24/04575/FUL - 210 – 240 Cambridge Science Park, Milton Road, Cambridge CB4 0WA

Application details

Report to: Joint Development Management Committee

Lead Officer: Joint Director of Planning and Economic Development

Ward/parish: Milton

Proposal: 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.

Applicant: Brockton Everlast

Presenting officer: Mike Huntington

Reason presented to committee: The provision of a non-residential building where the GIA floor space to be created is 1,000m2 or more and the site is more than 1 hectare.

Member site visit date: 13 October 2025

Key issues: 1. Principle of development

2. Amount and design

3. Mitigation – transport, drainage, landscaping, ecology

Recommendation: Approve subject to conditions and S106

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Table 1: Contents of report

1. Executive summary

1.1 The application proposes the demolition of six buildings and the redevelopment of the site to provide 4 larger buildings, together with the retention of one existing building on the site.

1.2 The scheme proposes to remove much of the surface car parking and replace it with underground car parking.

1.3 Most of the space between the buildings will become landscaped space, available for both employees and members of the public to use.

1.4 The buildings will be designed so that they can be used for general laboratory use and will contain other uses on the ground floor such as food and beverage open to the wider public.

1.5 The lake to the south of the site will be improved and made more accessible to members of the public.

1.6 Officers recommend that the Joint Development Management Committee APPROVE the application subject to the planning conditions as set out in Section 29 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 23 below with any minor amendments to the Heads of Terms as set out delegated to officers.

2. Site description and context

2.1 The site is wholly within the boundary of South Cambridgeshire District Council and is located to the north of Cambridge within the Cambridge Science Park (CSP), which is in the parish of Milton.

2.2 The site is a little over 5 hectares in size. The redline area of the site includes land for the proposed off-plot cycle route improvements to the CSP, site access connections (providing new and also closing existing access points), underground drainage connections, and improvements to the southern lake.

2.3 The site is accessed via Milton Road to the east or King Hedges Drive to the west and currently comprises seven buildings (Nos. 210, 211, 216, 220, 230 and 240) and 697 associated car parking spaces. The existing buildings vary between two to three storeys in height together with roof plant features and are built with buff-coloured bricks. The existing Gross Internal Area (GIA) of the buildings is 19,970 square metres.

2.4 Building No. 216 has recently been refurbished. Planning permission (reference S/02433/16/FUL) was granted in 2017 for an additional 1,500 sqm of office / commercial space (through an extra storey to the building) and improved external appearance to that building.

2.5 The site is bounded to the north and west by the Cambridge Science Park Road which forms an inner ring road within the CSP, and to the east by office buildings and associated car parking. To the south are a lake together with footways that run centrally through the CSP. The First Public Drain, an ordinary watercourse, skirts the southeastern corner of the site, flowing eastwards towards Milton Road and beyond.

2.6 The site is located within the area covered by the Northeast Cambridge Area Action Plan (NEC AAP).

2.7 There are no Scheduled Monuments, Listed Buildings or any Registered Parks and Gardens located on Site. The closest designated Heritage Asset is St George Church Grade II Listed Building located approximately 1.2km south of the Site. The Fen Ditton Conservation Area is approximately 1.8km east of the Site.

3. The proposal

3.1 The proposal is an application for full planning permission for the demolition of existing buildings and substructures and the erection of Research and Development buildings (use Class E) with basement levels for car and cycle parking and building services, and associated landscaping, cycle parking, infrastructure works and plant. The proposed development will be known as 'The Fenway'.

3.2 As set out in the Planning Statement submitted with the application, the proposal is for the delivery of a high quality, landscape-led development that delivers net gains across all three sustainable development objectives: social, economic and environmental. Along with laboratory / office / life science floorspace it will provide new and improved publicly accessible green space and shared amenities.

3.3 Four buildings are proposed along with the retention of one of the buildings (No. 216), as shown in figure 1 below.

3.4 The proposed buildings are named within the application as:

A - Park North: the building to the northeast corner

B - The Generator Building: the building to the northwest
C - The Marker Building: the building to the southwest
D - Park South: the building to the southeast

Figure 1: Masterplan concept sketch (source – submitted Design and Access Statement p66)

3.5 A shared 2 storey basement is also proposed which would sit below Buildings A and B. The basement will be occupied by both car and cycle parking and will be designed so that it could be repurposed for more office / lab space should there be less demand for car use in the future.

3.6 The proposal is for the ground floors of the buildings to mainly comprise a mix of generous lobby / arrival spaces, co-working spaces, cafes, amenities, mobility hubs and back-of-house facilities. Upper floors are proposed as laboratory / office / life science floorspace.

3.7 The buildings would be located within a landscape-led setting with a landscape that is open, useable, and accessible. There will be some provision for car drop off between building A and building 216, but other than this, cars would predominantly be hidden from view underground.

3.8 The proposed floorspace and heights for each building are as set out in Tables 2 and 3 below:

Building	**Proposed Gross Internal Floor Area (GIA) Excluding car and plant basements (sqm)**
A Park North	22,807
B Generator Building	25,219
C Marker Building	23,873
D Park South	23,529
Building 216 (retained)	3,844
Total	**99,272**

Table 2: Building Gross Internal Floor Areas

Building	**Storeys**
A Park North	31.1 m max. 6 storeys + roof plant
B Generator Building	31.08 m max. 6 storeys + roof plant
C Marker Building	35.45 m max. 7 storeys + roof plant
D Park South	31.1 m max. 6 storeys + roof plant

Table 3: Maximum building heights

3.9 The space within each building is designed for start-up companies through to larger multi-national companies. The buildings are designed to foster an environment of collaboration and diversity. It is expected that the proposal would create approximately 4650 jobs, an uplift of about 4150 jobs from the current situation.

3.10 The buildings have been designed to be open and welcoming, with shared amenities for employees, visitors and the wider community. An Employment and Skills strategy is proposed to improve the employment opportunities for who live locally and identified to be in most need.

3.11 It is proposed that the buildings will encapsulate ‘science on show’ where contemporary science practices can be seen from the outside of buildings to connect the local community with the science being undertaken.

3.12 A mobility hub is proposed within the ground floor of Building A. This would provide information and services to encourage active travel and support a shift away from private car use.

3.13 The application is supported by the following information:

- Plans
- Planning Statement
- Environmental Statement (including)
    - Flood Risk Assessment and Drainage Strategy (updated)
    - Landscape and Visual Impact Assessment
    - Socio-Economic Assessment
    - Transport Assessment and addendum
- Air Quality Assessment
- Arboricultural Impact Assessment
- Archaeology Report
- Circular Economy Statement
- Design and Access Statement and addendum
- Employment and Skills Strategy
- Ground Investigation Report
- Health Impact Assessment (updated)
- Heritage Statement
- Landscape Statement
- Lighting Strategy
- Pedestrian Wind Comfort Assessment
- Public Art Delivery Plan
- Statement of Community Involvement
- Sustainability Statement
- Technical note on No 1 First Public Drain
- Utilities Assessment
- Ventilation and Extract Statement

3.24 The application has been amended to address representations including from County Highways, Urban Design, Landscape, Drainage and Health Impact Assessment officers, and further consultations have been carried out as appropriate.

3.25 The proposal has been shaped through a positive and collaborative pre-application process as part of a Planning Performance Agreement (PPA). This included a pre-application developer briefing being presented to the Joint Development Control Committee in October 2025. In addition, an officer update to members was provided after the June 2025 meeting of JDMC.

4. Relevant site history

Reference	Description	Outcome
23/02953/SCOP	Request for a Formal Scoping opinion for the 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 ancillary facilities (Use Class E (a-g)) along with access, landscaping and supporting infrastructure.	Scoping report issued 11.12.2023
S/2433/16/FL	Extension and refurbishment of Unit 216 to include the addition of a further storey, cycle spaces, plant and associated development and masterplan for land adjacent to Unit 216.	Approved 29.09.2017
S/4232/17/DC	Discharge of conditions 3 (materials), 5 (Traffic management plan), 8 (Hard and soft landscaping), 11 (Biodiversity enhancement), 14 (foul water drainage) and 15 (Surface water drainage) of planning permission S/2433/16/FL	Approved 24.01.2018
S/4305/17/DC	Discharge of condition 13 (Arboricultural report and Tree protection strategy) of planning permission S/2433/16/FL	Approved 29.01.2018
S/1171/18/DC	Discharge of Condition 16 (Contamination & Remediation (Parts 1 and 2)) of Planning Permission S/2433/16/FL	Approved 17.05.2018
S/3055/19/DC	Discharge of Parts 3 (Verification report) and 4 (Remediation Proposals) of condition 16 of planning permission S/2433/16/FL.	Approved 21.11.2018

S/2433/16/COND4	Condition 4 – Car Park Management Plan and Travel Plan	Approved 12.01.2021
S/2433/16/NMA	Non-material amendment of planning permission S/2433/16/FL alterations to the existing building and adjacent curtilage to accommodate new roof top plant, external condenser plant and ground level, a new access ramp to service the rear of the building and an extension to an existing terrace decking area.	Approved 12.01.2021
S/2166/89/F	5 Scientific research buildings (Class B1)	Approved 04.12.1989
S/0280/84	Phase 4 Cambridge Science Park	Approved 28.06.1984

Table 4: Relevant site history

5. Policy (see Appendix 1 for detailed South Cambridgeshire Local Plan policies)

National policy

- National Planning Policy Framework
- National Planning Practice Guidance
- National Design Guide 2019
- Local Transport Note 1/20 (LTN 1/20) Cycle Infrastructure Design
- 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
- Conservation of Habitats and Species Regulations 2017
- Environment Act 2021
- ODPM Circular 06/2005 – Protected Species
- Equalities Act 2010

South Cambridgeshire Local Plan (2018)

S/1 – Vision

S/2 – Objectives of the Local Plan
S/3 – Presumption in Favour of Sustainable Development
S/4 – Cambridge Green Belt
S/5 – Provision of New Jobs and Homes
S/7 – Development Frameworks
CC/1 – Mitigation and Adaption to Climate Change
CC/3 – Renewable and Low Carbon Energy in New Developments
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/2 – Protecting and Enhancing Landscape Character
NH/4 – Biodiversity
NH/6 – Green Infrastructure
NH/8 – Mitigating the Impact of Development in & adjoining the Green Belt
NH/14 – Heritage Assets
E/1: - New employment development and redevelopment on Cambridge Science Park
E/9: - Promotion of Clusters
E/10 - Shared Social Spaces as part of Employment Areas
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

5.1 **Other material considerations**

Supplementary Planning Documents (SPD)

- Biodiversity SPD – Adopted February 2022
- Sustainable Design and Construction SPD – Adopted January 2020
- Cambridgeshire Flood and Water SPD – Adopted November 2016

North East Cambridge Area Action Plan (Proposed Submission) - 2021

6 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 11 December 2023, confirmed the scope of the EIA, and 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 during its construction and once it is complete and operational. The ES assess the maximum quantum, physical extent and development principles defined for the proposal, as set out in the submitted parameter plans which are put forward for approval.

Topics covered by the Environmental Statement

6.5 The ES assesses the following topics:

a) Flood Risk and Drainage
b) Landscape and Visual
c) Noise and Vibration
d) Socio-Economics
e) Transport
f) Water Resources, and
g) Cumulative Impacts.

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 sets out the mitigation measures designed to address significant adverse effects of the proposed development on the surrounding environment. Mitigation measures can be used to prevent avoid, reduce, and offset the environmental effects of a development project, and may even enhance the receiving environment. As such mitigation measures can be classified in the following way:

6.9 **Avoidance**: making changes to the design of the project to avoid adverse effects on environmental features. This is the most acceptable form of mitigation.

6.10 **Reduction**: where avoidance is not possible, adverse effects can be reduced through sensitive environmental treatments/design.

6.11 **Compensation**: where avoidance or reduction measures are not available, it may be appropriate to provide compensatory measures. It should be noted that compensatory measures do not eliminate the original adverse effect; they merely seek to offset it with a comparable positive one.

6.12 **Remediation**: where adverse effects are unavoidable, management measures can be introduced to limit their influence; and

6.13 **Enhancement**: projects can have positive effects as well as negative ones, and the project preparation stage presents an opportunity to enhance these positive features through innovative design. Mitigation measures identified by the ES will be required by planning conditions (**Condition 36**) or s106 agreement.

6.14 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.

7 Consultations

Publicity

- Neighbour letters – Yes
- Site Notice – Yes
- Press Notice – Yes: Major and Environmental Impact Assessment Development

Active Travel England - No response received**.**

Anglian Water – Objection**.**

7.1 Updated consultation response dated 01 September 2025.

7.2 Following the recent 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, Anglian Water has no choice but to submit a holding objection to all future planning applications until alternative plans to increase capacity at the existing Cambridge Recycling Centre to deal with wastewater from growth are confirmed.

7.3 We are currently undertaking a comprehensive feasibility review of all available options to determine how future growth can be supported at the existing facility. This assessment is ongoing and is expected to conclude by June 2026

7.4 As advised above, there is insufficient wastewater treatment capacity at the existing Cambridge Water Recycling Centre (WRC). Any connection into our foul network from the proposed development will contribute to pollution and deterioration of the watercourse via the WRC as it cannot accommodate additional flows. Anglian Waters position is of a holding object on these grounds.

7.5 Our response for the foul network has been based on the following submitted documents: 5228 The Fenway, 210 - 240 CSP Drainage Strategy Report May 2025 P05 Anglian Water has worked with the applicant to establish a Sustainable Point of Connection (SPOC) for the proposed

development site for trade effluent and domestic flows into the receiving network.

7.6 The flows are to be split equally between the 2 requested connection points, each connection point will receive 38.75m3 at a constant discharge rate of 0.9785 l/s over an 11-hour day.

7.7 The 2 connection points are to the 225mm dia. foul sewer to the North of the site downstream of MH5902 located in Cambridge Science Park Road at National Grid reference (NGR) TL 46580 61936, and to the 225mm dia. foul sewer to the South of the site downstream of MH3800 located in Cambridge Science Park Road at National Grid Reference (NGR) TL 46347 61891.

7.8 This will avoid the constrained network which could cause pollution and flood risk downstream. We therefore request the following foul drainage condition is applied if permission is granted:

7.9 Recommends Planning Condition

No development shall commence until the strategic foul water strategy has been submitted to and approved in writing by the Local Planning Authority, in consultation with Anglian Water.

This strategy should identify the connection point(s) to 225mm dia. foul sewer to the North of the site downstream of MH5902 located in Cambridge Science Park Road at National Grid reference (NGR) TL 46580 61936, and to the 225mm dia. foul sewer to the South of the site downstream of MH3800 located in Cambridge Science Park Road at National Grid Reference (NGR) TL 46347 61891.

Prior to occupation, the foul water drainage works must have been carried out in complete accordance with the approved scheme.

Reason: To reduce the impacts of flooding and potential pollution risk.

County Archaeology - No objection

7.1 Existing development of the site is likely to have caused substantial sub-surface disturbance, and it is unlikely that significant archaeology of premodern date will survive in the area. No comment or requirement for the scheme.

County Highways – No objection

7.2 Don't object to the principle of development – but require a Stage 1 Road safety audit for parallel crossings that cross the access points into the site before planning permission is granted.

7.3 The proposed Parallel Crossings (and the footway and cycleway improvements) detailed within the submitted Transport Plan; whilst broadly acceptable in principle, will require a Stage 1 Road Safety Audit to be carried out prior to determination of this application (as is required by GG119 of the Design Manual for Roads & Bridges), so that any alteration required by the Audit can be incorporated into the proposals. The LHA requests that planning permission is not granted until such time as any issues raised by the RSA Stage 1 Audit are resolved.

County Transport Assessment Team – no objection

7.4 Agrees with the information submitted within the Transport Assessment, with the mitigation to be agreed through appropriate planning conditions and through financial contributions and other mitigation delivered through the s106 process.

Environment Agency - No comment

Environmental Health – No objection

7.5 Construction noise / vibration impact – no objection subject to a Construction and Environmental Management Plan (DCEMP).

7.6 Operational noise impact – no objection subject to a noise assessment condition and a noise limit / mitigation condition, as well as a noise impact informative.

7.7 Artificial lighting – no objection subject to a lighting scheme condition

7.8 Contaminated Land – No objection

These uses are not considered to be particularly sensitive to potential contamination.

However, the site does have a history of development and known past uses, including military use, that could be considered contaminative.

The submitted Ground Investigation Report comprises a desk-based assessment and preliminary risk assessment which recommended intrusive investigation. Ground investigation was undertaken with no potential contaminant linkages identified and no further investigation or remedial works considered necessary.

Recommend conditions regarding intrusive investigations relating to investigation and recording of contamination, phased remediation and verification, and a condition for unexpected contamination.

7.9 Air Quality – No objection. Recommend a condition for a full dust management plan.

Health and Safety Executive - No objection

Development Officer (Health) - No objection

7.10 Support - The outcome is that the Health Impact Assessment as submitted has been assessed as grade A which meets the required standard of the HIA SPD policy.

Landscape Officer – No objection

7.11 Support the application subject to conditions to secure final details of the flues, plant screening and materials to ensure delivery of the agreed design intent. Conditions recommended for hard and soft landscape details in accordance with the phasing strategy and a landscape management and maintenance plan. Green wall details should be secured by condition.

7.12 An Arboricultural Method Statement to show how tree protection would be provided at different stages of development is required. Full tree pit details should be secured by condition.

7.13 The lighting strategy should be secured by condition and will need to consider the ecological aspirations of the site.

Lead Local Flood Authority – No Objection

7.14 The above documents demonstrate that surface water from the proposed development can be managed through the use of smart control rainwater

harvesting tanks, green/blue roofs, permeable paving, a pond and attenuation tanks restricting surface water discharge to 6.9l/s.

7.15 The LLFA is supportive of the use of rainwater harvesting, permeable paving, and green roofs as in addition to controlling the rate of surface water leaving the site it also provides water quality treatment.

7.16 Water quality has been adequately addressed when assessed against the Simple Index Approach outlined in the CIRIA SuDS Manual.

7.17 Conditions are requested relating to drainage measures.

Milton Parish Council - No objection

National Highways - No objection

7.18 Condition required for a detailed Travel Plan to be approved in consultation with National Highways as the Highway Authority for the A14, to minimise the use of the private car and promote the use of sustainable modes of transport.

Natural England

7.19 No response received

Sustainability Officer - No objection

7.20 The approach to sustainability is welcomed. Conditions recommended for post construction statement confirming that the Sustainability Strategy has been fully implemented, detailed schemes for grey water and rainwater harvesting and recycling strategy, water efficiency standards to be met, BREEAM Wat01 water efficiency calculator submission and comprehensive water metering and monitoring system.

Tree Officer - See Landscape Officer comments

Urban Design - No objection

7.21 The proposed building heights, massing, scale and material treatments of the proposed buildings have been designed to relate well to the site's immediate and wider landscape context. The proposed public spaces within the site have been designed to help create a legible and pedestrian friendly environment.

7.22 From an urban design perspective, the proposals are considered to broadly meet the objectives set out in Policy HQ/1 of the South Cambridgeshire Local Plan (2018) in relation to Design Principles. Conditions in relation to public art, play equipment, materials, plant screen and flues are recommended to ensure the acceptability of the scheme.

Waste Shared Service - No objection

7.23 A complete Waste Management Plan is required to consider HGV access. Advice given on Waste Storage areas including bulky item storage. Recommend a condition for a Commercial Waste and Recycling Plan.

Quality Panel Meetings of 31 January 2023 and 5 December 2023 and Disability Panel Meeting 28 November 2023

7.24 The proposal was presented to the Quality Panel on 31 January and 5 December 2023.

7.25 The panel commended the ambition of the scheme in respect of landscape and climate.

7.26 The discussion at the Disability Panel Meeting focussed on the variety of external seating options, safe access and movement within and around the site as well as inclusive design and including for a Changing Places toilet provision.

7.27 The Quality Panel minutes are set out in Appendix 2.

8 Third party representations

8.1 One comment **objecting** to the scheme has been received.

8.2 The following issues are raised:

- Height of buildings is too imposing, out of character with the city
- Concern if there is enough water to support this growth
- Will there be housing, transport for the researchers
- Considering the location would it make sense for East West Rail (EWR) to approach Cambridge from the north.

8.3 2 x Letters of **support** from the Cambridge Science Centre and Trinity College (the owners of the Science Park). Trinity College state that the scheme is coordinated with the emerging masterplan for the Science Park.

8.4 The Science Centre states that the scheme will further strengthen the area's role as a hub for innovation and provide an include platform for young people and the wider community to engage with world class innovation in technology, life sciences, engineering and biotechnology.

9 Member Representations

9.1 None received

10 Local Groups

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

- Building heights are the same across the site with large footprints, resulting in inelegant boxes
- The mass and form of the buildings is not sufficiently outstanding for this key location within the Science Park and with its potential to set a precedent for the design of future redevelopment sites
- The buildings will impact the character of the city skyline viewed from within Cambridge and from the countryside
- The overall character of the city's skyline is one of relatively few taller buildings that emerge as 'incidents' above the prevailing lower buildings and trees, policy HQ/1 should be strictly applied
- The cumulative impact of development such as this will result in the skyline being dominated by large bulky buildings rather than slim and elegant towers and turrets of the churches and chapels
- Do not object to tall buildings but would wish to see more innovative design and greater articulation between buildings with taller buildings being balanced by significantly lower buildings.

10.2 Cambridge Cycling Campaign has made a representation; their comments can be summarised as:

- The proposal has the potential to set a new standard for active travel in the Cambridge Science Park, but will only be possible with a more ambitious, outward-looking approach and a more dynamic strategy for cycle parking.
- The site takes several car-centric business premises and proposes a master plan with high-quality buildings and public space, which is very much welcomed.
- However, the lack of wider consideration of connectivity beyond its boundary risks creating an isolated, inward-looking development.

- The applicant has set ambitious mode share targets, which work in its favour by enabling more employment space with less parking provision.

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 Assessment

11.1 From the consultation responses and representations received and from an inspection of the site and the surroundings, the report addressed the following issues:

- Principle of development
- Masterplan concept, building design, scale and landscaping
- Community benefits
- Landscaping, trees and biodiversity
- Landscape and townscape effects
- Carbon reduction, sustainable design and potable water use
- Highway safety and transport impacts
- Cycle and car parking provision
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12 Principle of Development

12.1 The relevant planning policies and guidance setting out the basis for establishing the principle of development set out in this application are set out in Appendix 1.

12.2 The proposed development would provide four new exemplary buildings to support research and development uses. Designed to support high value life science-focussed businesses at all stages of development from start-ups to more established operators, the buildings have been designed to enable collaborative working and to maintain the science park's position as a fundamental part of the Cambridge Cluster.

12.3 The Socio-Economics assessment at Chapter 9 of the Environmental Statement, submitted with the application, estimates that the proposed development will support approximately 4,650 employees once completed.

12.4 This is a significant number of new job opportunities and is anticipated to increase employment in greater Cambridge by 2.4%. It is estimated that the development will produce approximately £316m per year for the economy, measured as Gross Value Added (GVA). It is estimated that the new employees will have approximately £256m in earning potential.

12.5 The principal of redevelopment of this part of the science park is considered to be acceptable: it is compliant with Policy E/1 of the South Cambridgeshire Local Plan (SCLP) in that it would be for 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 SCLP Policy E/9.

12.6 The principle of development is also supported by the efficient reuse of previously developed land in a highly sustainable location as required by Chapter 11 of the NPPF (2024) 'Making effective use of land'.

12.7 The proposal would contribute to supporting economic growth and productivity, as required by paragraph 85 of the NPPF, which states that 'Significant weight should be placed on the need to support economic growth and productivity, taking into account both local business needs and wider opportunities for development.'

12.8 This is further supported by the March 2024 government led 'Case for Cambridge' and the government's commitment to support the continued economic prosperity of Cambridge, as set out in an open letter issued by the Minister for Housing and Planning in August 2024.

12.9 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 and the National Planning Policy Framework.

13 Masterplan concept, building design, scale and landscaping

Introduction

13.1 The applicant has submitted a Design and Access Statement to explain their approach to the redevelopment of the site and to explain in detail the rationale for the design of each of the buildings.

Masterplan Concept

13.2 The masterplan for the site is based upon the idea of 'buildings in the landscape', with cars mostly removed and placed in an underground car park, together with a generous amount of landscape between and around the proposed buildings.

13.3 As well as the generous amount of landscape, the buildings are designed so that they all have their ground floor activity and primary frontage facing out onto a central area of open space. This will also create functional and flexible external spaces that will support outdoor working.

13.4 The scheme is designed to blur the boundaries between the landscape and the buildings. The buildings themselves will have roof terraces and roof gardens, contributing to the overall 'greenness' of the scheme. These terraces and gardens will become attractive places for staff and visitors.

13.5 The proposed development has incorporated pedestrian-friendly features, with the buildings' main entrances clustered around key pedestrian routes within the landscaped setting of the centre of the site.

13.6 The buildings all have ground floors set back under colonnades that will provide shelter from both the sun and the rain when needed.

13.7 Three of the proposed buildings are stepped, with landscaped roof terraces designed to softening the form of the buildings. This approach will reduce the visual impact of the buildings on the surrounding area, whilst increasing green spaces on rooftops (improving air quality and biodiversity) and enhancing the wellbeing of occupants through access to outdoor spaces.

Vehicular Access

13.8 The existing site is currently served by three vehicular access points.

13.9 Vehicular access will be reduced to two access points. These are:

- an access point immediately to the east of Building A which will be retained (with relevant upgrades to the access), and
- a service access between Building B and Building C.

13.10 The vehicular access junctions have been designed to prioritise active travel modes. The cycle route around the perimeter of the site will provide connections to both site accesses and will ensure cyclist priority using a forward cross over arrangement at the junctions. These junctions will need to be assessed by a road safety audit, the process of which falls outside the scope of the planning permission. The detail of the junction design and its implementation can be secured by planning condition once the road safety audit process has been concluded (**Condition 21 Works to the public highway**).

13.11 Cycle and pedestrian access will also be made from the south of the site, connecting to routes from the guided bus stops and wider afield.

Building A

13.12 Building A, situated at the northeast of the site, is proposed to be a lab-office complex offering 16,217 sqm Net Internal Area (NIA) with the following provision:

Office 7,333 sqm
Lab space 8,475 sqm
Food and beverage 247 sqm
Mobility Hub 114 sqm
Mothers room 27 sqm, and
Nap Room 19 sqm

13.13 The building comprises a ground floor plus five storeys (and plant) of occupied space, with two basement levels providing site-wide car parking.

13.14 The southern edge of the building features active spaces supporting the wider site including a mobility hub, the pedestrian entrance/exit for the basement car park, and secure cycle storage for retained Building 216. On the northern edge, a ramp provides vehicular access to the basement car park.

13.15 The main entrance to Building A is proposed to be accessed from the western side of the building. An external entrance, directly accessible from the new dedicated cycle route, leads to the building's cycle facilities.

13.16 Cycle parking in Building A is located at ground level. The building includes two cycle parking areas: a larger one to the north serving Building A

employees, complete with changing rooms and shower facilities, and a smaller one to the south designed for Building 216 employees.

13.17 Cars will enter the basement via a ramp to the northeast of the building. Pedestrian access to ground level is provided by stairs and a lift located on the southern edge of the building.

13.18 The mobility hub and the car park pedestrian entrance/exit are situated on the southwest corner of the building, creating an active central site area.

13.19 The Mobility Hub will be a multifunctional space featuring a small café and an information point promoting suitable transportation options. The hub will also include a bike rental kiosk, a taxi booking service, and a cycle repair shop, providing comprehensive support for various modes of transport.

Building B

13.20 Located in the western part of the Site, Building B is proposed to comprise 18,940 sqm of NIA workspace for laboratory and office use. The basement car parking level will extend under Building B. The building will provide the following:

Office 7,184 sqm
Lab space 9,548 sqm
Food and beverage 563 sqm
Co-working office 576sqm
Wellness hub 274 sqm, and
Collaboration space 842 sqm

13.21 The main access to the building will be from centre of the site facing out onto the central open space. Cyclists will approach via a dedicated cycle plaza, connected to the wider cycle route network on Cambridge Science Park Road, located northeast of the building. This will lead to a double-height cycle ramp descending to the basement cycle park.

Building C

13.22 Building C is designed as a ‘marker’ building, located in the southwest corner of the site facing onto the lake. The building will provide the following:

Office 5,887 sqm
Lab space 9,671 sqm
Food and beverage 519 sqm

Co-working office 425 sqm
Mothers room 30 sqm, and
Nap Room 19 sqm

13.23 The main building entrance will be towards the south-eastern part of the building looking out over the central area of open space.

13.24 The basement will contain the building's cycle parking areas and end-of-trip facilities, which are accessed via a dedicated cycle ramp from the ground floor.

Building D

13.25 Building D, located at the southeast part of the site, will comprise 15,612 sqm NIA. The basement will be dedicated to cycle parking, end-of-trip facilities, and essential plant areas.

13.26 The building will provide the following provision:

Office 5,821 sqm
Lab space 8,475 sqm
Food and beverage 472 sqm
Co-working office 805 sqm
Mothers room 24 sqm, and
Nap Room 16 sqm

13.27 Building D will have two entrances: the primary entrance from the lakeside edge, which will serve as the main point of arrival, and a secondary entrance positioned to minimise walking distance from the basement car park to the north.

13.28 It will be located closest to the Bradfield Centre in the heart of the science park and will also be close to the wider east west pedestrian and cycle routes through the science park.

Building design, scale and massing

13.29 The four proposed buildings will be taller than the current buildings on the site, but this increase in scale is considered to be acceptable, continuing the changing context in this part of Cambridge. This is a theme which is well established on buildings that have either been recently approved or are under construction in St John's Innovation Park, which are considered to sit appropriately and comfortably within their settings.

13.30 The massing has been deliberately broken down using stepped terraces, articulated façades, and landscaped roofscapes.

13.31 The proposed buildings will use varying colours such as earth tones and cream/honey colours, but with final colours and materials determined at planning condition stage **(Conditions 8,9 and 10 materials).**

13.32 Extensive visual impact assessments, including verified views, were undertaken to understand and mitigate the development's effect on key viewpoints, including those from the northern approach from the countryside. The proposal has responded to these by introducing varied rooflines and material treatments to bring greater articulation to the proposal when viewed at a distance.

13.33 Amendments to the design were submitted which also considered different approaches to dealing with roof top plant and plant screening, as well as ways to articulate building forms. On this basis it is considered that the proposals do not undermine the visual amenity of the area.

13.34 Future wider changes in the local townscape are anticipated through the emerging context of the Northeast Cambridge Area Action Plan and Trinity College's aspirations for the wider re-development of the Science Park.

13.35 Notwithstanding concerns raised about the quality of the proposals, including the scale and the massing, and the lack of innovation in the design, the proposed development is considered to be of high quality and reflects the ambition for the transformation of this part of the city.

Phasing

13.36 The scale of development will mean that the proposal will need to be phased. The applicant has submitted a phasing plan that demonstrates how the development could be phased.

13.37 It is proposed that Buildings A and B will be developed first, as they will contain the underground car park that the overall scheme relies on to remove car parking from the landscape design.

13.38 There will however need to be further thought to the phasing of the open space within and adjacent to all the proposed new buildings, as the

improvements to the lakeside edge on the southern part of the site will be important for the wider community as well as users of these new buildings, and this will be the subject to a phasing condition (**Condition 6 Phasing).**

Conclusion

13.39 Overall, it is considered that the proposed development is of a high-quality design that would contribute positively to its surroundings and be appropriately landscaped. Subject to planning conditions relating to materials, details of the roof plant, landscaping details, and the phasing of the development, the proposal is considered to be compliant with Policy HQ/1 of the South Cambridgeshire Local Plan 2018.

14 Community benefits

Introduction

14.1 The applicant has committed to providing lasting community benefits both within the site and beyond its boundaries. This is to be achieved through various elements of the scheme as set out below.

14.2 Publicly accessible landscaping – the scheme proposes improving the landscape that is currently located within the heart of the science park by creating a more inclusive, welcoming and diverse landscape with improved seating, particularly along the lake side edge.

14.3 Publicly accessible building –the ground floor of all the buildings will all create internal spaces that will provide co-working areas, with generous lobbies and cafés. All these areas will be available for the public to use, with outlooks to the landscape and lake edge.

14.4 Job creation - Approximately 375 no. full time equivalent jobs will be generated during the construction phase, with about 4,650no. full time equivalent jobs generated in the operational phase of the development, an uplift of about 4,150 jobs when compared to the employment potential of the existing buildings.

14.5 This represents a significant uplift in job provision from the current position. Allied with this is an action plan for outreach programmes and partnership working to generate increased opportunity and likelihood for those in most need locally to gain the opportunity for employment at the site.

14.6 **Mobility Hub –** an amenity available for the public to use to gain advice on sustainable travel options and access to bike repair facilities.

14.7 **Employment and Skills Strategy** (ESS) – the applicant has proposed an ESS, to be secured through the s106 agreement.

14.8 An assigned Employment and Skills Coordinator set up as part of the ESS will engage with local education partners and encourage tenants to take up apprenticeships and other opportunities.

14.9 The Employment and Skills Coordinator will have a role during the construction period and for the five years after the proposed development has become operational and will provide a point of contact between the Council, principal construction contractor, and the future tenants at the proposed development.

14.10 The three main areas that the ESS identifies that the proposed development can take meaningful action are pre-work and formal education inequality; access to local talent and new pathways; and cost of living.

14.11 A new home for hands-on science within Cambridge Science Park has been financially supported by the applicant. The facility is located within the Trinity Centre located within the science park.

14.12 In partnership with Trinity College and the Cambridge Science Centre, the facility provides opportunities for local schools to access science equipment and learning that is not typically accessible in schools.

14.13 The main contractor will be contractually obliged to pay the Cambridge Living Wage during the construction phase, while significant opportunities for work placements and apprenticeships will be built into the construction contract.

14.14 The applicant will produce an Employment and Skills Delivery Plan which would provide more detail on the specific measures to support these objectives. The applicant would work with the Council to identify potential opportunities for local people and maximise the skills opportunities arising from the proposals.

Health and Wellbeing

14.15 A Health Impact Assessment was submitted with the application. The proposed development will prioritise health and wellbeing. Buildings have been designed in accordance with the WELL Building Standard, which aspires to achieve the highest 'Platinum' rating.

14.16 The existing site's landscaping and public realm will be improved. Enhanced cycling and walking routes, places to sit and relax, improved views, and better air quality, all accessible to the wider community beyond the Science Park, will all contribute to community wellbeing.

Conclusion

14.17 Subject to securing the Employment and Skills Strategy, Delivery Plan and Co-ordinator through the s106 process, and planning conditions to ensure that appropriate timing of the delivery of open space improvements, the proposal is considered to be in accordance with policies E/1 and HQ/1 of the South Cambridgeshire Local Plan 2018.

15 Landscaping, Trees and Biodiversity

Introduction

15.1 The application is supported by a Tree Survey and Constraints Plan together with a Landscape Statement and a Landscape general arrangement plan.

Landscape

15.2 A landscape-led framework has been developed for the proposed development, incorporating the following features:

a) Retention of as many existing trees in the site centre as appropriate. Where tree removal has been agreed as necessary, then replacement planting will be implemented across the site;

b) Preservation of most of the trees and hedges along the eastern boundary to maintain a wildlife corridor, enhanced with additional native planting for biodiversity; and

c) Rejuvenation of the pond in the centre of the site and the creation of a biodiverse planted edge along the lake to the south of the site.

15.3 The masterplan has defined the following distinct landscape character areas**:**

a) Landscape Park - Located along the southern edge of the site, this south-facing area of parkland serves as the main public interface to the proposed development. It connects to the wider pedestrian movement network within the science park and will also create an attractive public realm alongside the existing lake to the south of the site;

b) The Grove – this is situated in the centre of the site and will form a green/blue core to the campus. The central pond will be enhanced, with key surrounding trees retained;

c) Pollinator Garden – this will be located west of Building B, and will focus on horticulture;

d) Arrival Space – this will be located north of the Pollinator Garden and will provide a gateway into the northern part of the site, connecting with the Science Park ring road. It is proposed to include a formal plaza set beneath a structured arrangement of trees and will feature an amphitheatre for hosting events;

e) Woodland Edge - Running along the northern site boundary, this area will incorporate retained trees enhanced with additional planting. It will include an informal path with openings for exercise and seating; and the

f) Ecology Corridor - Located along the eastern site boundary, this ecology-focused link will feature native plant species, habitats, and sensitive lighting. The Landscape Framework seeks to ensure that the development provides new spaces and routes, as well as maintaining and enhancing existing ones where they still have a positive contribution to make to the environment of the Science Park and its users.

15.4 All these proposals are considered to be acceptable; the proposals to improve the existing lakeside edge and make the central landscaping space welcoming are particularly supported by officers.

Biodiversity Net Gain (BNG)

15.5 The landscape design also aims to provide green infrastructure in the form of green walls and green terraces; and will create pockets of woodland habitats as well.

15.6 A new wildlife corridor is proposed along the east boundary of the site which will connect with the wider green infrastructure corridors within the science park and beyond. Using Natural England's Biodiversity Metric 3.1, the proposed site results in 28.89% BNG. This will be secured by planning conditions **(Condition 28 Arboricultural Method Statement, Condition 29 Hard and Soft Landscaping and Condition 30 Green Walls),** and the standard BNG condition.

Conclusion

14.18 Subject to planning conditions as described above to ensure the appropriate quality and timing of the delivery of the proposed landscaping schemes, the proposal is considered to be in accordance with policies HQ/1 and NH/4 of the South Cambridgeshire Local Plan 2018.

16 Landscape and Townscape Effects

Introduction

16.1 A full analysis of the likely effects of the proposed development on the fabric, character and visual amenities of agreed landscape and townscape receptors is contained in the Landscape and Visual Assessment (LVIA) section within the Environmental Statement, as well as within the Heritage Statement. The scope of each assessment was agreed with officers at the pre-application stage.

16.2 The NEC Landscape Character and Visual Impact Assessment (LCVIA) is one of the evidence base documents which carries some weight in decision making. The NEC LCVIA provides an appraisal of the existing landscape character and tests the potential effects of high, medium and low development height scenarios at the Site from a series of viewpoints. The appraisal indicates there is scope for high and medium height development in the central part of the science park.

Landscape and Visual Impact Assessment (LVIA)

16.3 The proposed development is of a larger footprint and height than existing development within the Science Park. The buildings will be considerably larger than their immediate neighbours which will have an impact on the grain and scale of the townscape in this area, although it is acknowledged that the science park mainly consists of large single office or laboratory buildings. This step up in scale will be evident in places around the

countryside to the north of the site, which will ultimately increase the urbanising effect of the city's edge on the surrounding countryside.

16.4 The change to the townscape will also be evident from surrounding road networks and some residential areas to the south of the site. The science park, which is currently moderately low rise as experienced from the A14, the A10 and the northern end of Milton Road, will be more prominent, with an emerging new character of large lab buildings previously associated with out-of-town science campuses or the biomedical campus.

16.5 Notwithstanding this, it is considered that the impacts will be relatively localised and seen against the backdrop of the existing settlement edge, which at present has a varied condition. Furthermore, the proposed buildings are situated in the central parts of the science park, therefore avoiding a sense of overbearing impact on the northern edge of the city, which might otherwise result from development of this scale.

16.6 A draft landscape and visual impact assessment was produced as part of the pre-application discussions to help inform the scale, massing and design of the buildings. A final version was submitted as part of the planning application. The Landscape Officer is in agreement with the findings of the report, which does not raise any objections based on landscape and visual effects.

16.7 Although the proposed buildings are of a greater scale than surrounding development, it is considered to have an acceptable relationship with the immediate context of the Cambridge Science Park. The proposed buildings will break the skyline when viewed from the Mere Way which would result in a moderate adverse impact on landscape character and visual amenity.

16.8 This is an evolving view with other development coming forward on the science park at a scale that will also be prominent from this viewpoint. The proposed modulation of the buildings are considered to adequately soften the buildings and mitigate the impact of the height of the buildings when viewed from the Mere Way. The proposed scale is therefore considered acceptable and compliant with South Cambridgeshire Local Plan (2018) policies HQ/1, and SC/9 and the NPPF (2023).

16.9 The LVIA is clear about the fact that mitigation measures, such as tree planting, would not diminish the significance of effects over time, due to the height of the buildings, and therefore the scheme is reliant on the design approach to ensure a response to context and minimisation of adverse effects. Refinements to the plant screens and flues, and to the materiality/tone of Buildings A and D helps to reduce these effects.

16.10 In this respect, further information was submitted to address this issue, following discussion around the different approaches to flue and plant screen options, as well as looking at different building colours and materials. This information was comprehensive, and shows a continued commitment to a high-quality outcome, and is consistent with the approach the applicant has taken throughout the pre-app and application stages.

16.11 The updated scheme refines the skyline and separates the building forms (particularly Buildings A and D) and are considered to help to improve long-distance views and contribute to a more distinctive and site-specific development within the science park. There has been a considerable amount of effort in understanding the skyline and Officers are confident that the buildings can sit within their context.

16.12 This approach is supported, subject to a condition securing final details of the flues, plant screening and materials to ensure delivery of the agreed design intent **(Condition 9 Materials, including plant screen and 10 Roof plant).**

16.13 As part of the assessment of the site, a scoping exercise identified above ground heritage assets within a study area of 2.5km from the approximate centre of the site, reflecting previous experience of proposals for Cambridge North.

16.14 The detailed design of the proposed development, as explained in the Design and Access Statement and supporting Planning Statement, has been informed by a detailed understanding of the site constraints, including the heritage significance of built heritage assets in the surrounding area with the potential to be affected.

16.15 As concluded within this report, the proposed development will preserve the significance of the identified designated heritage assets, specifically in relation to any contribution made by setting to their significance. The importance of setting lies in what it contributes to the significance of a heritage asset or the ability to appreciate that instance. With regard to the proposed development, it will not adversely impact or materially change any contribution made by setting to the ability to appreciate the significance of the identified heritage assets.

16.16 The proposed development therefore adheres to the requirements of the Planning (Listed Buildings and Conservation Areas) Act 1990, the NPPF (as revised, December 2023). It is also consistent with the aim and objectives of relevant policies within the South Cambridgeshire Local Plan (2018),

specifically Policy NH/14 (Heritage Assets), but also Policy HQ/1 (Design Principles). For these reasons, the proposal should be supported in built heritage terms.

16.17 The cumulative effects of other existing or approved developments are also considered. It is concluded that the implementation of the proposed development would result in no significant cumulative adverse effects.

Conclusion

16.18 Overall, officers consider the proposed design of the buildings and the careful modulation in terms of scale and massing and use of materials would preserve and maintain key landscape and townscape characteristics and respective visual amenities, in accordance with Policies HQ/1 and NH/14 of the South Cambridgeshire Local Plan 2018, as well as the requirements of the Planning (Listed Buildings and Conservation Areas) Act 1990.

17 Carbon Reduction, Sustainable Design and Potable Water Use

Introduction

17.1 The application is supported by a Sustainability Statement. The looks at the following key sustainability themes: circular economy, net zero carbon, biodiversity, health and well-being and water conservation. The document sets out the case for demolition after having carried out a retrofit versus new build study.

Sustainability Strategy

17.2 The proposed redevelopment of the site presents an opportunity to foster pioneering life science research and become a net zero carbon destination that attracts leaders across the global science market whilst supporting the local Cambridge community.

17.3 To achieve this, the applicant has stated that they will focus on the following key areas:

a) Net zero carbon on construction and in operation.
b) Eliminating waste and improving resource efficiency through circularity.
c) Enhancing health & wellbeing through the delivery of high-quality spaces.
d) Delivering a net gain in biodiversity, whilst providing high quality green spaces.

e) Creating communities that have a strong sense of place and identity which provide social value.
f) Minimising the use of potable water by using ultra-low water fittings with all grey water and rainwater recovered for reuse.

17.4 The applicant has carried out a detailed deconstruction audit identifying where materials can be retained or reused. Significant amounts of flooring, paving, topsoil and sub-base has been identified for reuse in the new buildings, with a circular economy target for 95% of construction waste diverted from landfill.

17.5 Embodied and whole life carbon have been an influential factor in the circular economy strategy, with a commitment to ensuring upfront embodied carbon does not exceed 800 kgCO2/m2 GIA.

17.6 The operational energy and carbon sections of the document outlines the use of a 'fabric first' approach to construction, informed by passive design principles. It confirms the use of the following energy and carbon reduction features:

a) Enhanced fabric specification above Building Regulations Part L requirements.
b) All electric approach.
c) Net zero carbon for construction and operational energy, with an EUI target of <250 kWh/m2/yr GIA.
d) Over 2,900 m2 solar PV split across three buildings.
e) BREEAM 'Excellent' with an aspiration to achieve 'Outstanding'.
f) Full credits from the water category BREEAM Wat 01 - rainwater and greywater harvesting.
g) CIBSE TM54 energy modelling demonstrates all four new buildings achieve reasonable carbon reduction above Part L requirements.
h) Climate risk assessment and thermal comfort modelling undertaken following CIBSE Guide A and BREEAM Hea04 - appropriate mitigation and adaptation measures identified where necessary to alleviate overheating risk.

17.7 The approach to sustainability outlined above is welcomed and details a development that exceeds both national and local policy requirements. The application has been subject to formal consultation with the Council's Sustainability Officer, who raises no objection.

17.8 In accordance with the advice offered, a condition has been recommended to ensure the implementation of the sustainability strategy (**Condition 11 – Sustainability Strategy)**

Potable water use

17.9 The proposed development commits to achieving full credits for the Wat categories of BREEAM. Buildings will utilise both rainwater and greywater harvesting, with highly water efficient water fittings (with 83% of the WC flush demand to be met using recycled water).

17.10 All rainwater that falls onto hard landscape or terraces will be captured and stored for reuse. A rainwater harvesting system will be provided for each building, to harvest roof and terrace rainfall. Rainwater will be pumped from the tank to a control system comprising of filters, UV disinfection, mains cold water top and booster pumps. The harvested rainwater will then then be pumped to a greywater system prior to being pumped to WCs via a dedicated boosted greywater pipework system.

17.11 As part of the SuDs and biodiversity plans the hard landscaped areas have been reduced and planted areas increased. These will increase biodiversity and provide a more resilient sustainable drainage strategy. In addition, plant species selection has been governed by prioritising those that can adapt to climate change (i.e. more drought tolerant), in order to minimise irrigation requirements. As a result, the surface water run-off will be reduced by between 40 and 60%.

17.12 The ground level landscape rainwater harvesting system will be collected from the hard landscaping areas and utilised for irrigation as part of the SuDS strategy, targeting a further potable water reduction.

17.13 All the internal, external and terrace planting will be irrigated using harvested rainwater fed from the ground giving the proposed landscape a drought resilience of 35 days.

17.14 In accordance with the advice offered by the Council's Sustainability Officer, conditions have been recommended relating to grey water and rainwater harvesting (**conditions 12 and 13**). Conditions have also been recommended relating to commercial water metering and water efficiency (**conditions 14,15 and 16**).

17.15 Officers welcome the approach taken by the Applicant to address future potable water usage/demand, which meets and exceeds the current adopted planning policy requirements in the South Cambridgeshire Local Plan.

17.16 The project and cumulative level impacts of the proposed development give rise to no reasons why the development should not be supported on the grounds of impact on water resources.

Conclusion

17.17 The applicants have suitably addressed the issue of sustainability, renewable energy and water efficiency and subject to the conditions as described above, the proposal is compliant with policies CC/1, CC/3 and CC/4 of the South Cambridgeshire Local Plan 2018, and the Greater Cambridge Sustainable Design and Construction SPD 2020.

18. Drainage, Flood Risk and Foul Water Management

Introduction

18.1 The applicant has submitted a flood risk assessment and a drainage strategy report. The application site is in Flood Zone 1 and therefore considered at low risk of flooding.

18.2 The Local Lead Flood Authority has advised that they have no objection to the proposal, subject to the imposition of conditions requiring details in relation to drainage measures (**Conditions 34 and 35**).

Surface Water Drainage

18.3 The proposed development is not expected to result in any likely significant effects associated with flooding and surface water drainage. It will provide betterment in terms of both water quality and quantity compared to the existing situation.

18.4 Surface water runoff will be reduced with the proposed surface water rate limited to a maximum of 6.9 litres/sec for all storm events up to and including the 1 in 100-year + 40% Climate Change scenario. This represents a significant improvement over the current site conditions where surface water drainage is not controlled.

18.5 Surface water will discharge into the First Public Drain, which serves the wider science park and Kings Hedges, and then flows eastwards (south of the sewage works) and then on towards the River Cam.

18.6 Water quality will be enhanced by Sustainable Drainage System (SuDS) measures, including full retention petrol interceptors. The risk of flooding to third parties will be reduced through the implementation of the SuDS scheme, positively impacting flood risk downstream.

18.7 The proposed surface water strategy represents a significant reduction in peak run-off from the development, substantially mitigating downstream flood risk by creating a 'water time lag' from this part of the Science Park. This design aligns with the NPPF and local policies on sustainable systems and managing flood risk. The management of the drainage system will be subject to an appropriate planning condition (**Condition 34**).

Foul Water

18.8 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.

18.9 Paragraph 201 of the NPPF states that the focus of planning policies and decisions should be on whether proposed development is an acceptable use of land, rather than the control of processes or emissions (where these are subject to separate pollution control regimes). Planning decisions should assume that these regimes will operate effectively.

18.10 The application site lies within the Cambridge Water Recycling Centre (WRC) catchment area. Anglian Water states in updated consultation correspondence dated 01 September 2025 that Cambridge WRC currently lacks the capacity to treat the additional flows generated by the proposed development.

18.11 Anglian Water's consultation correspondence goes on to state that following the recent 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 Water Recycling Centre for Greater Cambridge, holding objections will be submitted to all future planning applications.

18.12 Anglian Water has advised that this position will continue until alternative plans to increase capacity at the existing Cambridge WRC to deal with wastewater from growth are confirmed. A comprehensive feasibility review of all available options is currently being undertaken by Anglian Water to

determine how future growth can be supported at the existing facility. The assessment is not expected to conclude until June 2026.

18.13 Until such time as the feasibility review is concluded, Anglian Water raise a 'holding objection' to the proposed development. This is on the grounds that any connection into the foul network will contribute to pollution and deterioration of the watercourse via the WRC as it is unable to accommodate additional flows.

18.14 Wastewater infrastructure capacity has become a strategic issue for many local planning authorities across the south-east of England over the last year. 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.

18.15 Anglian Water's updated consultation response dated 01 September 2025 is described as a holding objection with regard to wastewater treatment. 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.

18.16 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.

18.17 Officers do not consider it reasonable to withhold the consideration of this planning application until the conclusion of Anglian Water's feasibility review to determine how future growth can be supported at the Cambridge WRC (expected by June 2026).

18.18 The Applicant has advised that any further delays in decision making in respect of this planning application will increase the likelihood of a non-determination appeal being lodged. This is a situation which all parties are keen to avoid.

- Capacity of Cambridge WRC

18.19 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.

18.20 No direct evidence has been provided by Anglian Water to substantiate their position that the treatment works currently lacks capacity to treat additional flows.

18.21 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

Table 5: Cambridge WRC Storm Overflow, Spill frequency event duration monitoring data (Source: Environment Agency Storm Overflow – Spill Frequency Portal)

18.22 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 confirm 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).

18.23 The desktop exercise indicates that as Cambridge WRC is currently operating above its operational capacity, additional flows could worsen the situation.

- Foul Water Flow Rates

18.24 Calculations of the existing and proposed daily used water discharge rates associated with the application site are provided in the updated Environmental Statement (ES) (May 2025) which accompanies the planning application.

18.25 The ES states that proposed daily water demand figures have been calculated based on the actual volumes of water that will be used based on typical employment densities and the associated water demands.

	Peak Flow Rate (litres/sec)	**Domestic Flow (litres/day)**
Existing scheme	7.94	59,549
Proposed scheme	9.78	93,887

Table 6: Existing and proposed domestic flow rates (Source: Environmental Statement)

18.26 The ES confirms that non-domestic flow rates have not been factored into the foul water drainage calculations, an approach which Anglian Water has agreed with the Applicant.

18.27 Officers understand that Anglian Water has worked with the applicant to establish a Sustainable Point of Connection (SPOC) for the proposed development site, for both domestic flows and trade effluent into the receiving network.

18.28 The proposed flows are to be split equally between 2 requested connection points, with each connection point receiving 38.75 square metres at a constant discharge rate of 0.9785 litres per second over an 11-hour day. Anglian Water advise that this SPOC will avoid the constrained network which could cause pollution and flood risk downstream.

Non-domestic wastewater

18.29 The proposed development is being designed to accommodate laboratory uses. There may therefore be a requirement to apply for a trade effluent discharge consent. Trade effluent licences fall under a different regulatory system and would need to be obtained in conjunction with an agreed discharge licence agreement with Anglian Water, based on the final tenant/occupier uses and the composition and type of foul water discharge.

- Assessment of harm

18.30 The proposed development will result in a net increase in wastewater rates of over 30,000 litres/day. The ES identifies that the residual effects of the proposed development on flood risk, drainage and water quality are negligible.

18.31 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.

18.32 Notwithstanding Anglian Water's position, officers consider that the scale of the net increase of foul flow rates from the application site will increase the likelihood of storm overflow discharges to watercourses in non-exceptional circumstances. This is because Cambridge WRC is already operating above capacity.

18.33 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.

18.34 Given the updated consultation advice dated 01 September 2025 from Anglian Water, the Applicant has been asked to demonstrate why the net increase in foul water flows arising from the development site, in combination with all other committed development, will not cause significant harm to water courses, given there is already inadequate capacity at the Cambridge WRC. An update will be provided at JDMC.

18.35 In the absence of a compelling case as to why the proposed development will not cause significant harm to water courses, officers consider it reasonable to apply a 'Grampian' planning condition. This would restrict occupation of the development until such time as sufficient capacity at the receiving WRC has been confirmed. The Applicant has been asked to confirm the acceptability of this approach, and an update together with proposed agreed condition wording will be provided at JDMC.

18.36 Subject to the agreement of a Grampian planning condition as described above, officers consider that that the application proposals would not conflict with relevant development plan policies. This includes local plan policy CC/7 (Water Quality) which requires all development proposals to demonstrate that the quality of ground, surface or water bodies will not be harmed, and opportunities have been explored and taken for improvements to water quality.

- Planned improvements to Cambridge WRC

18.37 Notwithstanding Anglian Water's position as advised in consultation correspondence (that there are currently no plans to increase capacity at Cambridge WRC to deal with wastewater from growth), officers are of the view that there is a reasonable prospect that alternative plans will be forthcoming. In reaching this position, officers have had regard to the following:

(i) The government's agenda for growth in Cambridge and its environs, and the recognition of the need to work together to address barriers to growth, as set out in the Written Ministerial Statement made by Matthew Pennycook on 23 August 2024.

(ii) Planned investment in upgrading the catchment treatment works, under Anglian Water's Asset Management Period (AMP8) for 2025 to 2030. This is reaffirmed by the announcement in August 2025 to develop Anglian Water's Drainage and Water Recycling Management Plan (DWMP). This long-term strategy will shape Anglian Water's investment for water recycling systems from 2030 to 2055, focusing on commitments to future growth, climate change adaptation, and meeting water quality targets.

(iii) That Anglian Water is currently undertaking a feasibility review of all available options to determine how future growth can be supported at the existing facilities, which is expected to conclude by June 2026.

(iv) Medium-Long term Government intervention to address the issue through the Storm Overflows Discharge Reduction Plan (September 2023) – "the SORP". This anticipates major investment over the years to 2050 to reduce excess discharges. The Storm Overflows: Policy and Guidance (March 2025) advises that discharges causing the most significant harm will be the focus of early efforts

- Other matters

18.38 Anglian Water's consultation correspondence of 01 September 2025 advises that a sustainable point of connection has been agreed between Anglian Water and the applicant. In accordance with the advice offered, a foul drainage condition is recommended which requires details of the strategic foul water strategy and connection points prior to occupation (Condition 33).

Conclusion

18.39 Foul water is a material planning consideration in the assessment of the application proposals.

18.40 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.

18.41 Subject to an appropriately worded 'Grampian' style 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 local plan policy CC/7.

19 Highway safety and transport impacts

Introduction

19.1 The applicant has submitted a Transport Assessment and a Framework Travel Plan to support the application.

Mode share access

19.2 The applicant has provided peak hour and daily trip generation for all modes in comparison to the existing buildings' trip generation.

19.3 This shows that in the AM peak with approximately 3000 employees on site (which is calculated at approximately 60% occupancy), there will be 440 cycling, 119 walking, 244 bus, and 245 train journeys, resulting in a total AM peak hour trip generation of 1346 trips.

19.4 In the PM peak, the trip generation model shows that there will be 391 cycling, 106 walking, 217 bus, 218 train journeys, resulting in a total PM peak hour trip generation of 1197 trips.

19.5 The mode shares have been updated with it anticipated to be 22% car driver and passengers, 33% cycling, 9% walking and 18% bus and 18% train.

19.6 The car driver and passenger mode share are within that considered to be possible in Cambridge as detailed in Appendix 1 of the Transport Statement and Approach January 2025. The other mode shares are similar to those predicted for 2040 in table 9 of Appendix 2 of the Transport Statement and Approach January 2025.

19.7 Given that the science park already does and will continue to attract in-commuting from surrounding non-City locations, cycling and public transport infrastructure is necessary to enable non-car trips to the site.

19.8 This reinforces the need for contributions to wider Greater Cambridge Partnership public transport schemes as well as local walking and cycling measures for trips outside Cambridge to the site.

19.9 There will be a significant increase in cycle trips on Milton Road (south), the Chisholm Trail, the St Ives Greenway and the Waterbeach greenway, and in public transport trips on the Waterbeach to Cambridge bus corridor, from the city, and from the wider surrounding area.

19.10 The trip distribution takes areas of new housing in Cambourne and Bourn Airfield into account, as well as sites within Cambridge at Eddington, Darwin Green and near Cambridge Airport, together with sites within Northstowe and Waterbeach new towns.

19.11 The main cycle route to the building will be from the busway leading along Cambridge Science Park Milton Road to the site.

19.12 The application proposes to provide a shared pedestrian and cycle path along the western and northern edge of the site by widening the existing footway.

19.13 The Transport Assessment Team welcomes this intervention, which will be subject to a road safety audit (which is separate to the planning application process). Most pedestrians will access the site from the pedestrian path that passes through the central green spine of the science park, from either of the two guided bus stops. A wayfinding strategy is secured by condition (**Condition 20 travel plan**) to ensure that suitable signage is provided to guide pedestrians and cyclists to the proposed buildings.

19.14 Vehicular access to the site would be from the eastern arterial road within the science park. Some of the car parking spaces for the site will be located elsewhere within the science park. These users will park and then walk to the site. The submitted Travel Plan will deal with the allocation of spaces to ensure any users with any mobility issues can be allocated a car parking space on site. Accessible parking spaces will also be provided on site. The details of the travel plan will be secured by planning condition (Condition 19).

Transport position statement – mitigation

19.15 A Transport Position Statement (TPS) has been issued by the County Council regarding development in Northeast Cambridge. The County's approach is informed by the transport evidence base for the emerging North-East Cambridge Area Action Plan (NECAAP), including the A10 Study, which establishes that Milton Road is already at capacity.

19.16 The studies recommend the application of a (motor) vehicle trip budget in preference to providing additional highway capacity to accommodate new growth. The trip budget works by calculating the existing peak trips generated within the area and apportioning these to the individual sites.

19.17 The purpose of the TPS is to ensure that development proposals within Northeast Cambridge that come ahead of the NECAAP submission, do not prejudice or frustrate the delivery of the strategic transport solution or wider development aspirations of the NECAAP area.

19.18 Paragraph 111 of the NPPF advises that development should only be prevented or refused on highways grounds if there would be an unacceptable impact on highway safety, or the residual cumulative impacts on the road network would be severe.

Transport Assessment and Framework Travel Plan

19.19 In the submitted transport assessment and travel plan, the applicant has forecast that there would be about 3000 employees on a typical day (60% occupancy taking into consideration sickness, leave and working from home).

19.20 The transport assessment anticipates the following modal splits –

Car driver	20%	597 trips
Car passenger	2%	70 trips
Cycling	50%	1,504 trips
Walking	12%	364 trips
Public transport	12%	358 trips
Other	3%	94 trips

19.21 The anticipated mode shift to active travel is expected to be as a result of the development implementing suitable cycle parking with high quality end of journey facilities as well as a Mobility Hub and the improvement of footway and cycleway connections. Wider mobility initiatives across Cambridge are also expected to bring greater opportunities for active travel to the site.

19.22 The Transport Assessment Team are satisfied with this forecast and with the TRICS data for the science park which has been used in the Transport Assessment.

19.23 Limiting the number of car parking spaces proposed for the building will constrain the vehicle trip budget for the site in line with the aspirations of the draft NEC Area Action Plan. The Transport Assessment Team are satisfied with the Trip generation.

19.24 A prior to occupation travel plan is recommended by the County Transport Assessment Team (**condition 20 travel plan**). A parking management plan is also required by condition (**condition 22 parking management plan**) to ensure that the details of how on and off-site car parking will be managed are agreed; this is considered in the car parking section below.

Transport mitigation

19.25 The Transport Assessment Team note that the widening of the footway to provide improved cycle access to the site would form part of the transport mitigation for the site. A condition requiring this to be completed within six months of occupation of the first building is recommended (**condition 21 cycle way completion**). The Transport Assessment Team is also requesting a contribution for strategic infrastructure. This would be allocated as set out in the s106 mitigation section.

Conclusion

19.26 Subject to conditions and S106 mitigation as applicable, the proposal accords with policy TI/2 of the South Cambridgeshire Local Plan 2018 and the NPPF.

20 Cycle and car parking provision

Cycle parking and facilities

20.1 The Proposed Development will provide a total of 2,457 cycle parking spaces distributed across the site, with dedicated storage facilities in each building.

20.2 A mobility hub is proposed within Building A, positioned on the corner of the building and facing into the heart of the site. The mobility hub would provide information and services to all to encourage active travel and support a modal shift away from private car use, and could include the following –

- bike rental;
- bike repairs;
- support for those with mobility needs, and
- site management details

20.3 The full details of the facilities contained within the mobility hub will be secured by the travel plan planning condition (**Condition 19**).

20.4 For Building 216, a dedicated cycle store is located within Building A, adjacent to the mobility hub and opposite Building 216's main entrance.

20.5 The proposed development will enhance the existing cycle provision for Building 216 by providing 128 cycle spaces. This represents an uplift of 58 spaces from the 70 spaces which currently serve the building. This uplift is proposed to match the greater cycle ratio for the proposed new buildings.

20.6 Off-site cycle improvements are proposed on Cambridge Science Park Road comprising a dedicated cycle route that will be LTN1/20 compliant.

20.7 End of trip facilities, including lockers and showers, will be provided. Extensive locker provision is proposed at 1 per cycle space. Showers and changing spaces are provided at 1 per 20 cycles spaces. The shower provision is set across all four new buildings to provide convenient cycle facilities for all employees across the site, with 107 showers being provided in total.

20.8 Notwithstanding some of the comments from Camcycle for which they are generally supportive, subject to conditions, the proposed cycling provision is considered to accord with policies HQ/1 and TI/3 of the Local Plan.

Vehicular Parking

20.9 For vehicular parking, there would be no increase in parking spaces compared to the existing situation. 610 spaces will be provided on site through the provision of basement parking. The remaining 87 spaces would be located off-site elsewhere on the Science Park.

20.10 To support the transition to electric vehicles, 50% of parking spaces will be equipped with EV charging points, while the remaining spaces will have infrastructure in place for future charging capabilities.

20.11 As reliance on private vehicles decreases over time, the basement area is designed for flexible use, potentially accommodating additional cycle storage, amenities, or science support functions.

Conclusion

20.12 Subject to conditions, the proposed car parking provision is considered to accord with policies HQ/1 and TI/3 of the South Cambridgeshire Local Plan 2018.

21 Construction and environmental health impacts

Introduction

21.1 To address the impacts of the construction and operational impacts of the scheme to nearby residents and businesses, the applicant has submitted an outline Demolition and Construction Environment Management Plan (DCEMP).

Demolition and Construction Environment Management Plan (DCEMP).

This document sets out a commitment to a scheme which has the following project objectives:

- Minimisation of disruption to users of the Cambridge Science Park.
- Development of a design which minimises noise and vibration, with insistence on certain construction methodologies which mitigate nuisance (e.g. augered piles over driven).
- Minimal disturbance to neighbouring residential areas by utilising sensitive access routes and following rigid pre-approved timescales.
- Implement temporary traffic amendments which maximise public safety during the works.
- Minimal visual impact of the project to external stakeholders during construction.
- Community engagement and transparency and collaboration with Local Authority and Cambridge Science Park stakeholders

Air quality

21.2 An Air Quality Assessment has been provided, together with a Ventilation and Extract Statement. This assesses both the construction and operational elements of the scheme.

21.3 The assessment confirms that with suitable measures, impacts from construction would not be significant. A standards construction dust management condition is recommended (**Condition 27**). The trips associated with the operational phase of the development will not reach the threshold for a full air quality assessment. The development includes EV charging provision and will utilise an all-electric approach. The operational phase of development is therefore considered acceptable in terms of air quality impact.

21.4 The proposed energy strategy is all electric, utilising zero-combustion emission technologies with an emergency back-up generator for life-safety purposes only. As no combustion sources are proposed for the primary energy supply, no local air quality impacts are anticipated and a detailed assessment of impacts of combustion emissions from the energy plant has been screened out of this assessment.

Land contamination

21.5 A ground investigation report has been submitted to support the application. The report concludes that there is no requirement for remediation. The Environmental Health Team are satisfied that its Remediation Strategy provides a comprehensive approach to addressing contamination risks to the soil and water environment. Planning conditions to secure the implementation of the Remediation Strategy and pre-occupancy verification report are included, together with one in relation to unexpected contamination (**Conditions 37 and 38)**.

Noise and vibration

21.6 A noise and vibration assessment has been submitted to support the application. The site has a relatively high background noise due to proximity to the A14 which will mask the impact of any noise from plant on the site. A compliance condition has been recommended requiring any plant noise insulation to be in accordance with the details in the noise assessment (**Condition 25 operational noise**). Standard construction hours and piling conditions are also recommended (**Conditions 5 CEMP and 26 Piling**).

Lighting

21.7 A lighting design strategy has been submitted to support the application. It indicates that any lighting impacts of a magnitude required to cause a statutory nuisance is unlikely and recommend a lighting scheme condition **(Condition 24 lighting**).

Conclusion

21.8 The proposal adequately respects the amenity of its neighbours and of future occupants. Subject to conditions, the proposal is compliant with policy HQ/1. The associated construction and environmental impacts would be acceptable in accordance with policies CC/6, CC/7, SC/9, SC/10, SC/12 and SC/14 of the South Cambridgeshire Local Plan 2018.

22 Third party representations

22.1 In response to the concerns raised by third parties, the scale and massing of the buildings have been assessed within sections 13 and 16 of the report, the issue of water has been addressed in sections 17 and 18, and transport in sections 20 and 21 of the report.

22.2 In relation to the benefits of whether East West Rail should approach Cambridge from the north, this is not a matter for this application to consider, although the use of Cambridge North railway station will form part of the transport mix for people to get to the site.

23 Other matters

Ground Contamination

23.1 The application is supported by a Ground Investigation Report and Remediation Strategy which address the contamination risks of redevelopment of the site.

23.2 Potential contamination of the site was identified as part of the desktop and field investigations and are a result of historic and recent industrial activities. Contamination risks found onsite are in the form of hydrocarbons, organic and solvents. No gas or vapour risks were identified.

23.3 Environmental health officers are satisfied that its Remediation Strategy provides a comprehensive approach to addressing contamination risks to the soil and water environment. Planning conditions to secure the implementation of the Remediation Strategy and pre-occupancy verification report are included **(Condition 37).**

23.4 Subject to the above recommended condition, the proposals comply with Policy SC/11 of the South Cambridgeshire Local Plan 2018 and the NPPF.

Operational Waste Management

23.5 The comments received from the Greater Cambridge Shared Waste Services Team seeks to ensure the design of the waste storage areas and method for collection have been considered. A planning condition is requested to require a commercial waste management plan to ensure the design is adequate for future occupiers **(Condition 39).**

23.6 Subject to the above recommended condition, the proposals comply with Policy HQ/1 of the South Cambridgeshire Local Plan 2018.

Fire Strategy

23.7 The applicant has submitted a fire statement form, which shows that the proposed development is designed in accordance with the latest advice under BS-9999 (Code of practice for fire safety design). A range of site-wide measures which address the potential risks of fire across the site are included, e.g. mechanical smoke extractors and sprinklers in the basements and fire detection and suppression in the form of dry risers and sprinkler systems across all office/lab areas.

23.8 Fire tender access has also been tracked and able to park close to each dry riser inlet. Officers are satisfied that fire safety risks have been addressed by the proposals.

Public Art

23.9 The Application is accompanied by a Public Art Delivery Plan (PADP). The strategy has not defined the subject or themes for public art at this stage but identifies the onsite locations which could support future art opportunities.

23.10 The subject matter and themes will be developed further via community engagement events, which could also include the GCSP Youth Engagement Service, and coordinated and managed by a lead artist. These could include (but not limited to) exploring narratives in areas such as global science, sustainability and innovation in building and architecture.

23.11 A budget of £500,000 (ex VAT) has been allocated by the Applicant to enable the delivery of public art and is inclusive of 10-year maintenance costs for all future installations.

23.12 Overall, the PADP provides a positive foundation upon which high quality and distinctive art can be delivered onsite. It is recommended that the PADP

is secured by the planning condition, and with the total budget are secured with the s106 agreement. As such, the proposals comply with Policies HQ/1 and HQ/2 of the South Cambridgeshire Local Plan 2018, and the Public Art Strategy SPD.

Other

23.13 Although not consulted on the scheme, Bird Hazard Management conditions (**Conditions 31 and 32**) will be required in line with other tall buildings in the area, to ensure safe operation of Cambridge airport.

24 Planning obligations (S106)

24.1 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.

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.

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 (financial contributions all index linked)**	
Transport	£6,717,062	

Open Space	Management of open space to ensure access for the wider public	
Employment and Skills strategy	To use similar text as Grafton Centre s106 agreement	
Green infrastructure	£50,000	
Public art	£500,000	
Monitoring	tba	

Table 7: Heads of terms for s106 agreement

24.5 The transport contributions will be a combination of local, internal, and strategic, and includes contributions towards the Chisholm Trail and Milton Road. The s106 figure includes a notional value (£1,328,915) of any transport infrastructure provided by the developer within the scheme, and this will be netted off any financial contribution to the County Council.

24.6 The Open space agreement will confirm how the open space will be managed and remain open to the ensure access for the wider public.

24.7 The Employment and Skills strategy will use similar text to that agreed in the Grafton Centre planning approval, and the contribution towards green infrastructure will go towards CIL compliant identifiable open space projects within the adjacent Kings Hedges ward.

24.8 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.

25 Planning balance

25.1 Planning decisions must be taken in accordance with the development plan unless there are material considerations that indicate otherwise (section 70(2) of the Town and Country Planning Act 1990 and section 38[6] of the Planning and Compulsory Purchase Act 2004).

25.2 The policies in the NPPF when taken as a whole, constitute the Government's view of what sustainable development means. Section 2 of the NPPF lists the three dimensions to sustainable development; the economic, social and environment dimensions, and paragraph 8 of the NPPF says how these roles should be pursued in mutually supportive ways, and therefore to achieve sustainable development a proposed development should jointly and simultaneously deliver gains that are economic, social and environmental. These roles will now be considered in weighing up the

benefits and disbenefits of the proposed development, relative to all material considerations discussed in the report.

25.3 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.

25.4 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.

25.5 Summary of impacts

Economic Impacts

25.6 National Planning Policy places a clear emphasis on the importance of economic growth and delivering economic benefits as a key component of sustainable development.

25.7 The proposals would make a significant contribution towards the supply of laboratory and office space, within the well-established and nationally renowned Cambridge Science Park.

25.8 The development would deliver purpose-built space for start-up all the way up to larger sized scientific companies and so supporting the full spectrum of companies in the sector. There is support for start-up companies within the Generator Building; with start-ups providing the lifeblood and future potential of the sector.

25.9 There would be significant new employment associated with both the construction and operational phase of the development, together with increased spending in the area and annual business rates payments.

Social impacts

25.10 The proposals will create a new inclusive landscaped place, publicly accessible, with significantly improved access for walking, cycling and recreation.

25.11 The provision of new shared amenities across the ground floor of each of the buildings will be delivered, set into a highly landscaped and attractive environment.

25.12 Support for young people to gain careers in the R&D sector will be provided with the Employment and Skills Plan and through partnership working.

25.13 There will be a positive impact to health and wellbeing through a development that provides buildings and spaces that are attractive, that give generous access to open spaces, deliver a step-change in support to active travel, and are inclusive.

Environmental impacts

25.14 The proposed parameters of development, and the relevant parts of the Environmental Statement, demonstrate that the site can appropriately accommodate the development. Whilst concern has been raised in relation to height and massing, the proposal is considered to align with the development plan design policy objectives.

18.42 With regard to environmental impacts arising from increased foul water flows from the development, whilst Anglian Water has raised an objection, neither the Environment Agency nor Natural England has raised specific concerns. The imposition of a 'Grampian' style planning condition which would restrict occupation of the development until such time as sufficient capacity at the receiving WRC has been confirmed has been recommended. On this basis, officers consider this issue to be neutral in the planning balance.

25.15 The proposals are designed to exceed the requirements of the development plan and nationally recognised standards and benchmarking in respect of sustainability standards.

25.16 The buildings will be designed with green walls and will include landscaped terraces.

25.17 The development would implement a site-wide landscaping strategy to be accessed by all and including for biodiversity enhancements and a more climate resilient landscape than at present, and with both greywater and rainwater recycling.

26 Summary

26.1 Overall, the proposed development will bring significant measurable economic, social and environmental public benefits that accord with the three

dimensions of sustainable development set out in the NPPF. The proposal would be a highly sustainable, high-quality design, providing over 20% BNG and prioritising sustainable transport modes.

26.2 The economic benefits that would be generated by the proposal are significant and attract great weight in favour of the planning application. It is considered that significant weight can be attributed to the support to the life science sector, the wider Research and Development (R&D) cluster, productivity benefits and driving innovation.

26.3 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 subject to conditions and completion of a Section 106 Agreement.

27 Conclusion

27.1 The application is generally consistent with the policies of the development plan for the area.

27.2 Having examined the development proposals against other material planning considerations, none are identified that would on their own, or in combination, lead officers to consider recommending refusal of planning permission for the Application.

27.3 Officers' analysis, as set out in this report, triggers the ‘presumption in favour of sustainable development’ set out in Paragraph 11 of the NPPF, which means approving development proposals that accord with an up-to-date development plan without delay.

27.4 Furthermore, the direction at Section 38 (6) of the 2004 Planning Act that the proposed development ‘must be made in accordance with the development plan unless material considerations indicate otherwise’ points firmly towards the granting of planning permission in this case.

27.5 Officers have carefully considered all the issues raised by the planning application, including evidence and opinions submitted on behalf of the applicants, the contributions of consultees, wider stakeholders and members of the public.

27.6 Having also taken into account the provisions of the development plan, the NPPF and PPG, section 70 of the Town and Country Planning Act 1990,

section 38[6] of the Planning and Compulsory Purchase Act 2004, and the views of statutory consultees and wider stakeholders, as well as all other material planning considerations, the proposed development is recommended for approval subject to the completion of a section 106 planning agreement to secure necessary developer contributions and subject to a number of controlling and safeguarding conditions.

28 Recommendation

28.1 **Approve** subject to:

a) the conditions and informatives as detailed in section 30 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 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

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.

29 Background papers:

The following text contains a link to the documents on the Council's website.

Planning and Building control - South Cambs District Council

30 Planning conditions

General conditions

1. Time Limits

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).

2. Approved plans

The development hereby permitted shall be carried out in accordance with the approved plans as listed on this decision notice, save for where such details are superseded by further details being submitted to and approved in writing by the Local Planning Authority pursuant to the conditions attached to this permission.

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

3. Quantum of Development

The proposed maximum floorspace of all land uses indicated shall not exceed **99,272** sqm (GEA).

Reason: In order to clarify the parameters of the permission in terms of overall floorspace for uses.

4. Levels

No development of a building, excluding enabling works, shall take place until a plan showing the finished floor levels of that building in relation to the existing and proposed ground levels of the surrounding land has been submitted to and approved in writing by the Local Planning Authority. The relevant building shall be constructed in accordance with the approved details.

Reason: For the avoidance of doubt and to ensure good design in accordance with Policy HQ/1 of the South Cambridgeshire Local Plan 2018.

5. Demolition and Construction Environmental Management Plan

No development of a phase, including enabling works, shall commence until a Demolition and Construction Environmental Management Plan (DCEMP) for that phase has been submitted to and approved in writing by the Local Planning Authority.

The DCEMP for each phase shall include the consideration of the following aspects of demolition and construction in relation to the relevant phase:

a) Demolition and construction 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) Confirmation of 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) Confirmation of delivery times and collections / dispatches for construction/demolition purposes being 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 Management Strategy having 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.

e) Soil Management Strategy having 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 any phase shall be carried out in accordance with the approved DCEMP for that phase.

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

6. Phasing plan

Notwithstanding any submitted drawings, prior to the commencement of any development (except for enabling works), a Site Wide Phasing Plan shall be submitted to and approved in writing by the Local Planning Authority. The Site Wide Phasing Plan shall identify all phases of the development and the sequence in which they will be developed.

The Site Wide Phasing Plan shall include but not be limited to the provision of the following elements: -

a) Buildings including community facilities;

b) Key access roads and paths;

c) Strategic landscaping (including structural landscape buffer) and play provisions;

d) Strategic earthworks and drainage provisions.

The phasing plan shall include a mechanism for its review and amendment. The development shall be carried out in accordance with such approved details. References within this permission to a "phase" shall be to a phase (or sub-phase) as identified in the approved Site Wide Phasing Plan as has been approved from time to time.

The development shall be carried out in accordance with the approved Site-wide Phasing Plan, or any subsequent amended plan approved in writing by the Local Planning Authority pursuant to this condition.

Reason: To clarify how the site is to be phased in order to ensure that infrastructure provision and environmental mitigation are provided in time to cater for the needs and impacts arising out of the development in accordance with Policies E/1 and HQ/1 of the South Cambridgeshire Local Plan 2018.

7. Construction Ecological Management Plan

No development of a phase shall commence (including enabling works), and no vegetation clearance shall occur, until a Construction Ecological Management Plan (CEcMP) for that phase has been submitted to and approved in writing by the local planning authority. The CEcMP for each phase 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 for each phase shall be adhered to and implemented throughout the construction period of the relevant phase 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, in accordance with Policies HQ/1 and NH/4 of the South Cambridgeshire Local Plan 2018.

Materials

8. Materials

No development above base course level of each building shall take place until samples of the materials to be used in the construction of the external surfaces of that building hereby permitted have been first submitted to and approved in writing by the Local Planning Authority. The development of each building shall be carried out in accordance with the approved details.

Reason: To ensure that the appearance of the external surfaces of the proposed buildings is appropriate in accordance with Policy HQ/1 of the South Cambridgeshire Local Plan 2018.

9. Materials, including Plant screen

No development above base course level of each building shall take place until full details of all non-masonry walling systems, windows, doors, cladding panels, and other external / plant screens (the location and height of plant screens are not approved), including structural members, infill panels, edge, junction and coping details, colours, surface finishes/textures and relationships to glazing and roofing of that building have been first submitted to and approved in writing by the Local Planning Authority. This may consist of large-scale drawings and/or samples. The development of that building shall be carried out in accordance with the approved details.

Reason: To ensure that the appearance of the external surfaces of the proposed buildings is appropriate in accordance with Policy HQ/1 of the South Cambridgeshire Local Plan 2018.

10. Roof mounted plant equipment

No roof mounted plant/equipment/flues shall be installed until details of the plant/equipment/flues have been submitted to and approved in writing by the Local Planning Authority. The details shall include the type, dimensions, materials, location, and screening and means of fixing. The development shall only be carried out and maintained thereafter in accordance with the approved detail.

Reason: In the interest of visual amenity, in accordance with Policy HQ/1 of the South Cambridgeshire Local Plan 2018.

Sustainability

11. Sustainability Strategy

No building shall be occupied until a post construction statement confirming that EPC A rating, BREEAM Excellent and five BREEAM WAT01 Credits have been achieved for that building has been submitted to and approved in writing by the Local Planning Authority.

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 in accordance with Policies CC/1, CC/3, CC/4 and CC/7 of the South Cambridgeshire Local Plan 2018, and the Greater Cambridge Sustainable Design and Construction SPD 2020.

12. Grey Water

Prior to the commencement of each building (excluding enabling works) a detailed scheme for the approved grey water harvesting and recycling strategy in accordance with the details set out in the submitted Sustainability Strategy, shall be submitted to and approved in writing by the Local Planning Authority as relevant to that building.

The scheme shall include relevant drawings showing the location of the necessary infrastructure required to facilitate the water reuse. The development of that building 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 in accordance with Policies CC/4 and CC/7 of the South Cambridgeshire Local Plan 2018, and the Greater Cambridge Sustainable Design and Construction SPD 2020.

13. Rainwater Harvesting

Prior to the commencement of each building (excluding enabling works) a detailed scheme for the approved rainwater harvesting and recycling strategy shall be submitted to and approved in writing by the Local Planning Authority as relevant to that building.

The scheme shall include relevant drawings showing the location of the necessary infrastructure required to facilitate the water reuse. The development of that building 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 in accordance with Policies CC/4 and CC/7 of the South Cambridgeshire Local Plan 2018, and the Greater Cambridge Sustainable Design and Construction SPD 2020.

14. Water Efficiency Standard

Water efficiency standards for the scheme shall be carried out in accordance with the target to achieve 5 BREEAM Wat01 credits and wider water efficiency specification contained within the Fenway, 210-240 Cambridge Science Park MA CSP 2 Limited / Brockton Everlast Sustainability Statement Ref CSP-CDL-XX-XX-RP-SY-70204 Rev P04 Dated 22 November 2024.

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 in accordance with Policies CC/4 and CC/7 of the South Cambridgeshire Local Plan 2018, and the Greater Cambridge Sustainable Design and Construction SPD 2020.

15. Water Calculator

Prior to the occupation of each building, 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 building shall thereafter be 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 in accordance with Policies CC/4 and CC/7 of the South Cambridgeshire Local Plan 2018, and the Greater Cambridge Sustainable Design and Construction SPD 2020).

16. Commercial – Water Metering

Prior to the first occupation of a building, a comprehensive water metering and monitoring system shall be commissioned and installed within that 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 of the building 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 for the building shall be retained in a fully functioning operational use at all times and for the lifetime of the building.

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.

17. Ecology Enhancement

No development of any phase above ground level shall take place until an ecological enhancement scheme for that phase has been submitted to and approved in writing by the local planning authority.

The scheme for any phase shall include details of bat and bird box installation and other ecological enhancements to be included within that phase

The approved scheme shall be fully implemented prior to first occupation of that phase or in accordance with a timescale agreed in writing by the local planning authority.

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

18. Bio-diverse roofs

No above ground level development shall commence on a building with a biodiverse roof (excluding sub-stations or pumping stations) or within any phase until details of the biodiverse (green, blue or brown) roof(s) for that building has been first submitted to and approved in writing by the Local Planning Authority.

Details of the biodiverse roof(s) shall include means of access for maintenance purposes. Plans and sections showing the make-up of the sub-base to be used shall include the following:

a) Roofs will be biodiverse based with extensive substrate varying in depth from between 80-300mm.

b) Planted/seeded with an agreed mix of species within the first planting season following the practical completion of the building works (the seed mix shall be focused on wildflower planting indigenous to the locality and shall contain no more than a maximum of 25% sedum (green roofs only)).

c) The biodiverse (green) roof shall not be used as an amenity facility nor sitting out space of any kind whatsoever and shall only be used otherwise as a biodiverse green roof in the case of essential maintenance, repair, or escape in case of emergency.

d) Where possible and/or reasonable, bio-solar roofs should be considered where solar panels are proposed and thereafter installed and maintained. Any array layout that is to be provided will be required to incorporate a minimum of 0.75m between rows of panels for access and to ensure establishment of vegetation.

e) A management/maintenance plan. All works to biodiverse roofs on a building shall be carried out in accordance with the approved details for that building prior to first occupation of that building and shall thereafter be maintained in accordance with the approved details for the lifetime of the development.

Reason: To ensure the development provides the maximum possible provision towards water management and the creation of habitats and valuable areas for biodiversity. In accordance with Policies CC/8 and NH/4 of the South Cambridgeshire Local Plan 2018.

Transport

19. Traffic Management Plan

No demolition or construction works shall commence on a phase until a traffic management plan for that phase has been submitted to and approved in writing by the Local Planning Authority. The principal matters that should be addressed are:

a) Movements and control of muck away lorries (all loading and unloading shall be undertaken off the adopted public highway where practical);
b) Contractor parking; provide details and quantum of the proposed car parking and methods of preventing on-street car parking;
c) Movements and control of all deliveries (all loading and unloading shall be undertaken off the adopted public highway where practical);
d) Control of dust, mud and debris, in relationship to the operation of the adopted public highway. The development shall be carried out in accordance with the approved details.

Reason: In the interests of highway safety in accordance with Policies TI/2 and CC/6 of the South Cambridgeshire Local Plan 2018

20. Travel Plan

No part of the development pursuant to this planning application shall be occupied until a detailed Travel Plan has been first submitted to and approved in writing by the Local Planning Authority in consultation with National Highways as the Highway Authority for the A14. The detailed Travel Plan shall be developed in accordance with the document titled ‘Travel Plan’ dated September 2024.

Reason: In order to minimise the use of the private car and promote the use of sustainable modes of transport in accordance with the National Planning Policy Framework and circular 01/2022: The Strategic Road Network and the Delivery of Sustainable Development, which states that ‘All developments which generate significant amounts of movement should be required to provide a Travel Plan’.

21. Works to the public highway to be completed

Works to upgrade the cycle way and the vehicular access to the site to incorporate cycle and pedestrian cross overs and subject to technical approval by the Highway Authority, shall be completed before the first building is occupied.

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.

22. Car Park Management Plan

Prior to the occupation any building, a Car Parking Management Strategy (CPMS) shall be first submitted to and approved in writing by the Local Planning Authority. The CPMS shall include details to ensure that sustainable travel provision is balanced with appropriate on plot and off plot car on-site parking including the allocation of spaces to car sharing and off-peak journeys. The management plan shall be implemented in accordance with the approved details.

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.

Environmental health impacts

23. Operational noise

No operational plant, machinery or equipment shall be installed until a noise assessment and any noise insulation/mitigation for that plant, machinery or equipment as required has been first 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 in accordance with Policies HQ/1 and SC/10 of the South Cambridgeshire Local Plan 2018.

24. Lighting

Prior to the installation of external lighting within any phase, a lighting scheme for that phase shall be first submitted to and approved in writing by the Local Planning Authority. The scheme shall:

a) Include details of any external lighting within that phase such as street lighting, floodlighting, security lighting and an assessment of impact on any sensitive residential premises off site. The scheme for a phase 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 that phase, on the boundary of that phase 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 GN01:21 (or as superseded)".

b) Identify those areas/features on that phase that are particularly sensitive for bats, and which are likely to cause disturbance in or around their breeding sites and resting places or along important routes used to access key areas of their territory, e.g. for foraging; and

c) Show how and where any external lighting will be installed which clearly demonstrates that areas to be lit will not disturb or prevent bats from using their territory or having access to their breeding sites and resting places. No external lighting within a phase shall be installed other than in accordance with the specifications and locations set out in the approved scheme for that phase and shall be maintained thereafter in accordance with the scheme for the lifetime of the development.

Reason: To minimise the effects of light pollution on the amenity of the surrounding area in accordance with Policies HQ/1 and NH/4 of the South Cambridgeshire Local Plan 2018.

25. Noise limits and mitigation

The development shall be constructed and operated in strict accordance with the noise limits and mitigation measures contained in the Environmental Statement Vol 1 - Main Report, Chapter 8.0, Noise and Vibration The Fenway, 210-240 CSP (dated November 2024).

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

26. Piling

In the event of piling, no part of the development on a phase that requires piling shall commence until a method statement detailing the type of piling, mitigation measures and monitoring for that part of the phase to protect local residents from noise and/or vibration has been first submitted to and approved in writing by the Local Planning Authority.

Potential noise and vibration levels at the nearest noise sensitive locations shall be 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 of any phases that requires piling shall be carried out in accordance with the approved statement.

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

27. Plant ventilation and extraction

No development above ground level shall commence on any phase until a scheme detailing plant, equipment or machinery for the purposes of ventilation or the extraction and filtration of odours, dust or fumes relating to that phase has been submitted to and approved in writing by the local planning authority.

The approved scheme shall be installed before the use of the relevant phase 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.

Landscape, ecology, and public realm

28. Arboricultural method statement and tree protection plan

No development of a phase shall commence, until a tree protection methodology in the form of an Arboricultural Method Statement (AMS) and Tree Protection Plan (TPP) for that phase has been first submitted to and agreed in writing by the Local Planning Authority.

In a logical sequence the AMS and TPP will consider all construction activities 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 integrate the development with its surroundings in accordance with section 197 of

the Town and Country Planning Act 1990 and Policy HQ/1 of the South Cambridgeshire Local Plan 2018.

29. Hard and soft landscaping

Notwithstanding the submitted information, no development above base course shall take place on any phase until full details of both hard and soft landscaping for that phase have been submitted to and approved in writing by the Local Planning Authority.

Hard landscaping details shall include, as relevant to the phase, proposed finished levels or contours; means of enclosure; car parking layouts, other vehicle and pedestrian access and circulation areas; hard surfacing materials; minor artefacts and structures (e.g. street furniture, refuse or other storage units, wayfinding, lighting); proposed and existing functional services above and below ground (e.g. drainage (particularly near tree planting), power, communications cables, pipelines indicating lines, manholes, supports), bridges and retaining structures.

Soft landscaping details shall include, as relevant to the phase, indications of all existing trees and hedgerows on the land and details of any to be retained. The details shall also include specification of all proposed trees, hedges, and shrub planting, which shall include details of species, density, tree pits, and size of stock.

All hard and soft landscape details shall be shown on appropriately scaled drawings. Works within each phase shall be carried out and maintained in accordance with the approved landscaping details and programme for delivery for that phase. If within a period of ten years from the date of the planting, or replacement planting, any tree or plant is removed, uprooted or destroyed or dies, another equivalent tree or plant of the same species and of a size shall be agreed in writing by the Local Planning Authority.

The development of each phase shall be carried out in accordance with the approved details relating to that phase.

Reason: In the interests of visual amenity in accordance with HQ/1 of the Cambridgeshire Local Plan 2018.

30. Green walls

No development above ground level of a building shall take place until details of the green wall for that building has been submitted to and approved in writing by the Local Planning Authority. The scheme shall include the following:

a) a detailed site-specific specification of the green wall, providing details of planting (size, specification density), the support system, growing medium and /or cladding system, irrigation and rainwater harvesting system, and quantities of water and nutrient required over a yearly cycle, have been submitted to, and approved in writing by, the local planning authority.

b) a management plan for the green wall and the rainwater harvesting and irrigation system. The management plan shall follow the 'external cladding living walls and fire safety guide 2022' or its successor documents and include:

i. Details of management and maintenance of the irrigation system
ii. Details of the access routes and access methods including dimensions of access routes
iii. Details of service routes and service management such as power and water
iv. Details of the proposed remedial and replacement works in the event of failure of all or part the green wall. Failure of part or all the green wall(s) must be addressed with fully planted, replacement panels within 6 months of the failure.

The management plan shall be a minimum duration of 5 years or, if the green wall contributes to Biodiversity Net Gain, shall be coordinated with BNG proposals and be 30 years minimum.

Reason: To ensure provision, establishment and maintenance of a reasonable standard of landscaping in accordance with the approved design in accordance with Policies HQ/1 and NH/4 of the South Cambridgeshire Local Plan 2018.

31. Bird Hazard Management Plan

Development within a phase shall not commence (excluding Enabling Works) until a Bird Hazard Management Plan relating to that phase has been submitted to and approved in writing by the Local Planning Authority.

The submitted plan shall include details of management of any flat/shallow pitched/green roofs on buildings within the phase which may be attractive to nesting, roosting and "loafing" birds.

The management plan shall comply with Advice Note 3 'Wildlife Hazards Around Aerodromes'.

Each Bird Hazard Management Plan shall be implemented as approved and shall remain in force for the life of the relevant buildings. No subsequent alterations to any plan are to take place unless first submitted to and approved in writing by the Local Planning Authority.

Reason: It is necessary to manage any flat/shallow pitched roofs in order to minimise its attractiveness to birds which could endanger the safe movement of aircraft and the operation of Cambridge Airport, in accordance with Policy TI/6 of the South Cambridgeshire Local Plan 2018.

32. Glint and Glare Assessment

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, in accordance with Policy TI/6 of the South Cambridgeshire Local Plan 2018.

Drainage

33. Foul water drainage scheme

No development shall commence until a strategic foul water strategy has been submitted to and approved in writing by the Local Planning Authority, in consultation with Anglian Water.

This strategy should identify the connection point(s) to 225mm diameter foul sewer to the North of the site downstream of MH5902 located in Cambridge Science Park Road at National Grid reference (NGR) TL 46580 61936, and to the 225mm diameter foul sewer to the South of the site downstream of MH3800 located in Cambridge Science Park Road at National Grid Reference (NGR) TL 46347 61891.

Prior to occupation, the foul water drainage works must have been carried out in accordance with the approved scheme.

Reason: To reduce the impacts of flooding and potential pollution risk, in accordance with Policies CC/7, CC/8 and CC/9 of the South Cambridgeshire Local Plan 2018.

34. Surface water drainage strategy

No laying of services, creation of hard surfaces or erection of a building in a phase shall commence until a detailed design of the surface water drainage for that phase, including details of how the scheme would be managed and maintained, has been first 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 submitted detailed design of the surface water drainage shall also include, where relevant:

The scheme shall also include:

a) 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);
b) Full detail on SuDS proposals (including location, type, size, depths, side slopes and cross sections);
c) Full details of the proposed attenuation and flow control measures;
d) Details of overland flood flow routes in the event of system exceedance, with demonstration that such flows can be appropriately managed on site without increasing flood risk to occupants;
e) Demonstration that the surface water drainage of the site is in accordance DEFRA non-statutory technical standards for sustainable drainage systems;
f) Full details of the maintenance/adoption of the surface water drainage system;
g) Measures taken to prevent pollution of the receiving groundwater and/or surface water; and
h) Formal agreement from a third party if discharging into their system is proposed, including confirmation that sufficient capacity is available.

Reason: To ensure that the proposed development can be adequately drained, 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, in accordance with Policies CC/7, CC/8 and CC/9 of the South Cambridgeshire Local Plan 2018.

35. Surface water runoff management

No development of a phase (excluding enabling works) shall commence until details of measures indicating how additional surface water run-off from that phase 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.

Upon completion of the approved surface water drainage system, including any attenuation ponds and swales in a phase; a survey and report from an independent qualified surveyor shall be submitted to and approved in writing by the Local Planning Authority that demonstrates that the relevant drainage system(s) have been constructed in accordance with the details approved.

Any corrective works that may be required shall be carried out in accordance with the approved timetable and subsequently re-surveyed by an independent qualified surveyor, with their findings submitted to and approved in writing by the Local Planning Authority.

The approved measures and systems shall be brought into operation before any works to create buildings or hard surfaces (except enabling works) commence on that phase.

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 within the development itself; recognising that initial works to prepare the site could bring about unacceptable impacts in accordance with Policies CC/7, CC/8 and CC/9 of the South Cambridgeshire Local Plan 2018.

Others

36. EIA mitigation condition

The development shall be carried out in accordance with the mitigation measures set out in Table 13.1 of the Environmental Statement insofar as they are in the control of the applicant.

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.

37. Land remediation

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

a) The application site has been subject to a detailed Phase 1 Desk Study, to be submitted to and approved in writing by the Local Planning Authority.

b) 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.

c) 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.

38. Land remediation verification

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

39. Unexpected contamination

If, during development of a phase, any additional or unexpected contamination is identified, then remediation proposals for this material should be agreed in writing by the Local Planning Authority before any works proceed on that phase and shall be fully implemented prior to first occupation of the phase 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 2018.

40. Commercial waste management plan

No development (except for Enabling Works) shall commence on a phase until a scheme for the on-site storage facilities for commercial waste, including waste for recycling have been submitted to and approved in writing by the Local Planning Authority for that phase.

The scheme shall identify the specific positions of where wheeled bins, or any other means of storage, will be stationed and the specific arrangements to enable collection from within 10m of the kerbside of the adopted highway/ refuse collection vehicle access point.

The approved scheme shall be carried out before the use of that phase is commenced (or otherwise in accordance with a programme approved by the Local planning Authority for that phase) and shall be retained as such.

Reason: To ensure that the need for refuse and recycling is successfully integrated into the development in accordance with Policy HQ/1 of the South Cambridgeshire Local Plan.

41. Delivery and Servicing Plan

Prior to first occupation of any buildings in a phase, a Delivery and Servicing Management Plan shall be submitted for the approval in writing of the Local Planning Authority.

The approved Delivery and Servicing Management Plan for the relevant phase shall be implemented and maintained for the lifetime of the development unless otherwise agreed in writing by the Local Planning Authority.

Reason: To ensure that all deliveries and servicing requirements can be managed efficiently and effectively onsite in accordance with Policy HQ/1 of the South Cambridgeshire Local Plan.

Informatives

1. S106 agreement

This permission is accompanied by a s106 agreement.

2. Definition of enabling works

“Enabling Works” are defined as:

- preparation works to make the site ready for construction including demolition and removal of buildings and other structures;
- site or ground clearance and preparation;
- surveying;
- environmental and hazardous substance testing and sampling;
- soil tests;
- utility or service diversions;
- remediation works;
- pegging out;
- tree protection;
- ecological mitigation;
- archaeological investigation;
- ground improvement works;
- construction of boundary fencing or hoardings for site security; and
- creation of temporary haul roads and enabling works accesses.

3. Cranes

Given the nature of the proposed development, it is probable that a crane may be required during its construction.

Cambridge Airport requires notification of the future cranes that will/may be operated on site.

Please forward the details such as maximum height, operating radius, name and phone number of site manager and they phone number, installation, and dismantling dates to Airport.Safeguarding@marshalladg.com when this information is available.

The safeguarding team can then assess and add these cranes to the approved obstacles list.

To apply for future crane permits, please follow the link via CAA website: Crane notification | Civil Aviation Authority (caa.co.uk)

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 (caa.co.uk)

4. Dewatering during construction

Any small-scale dewatering in the course of building or engineering works which is greater than 20 cubic metres per day and does not meet the conditions of the groundwater abstraction exemption under Regulation 5 of the Water Abstraction and

Impounding (Exemptions) Regulations 2017 will require an abstraction licence from the Environment Agency.

The Environment Agency assesses applications to abstract water against local water availability.

In groundwater bodies where water is already fully committed, there is a presumption against issuing new consumptive groundwater licences.

In the case of dewatering, we consider a licence to be consumptive where the water cannot be returned locally to the aquifer.

Whilst this may be deemed acceptable for short-term dewatering where water is returned to the environment, this would be assessed on a case-by-case basis.

However, in such cases a consumptive groundwater licence may not be issued long-term, and the applicant must ensure that any construction is engineered such that permanent dewatering will not be required.

This is especially important if the development is proposing sub surface structures such as basements.

If you consider that dewatering may be necessary, please contact your local EA office at your earliest convenience or submit a pre-application to receive up to 15 hours of free preapplication advice. For more information visit:

https://www.gov.uk/guidance/water-management-apply-for-a-water-abstraction-or-impoundment-licence#types-of-licence

5. Works within the public highway

The granting of a planning permission does not constitute a permission or licence to a developer to carry out any works within, or disturbance of, or interference with, the Public Highway, and that a separate permission must be sought from the Highway Authority for such works.

6. Noise and vibration

Any noise/vibration assessment and/or noise insulation scheme should have due regard to current government / industry standards, best practice and guidance and the Greater Cambridge Sustainable Design and Construction Supplementary Planning Document, (Adopted January 2020).