaces and facilities to enhance the vitality of the site.

### Policy 41: Protection of business space

Policy 41 protects the loss of employment floorspace unless the loss is needed to redevelop and modernise the use while retaining employment use or the site has been realistically marketed for 12 months for employment use and no future occupier has been found.

### Policy 55: Responding to context

Policy 55 requires that development responds positively to its context, is well connected and integrated with its surroundings and is of an appropriate mas, scale form, materials and landscape design.

### Policy 56: Creating successful places

Policy 56 requires development to be of a high quality, inclusive and accessible design. The policy states 11 criteria that development should comply within order to create successful places.

### Policy 57: Designing new buildings

Policy 57 supports new buildings which are of a heigh, scale mass, form, material and detailing that has a positive impact on their setting.

### Policy 59: Designing landscape and the public realm

Policy 59 requires that external spaces, landscape, public realm, and boundary treatments must be designed as an integral part of new development proposals and coordinated with adjacent sites and phases.

### Policy 61: Conservation and enhancement of Cambridge’s historic environment

Policy 61 of the Cambridge Local Plan (2018) aligns with the statutory provisions and NPPF advice. It seeks to ensure the conservation and enhancement of Cambridge’s historic environment preserve or enhance the significance of the heritage assets in terms of scale, form and sighting. Proposals must demonstrate a clear understanding of the significance of heritage assets and their context. Clear justification must be provided for works causing harm to a heritage asset.

### Policy 70: Protection of priority species and habitats

Policy 70 outlines a primary objective for biodiversity to be conserved or enhanced and provides for the protection of Protected Species, Priority Species and Priority Habitat and states that proposals that harm or disturb populations and habitats

should secure achievable mitigation and / or compensatory measures resulting in no net loss.

### Policy 71: Trees

Policy 71 seeks to preserve, protect and enhance existing trees and hedges that have amenity value and contribute to the quality and character of the area and provide sufficient space for trees and other vegetation to mature.

### Policy 80: Supporting sustainable access to development

Policy 80 seeks to prioritise sustainable transport.

### Policy 81: Mitigating the transport impact of development

Policy 81 states that developments will only be permitted where they do not have an unacceptable transport impact.

### Policy 82: Parking management

Policy 82 of the Cambridge Local Plan (2018) requires development to comply with the car and cycle parking standards set out within appendix L.

The Council strongly supports contributions to and provision for car clubs at new developments to help reduce the need for private car parking.

### Policy 85: Infrastructure delivery, planning obligations and the Community Infrastructure Levy

Policy 85 states that planning permission for new developments will only be supported/permitted where there are suitable arrangements for the improvement or provision and phasing of infrastructure, services and facilities necessary to make the scheme acceptable in planning terms.

## Cambridgeshire and Peterborough Minerals and Waste Local Plan 2036 (Adopted July 2021)

### Policy 5: Minerals Safeguarding Areas (MSAS)

Mineral Safeguarding Areas (MSAs) are identified on the Policies Map for mineral resources of local and/or national importance. The Mineral Planning Authority must be consulted on all development proposals in these areas except:

(a) development that falls within a settlement boundary*;
(b) development which is consistent with an allocation in the Development Plan for the area;
(c) minor householder development within the immediate curtilage of an existing residential building;
(d) demolition or replacement of residential buildings;
(e) temporary structures;
(f) advertisements;

(g) listed building consent; and
(h) works to trees or removal of hedgerows.

*a ‘settlement boundary’ is that which is defined on the relevant Policies Map for the area (e.g. a village envelope or urban area boundary). If no such boundary is identified on the Policies Map, it will constitute the edge of the built form of the settlement or, should an edge be defined in words (rather than map form) in a Local or Neighbourhood Plan, then that definition will be used for that local area.

## Policy 16: Consultation Areas (CAS)

Consultation Areas (CAs) are identified on the Policies Map, as a buffer around Mineral Allocation Areas (MAAs), Mineral Development Areas (MDAs), Waste Management Areas (WMAs), Transport Infrastructure Areas (TIAs) and Water Recycling Areas (WRAs). The Mineral and Waste Planning Authority must be consulted on all planning applications within CAs except:

(a) householder applications (minor development works relating to existing property); and
(b) advertisements

Development within a CA will only be permitted where it is demonstrated that the development will:
(c) not prejudice the existing or future use of the area (i.e. the MAA, MDA, WMA, TIA or WRA) for which the CA has been designated; and
(d) not result in unacceptable amenity issues or adverse impacts to human health for the occupiers or users of such new development, due to the ongoing or future use of the area for which the CA has been designated*.

# NPPF (2026)

## S4: Principle of development within settlements

Development proposals within settlements should be approved unless the benefits of doing so would be substantially outweighed by any adverse effects, when assessed against the national decision-making policies in this Framework.

## E2: Meeting the need for business land and premises

To support business growth, substantial weight should be given to the economic benefits of proposals for commercial development.

## DP3: Key principles for well-designed places

Development proposals should respond to their context (the history, character and features of their site and its setting), so that they integrate with and enhance their surroundings;

### TR3: Locating development in sustainable locations

Development should be located where it can support sustainable patterns of movement, enable good accessibility for different users and make the most of existing and proposed transport infrastructure.

### TR4: Street design, access and parking

To contribute to creating well-designed places, transport considerations should be integral to the design of development ad give priority  first to walking, wheeling and cycle movements.

### CC2: Mitigation of climate change

Development proposals should contribute to climate change mitigation and the transition to net zero.

### N2: Improving the natural environment

Development proposals should contribute positively to the natural environment, and support nature's recovery.

### N3: Trees in new development

Development proposals should have recognition of the benefits which trees can provide for biodiversity, climate change mitigation and adaptation, and the character and quality of the built environment.

### F4-F8: Flood risk

To inform the assessment of flood risk and, where relevant, appropriate mitigation, a site-specific flood risk assessment should accompany all development proposals in Flood Zones 2, 3a, and 3b.

### P2: Ground conditions

Sites proposed for development should be suitable for their proposed use taking into account ground conditions and the extent to which risks can be mitigated.

## Other

### The Greater Cambridge Sustainable Design and Construction SPD (2020)

The Councils' Sustainable Design and Construction SPD (2020) sets out a framework for proposals to demonstrate they have been designed to minimise their carbon footprint, energy and water consumption and to ensure they are capable of responding to climate change as required by Policy 28 of the Cambridge Local Plan.

The Greater Cambridge Sustainable Design and Construction SPD outlines the standards for EV charging.

## The Greater Cambridge Biodiversity SPD (2022)

The Councils' Biodiversity SPD (2022) is in line with the Environment Act 2021 and requires that development proposals deliver a net gain in biodiversity following a mitigation hierarchy which is focused on avoiding ecological harm over minimising, rectifying, reducing and then off-setting.

## Greater Cambridge Health Impact Assessment (HIA) SPD (2025)

HIAs are a method of assessing the prospective positive and negative health impacts of development on different population groups. They function as a guiding framework for the design and delivery of a development project, identifying how negative health impacts can be mitigated or prevented, how health benefits can be maximised, and how health impacts can be monitored in the long-term.

## The Community Infrastructure Levy Regulations (2010)

The Community Infrastructure Levy Regulations (2010) have introduced the requirement for all local authorities to make an assessment of any planning obligation in relation to three tests. If the planning obligation does not pass the tests then it is unlawful. The tests are that the planning obligation must be:

a) necessary to make the development acceptable in planning terms;
b) directly related to the development; and
c) fairly and reasonably related in scale and kind to the development.

This page is intentionally left blank