25/00016/FUL – Trinity Hall Farm Industrial Estate, Nuffield Road, Cambridge

Application details

Report to: Joint Development Management Committee

Lead Officer: Joint Director of Planning and Economic Development

Ward/parish: East Chesterton

Proposal: Demolition of existing buildings and the erection of buildings for Use Class E(g)i (offices) and E(g)ii (research and development) with Class E(a) (retail) and E(b) (sale of food and drink) uses on the ground floor together with Public Garden, landscaping and associated infrastructure works.

Applicant: MA Propco 11 Limited (a company within the Brockton Everlast group of companies)

Presenting officer: Cuma Ahmet

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: 17 November 2025

Key issues:

1. Principle of Development
2. Design, scale and massing
3. Sustainable Design and Construction
4. Water Resources
5. Drainage and Flood Risk
6. Highway Safety and Transport impacts

7. Planning Obligations
8. Planning Balance

Recommendation: Approve subject to conditions and completion of a Section 106 Agreement.

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Table 1: Contents of report

1. Executive Summary

1.1 The application seeks full planning permission for the comprehensive redevelopment of an existing industrial site for research and development led mixed-uses that includes flexible office and lab space, retail and café at ground level with associated supporting infrastructure.

1.2 The principle of the proposals for new office and lab-enabled buildings is consistent with both national and local planning policy objectives which seek to support and maintain Cambridge's role as a world leading location for knowledge-based industries.

1.3 The proposed design-led approach is considered to set a new benchmark for science and innovation-led developments which moves away from generic, large format campus models towards more people focussed environments that enhances public realm and wider urban fabric.

1.4 It is considered that the proposed layout and form, scale and massing, architectural detailing and quality of materials of the proposed development, including landscaping positively responds to the surrounding character.

1.5 The proposed development is aiming for net-zero carbon status by adopting a passive strategy for enabling a reduction in (carbon) emissions and operational energy use to achieve BREEAM Excellence as a minimum. In terms of water conservation, BREEAM 5 WAT 01 water credits (including exemplary/innovation credit) are targeted which represents a 65% improvement over the 2018 (Wat 01) baseline. Circular design principles and the 'whole life' waste approach are also integral to its sustainability objectives including exceeding the minimum statutory 10% increase in biodiversity onsite.

1.6 The concerns raised by Anglian Water in respect to the lack of wastewater capacity at Cambridge Waste Recycling Centre (Cambridge WRC) to take increased foul water flows from new development is recommended to be addressed by 'Grampian' style planning condition. In practice the Grampian condition restricts the occupation of the future development until sufficient strategic solution and/or alternative means of dealing with capacity onsite is confirmed. This approach is considered necessary and reasonable, particularly in absence of evidence that proves that environmental and/or amenity harm(s) would not be caused by the development. The Applicant supports this approach. Further detailed analysis of the issue is contained in Section 19 of the report.

1.7 The proposed design promotes cycling as a key travel mode by reducing car parking onsite and providing policy compliant range of cycling infrastructure. This approach is further supplemented by the Applicant's agreement to making a significant financial commitment towards County Highways identified schemes in the NEC area, to be secured under Section 106 Agreement.

1.8 In addition to securing a comprehensive transport mitigation package, the Applicant has also committed to planning obligations including the provision of an affordable workspace; employment and skills plans to secure jobs and training opportunities and the delivery of public art.

1.9 In the overall planning balance, officers consider that the proposed development will bring significant social, economic, and environmental benefits that accord with the three dimensions of sustainable development.

1.10 Officers recommend that the Planning Committee **APPROVE** the application subject to conditions and completion of a Section 106 Agreement which includes the Heads of Terms set out in Section 24 below with any minor amendments delegated to officers.

2. Site Description and Context

2.1 Trinity Hall Farm Industrial Estate (THFIE or "the Site") is located on the southeast intersection of Milton Road and the Cambridge Guided Busway along one of the main routes into the city from the north. It is located entirely within the administrative boundary of Cambridge City Council.

2.2 The site comprises a 1970s industrial estate of approximately 1.3ha in size. It currently contains 5no. one and two storey buildings with a combined gross floor area of 5,790 m2, including significant hardstanding areas for associated car parking and servicing.

2.3 The site is relatively flat falling by 0.5 metres from west to east. Onsite vegetation exists to the north and east boundaries of the site – comprising six trees including mature hedgerow.

2.4 Main vehicular access into the site is provided from Nuffield Road (east). There is also a pedestrian and cycle access located on the southwest corner of the site fronting onto Milton Road.

2.5 Cambridge North Railway Station is approximately 800 metres to the southeast of the site.

2.6 The site is bounded by the Guided Busway and Cambridge Business Park beyond to the northeast; residential garages accessed from Gainsborough Close and Nuffield Road employment area to the southeast; residential properties on Milton Road accessed to the southwest; and pedestrian/cycle underpass and Milton Road with car showrooms beyond to the northwest.

2.7 There are no heritage related designations within or immediately near to application site.

2.8 The site is currently designated within the 'Cambridge Northern Fringe East and New Railways Station' Area of Major Change, a strategic growth area spanning both Cambridge City and South Cambridgeshire administrative areas, which seeks to promote and coordinate future development

proposals for high-density mixed use residential and employment uses to create a new sustainable city district.

3. The Proposal

3.1 The application seeks full planning permission for the demolition of existing buildings and the erection of buildings for Use Class E(g)i (offices) and E(g)ii (research and development) with Class E(a) (retail) and E(b) (sale of food and drink) uses on the ground floor together with Public Garden, landscaping and associated infrastructure works.

3.2 The proposed development will deliver a (above ground) floorspace of 29,945m2 (GIA) spread across four new buildings and a lower ground/basement area of 8,888m2 (GIA) for car/cycle parking, plant and back of house functions – a combined (gross) total floorspace of 38,833m2 (GIA). This represents a (net) increase of 33,043m2 (GIA) above that currently existing.

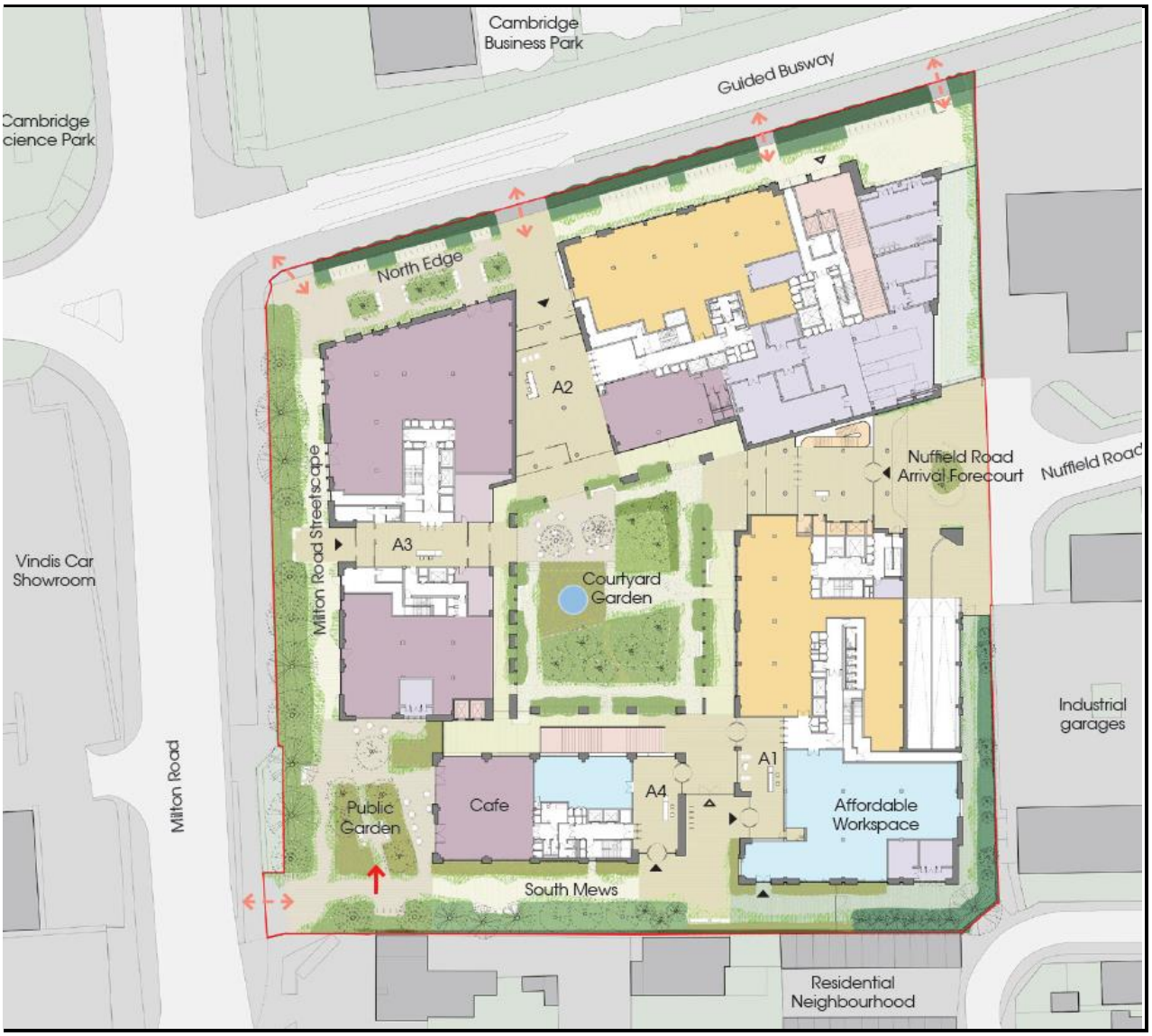


Figure 1: Proposed site layout and buildings

3.3 The first two buildings, Buildings A1 and A2, will comprise the proposed lab-enabled elements. The buildings are designed to accommodate an affordable workspace, café and delivery/servicing facilities and ground level with lab-enabled accommodation above. Buildings would respectively range between ground plus three and four storeys of accommodation with plant above measuring (maximum) heights above ground level of approximately 23.4m and 27.1m.

3.4 The two remaining buildings, Buildings A3 and A4, will accommodate the commercial office element of the proposals which includes a mix of retail and café spaces at ground level. Building A3 would comprise a ground plus four storeys of accommodation with plant above (approximately 25.7m in maximum height from ground level); and Building A4 comprises a ground plus two storeys of accommodation with plant above (approximately 15.2m in maximum height from ground level).

3.5 The proposed building facades are to be constructed using brick and precast masonry complemented by a variety of glazed and metal elements either in the form of windows or roof/plant details. A varying material palette in terms of colour, texture and their arrangements is proposed to reinforce the distinctiveness of each building and to strongly emphasise the urban block form of the development.

3.6 Hard and soft landscaping is proposed on all site boundary edges to create a robust and legible new interface with the (offsite) public realm. Key components of the onsite new landscaped areas include a new public garden located to the southwest corner and a private courtyard garden located at the centre of the development.

3.7 In terms of access and movement, the proposals have prioritised new openings for both pedestrians and cyclists along Milton Road and the Guided Busway. Vehicular access is retained and improved from Nuffield Road for cars (including taxi pick/drop-off), servicing/deliveries and emergencies. An enclosed loading bay/area is proposed within the ground floor of Building A2 for servicing and delivery purposes.

3.8 Onsite car parking is proposed to be accommodated within the new lower ground/basement area and accessed via the ramp located within Building A1. Cycle parking facilities are also provided within the basement, accessed exclusively via internal lifts located within each building. Associated lockers and shower facilities for cyclists are also accommodated within the basement. Visitor cycle parking is proposed at ground level and distributed across the site close to building entrances.

3.9 The development design has adopted a ‘Whole-Life Carbon’ approach in order to achieve its “net-zero” ambition incorporating: low embodied carbon; reducing operational carbon emissions by lowering energy consumption via passive design strategies; an all-electric approach for heating and cooling needs.

3.10 The application has been the subject of minor amendments which sought to address representations made by various consultees. The amendments were received on 13 June 20025 and were consulted upon separately. They include as follows:

- **National Planning Policy Framework 2024** – clarifications of scheme compliance
- **Cycle facilities –** supplementary design information relating to the quality of provision
- **Landscape –** supplementary design updates relating to tree planting and boundary treatments
- **Water resources** – confirmation of pre-development engagement with Anglian Water relating to connection to foul water network. Drainage strategy updates.
- **Transport** – supplementary information in relation to accident data; trip generation; travel plan and relevant S106 mitigations
- **Economic Benefits Assessment / Employment and Skills Plan** – updates corresponding to economic information stemming from changes to existing floor area
- **Environmental Impact Assessment and Non-Technical Summary –** corresponding amendments made to drainage and water resource chapters including supporting appendices.
- **Third party comment –** response to comment relating to apparent lack of pedestrian access to public garden from Nuffield Road.

4. Relevant site history

Reference	Description	Outcome
24/00988/SCOP	Request for a formal Scoping Opinion pursuant to Regulation 15 of the Town and Country Planning (Environment Impact Assessment) Regulations 2017 for the demolition of the existing structures, excavation to construct a basement level for car/cycle parking, and the development of new commercial floorspace (up to c.40,000 m2 GIA including the basement area). Vehicle access to continue to be via the existing approach from Nuffield Road. Pedestrian and cycle access to be included from Milton Road and alongside the Guided Busway.	EIA scoping report issued 14/03/2024
20/05396/FUL	Erection of four commercial mid-tech buildings comprising Use Class E (commercial, business and service) to provide flexible office, research and development and light industrial uses, and Use Class B8 (storage and distribution)	Withdrawn 19/08/2021

	limited to a maximum of 20% GEFA; together with car parking, cycle parking, landscaping, substation and associated infrastructure (following demolition of the existing buildings).

Table 2: Relevant site history

5. Policy (see **Appendix 1** for summaries of Local Plan and NPPF policies**)**

5.1 **National Policy**

- National Planning Policy Framework 2024
- 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 with regard to environmental assessment and the UK's planning regime remains unchanged despite it leaving the European Union on 31 January 2020
- Environment Act 2021
- Equalities Act 2010
- Conservation of Habitats and Species Regulations 2017
- ODPM Circular 06/2005 – Protected Species

5.2 **Cambridge Local Plan (2018)**

Policy 1: The presumption in favour of sustainable development
Policy 2: Spatial strategy for the location of employment development
Policy 5: Strategic transport infrastructure
Policy 8: Setting of the city
Policy 14: Areas of Major Change and Opportunity Areas – general principles
Policy 15: Cambridge Northern Fringe East and new railway Station Area of Major Change
Policy 28: Carbon reduction, community energy networks, sustainable design and construction, and water use
Policy 29: Renewable and low carbon energy generation
Policy 31: Integrated water management and the water cycle
Policy 32: Flood risk
Policy 33: Contaminated land
Policy 34: Light pollution control
Policy 35: Protection of human health from noise and vibration
Policy 36: Air quality, odour and dust
Policy 40: Development and expansion of business space

Policy 41: Protection of business space
Policy 55: Responding to context
Policy 56: Creating successful places
Policy 57: Designing new buildings
Policy 59: Designing landscape and the public realm
Policy 60: Tall buildings and the skyline in Cambridge
Policy 61: Conservation and enhancement of Cambridge's historic environment
Policy 62: Local heritage assets
Policy 69: Protection of sites of biodiversity and geodiversity importance
Policy 70: Protection of priority species and habitats
Policy 71: Trees
Policy 80: Supporting sustainable access to development
Policy 81: Mitigating the transport impact of development
Policy 82: Parking management
Policy 85: Infrastructure delivery, planning obligations and the Community Infrastructure Levy

5.3 Supplementary Planning Documents (SPD)

- Biodiversity SPD – Adopted February 2022
- Greater Cambridge Sustainable Design and Construction SPD - Adopted January 2020
- Planning Obligations Strategy SPD – Adopted March 2010 & Updated 2023
- Public Art SPD – Adopted January 2010
- Trees and Development Sites SPD – Adopted January 2009

5.4 Other Guidance

- North East Cambridge Area Action Plan (Proposed Submission)
- Cambridge and Milton Surface Water Management Plan - 2011)
- Greater Cambridge Integrated Water Management Study: Level 1 Strategic Flood Risk Assessment (2021)
- Cambridgeshire Green Infrastructure Strategy (June 2011)
- Cambridgeshire and Peterborough Waste Partnership (RECAP): Waste Management Design Guide – 2012

5.5 Draft Greater Cambridge Local Plan 2024-2045 (Regulation 18 Stage Consultation - December 2025 to January 2026)

5.5.1 The Regulation 18 Draft Greater Cambridge Local Plan (the draft 'Joint Local Plan' (JLP)) represents the next stage of preparing a new joint Local Plan for Greater Cambridge. Once it is adopted, it will become the statutory development plan for the Greater Cambridge area, replacing the current (adopted) Local Plans for Cambridge City and South Cambridgeshire District.

5.5.2 Following endorsement by Joint Cabinet in November, the draft JLP will proceed to formal public consultation (under Regulation 18 of The Town and Country Planning (Local Planning) (England) Regulations 2012). This is currently scheduled between 1 December 2025 and 30 January 2026.

5.5.3 In line with paragraph 49 of the National Planning Policy Framework (NPPF), local planning authorities may give weight to relevant policies in emerging plans according to several factors. The draft JLP is consistent with policies in the current NPPF, but represents an earlier stage of the plan making process. Therefore, at this stage, the draft JLP and its policies can only be afforded limited weight as a material consideration in decision making.

5.6 **Environmental Impact Regulations (EIA)**

5.6.1 The application proposals fall within Schedule 2, Class 10 (b) “Urban Development Projects” of the Town and Country Planning (Environmental Impact Assessment) Regulations 2017 (‘The Regulations’).

5.6.2 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.

5.6.3 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 14 March 2024, 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)

5.6.4 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 plans which are put forward for approval.

5.6.5 **Topics covered by the Environmental Statement**

5.6.6 The topics covered by the ES includes: **Air Quality, Landscape and Visual, Noise and Vibration, Surface Water Drainage and Hydrogeology, Townscape and Visual Impact, Transport and Water Resources.**

5.6.7 Regulation 26 of the EIA Regulations states that when determining and 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

d) if planning permission or subsequent consent is to be granted, consider whether it is appropriate to impose monitoring measures.

5.6.8 This requirement is dealt with throughout the report.

5.6.9 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.

5.6.10 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.

5.6.11 An ES Addendum (ESA) and updated Non-Technical Summary Addendum was submitted in June 2025. The main amendments relate to Water Resource and Drainage Strategy topics and their supporting appendices. A separate ES compliance note was also received alongside these confirming the scope of the updates would not alter the conclusions of the main ES nor introduce additional likely significant effects.

6. Consultations

Publicity

6.1 **Neighbour Letters** – Yes. A total of 120 neighbouring properties were originally notified by letter on 08/01/25.

6.2 **Site Notice** – Yes. Site notices were posted close to the application site boundaries on the 16/01/2025.

6.3 **Press Notice** – Yes for the reason that the application is a major and Environmental Impact Assessment development.

6.4 **Amendments received** referred to in paragraph 3.10 were formally advertised on the 18/06/25.

6.5 A summary of all comments received at time of publication are set out in Section 7 of this report.

Consultee Comments

Anglian Water – Objection

6.6 Anglian Water updated its original consultation response on 1 September 2025.

6.7 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.

6.8 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.

6.9 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.

6.10 Our response for the foul network has been based on the following submitted documents: Drainage Strategy Planning Report 5314 - AKT-DS May 2025. Anglian Water has worked with the Applicant to establish a Sustainable Point of Connection (SPOC) for the proposed development site. The required foul network connection point is to the 450mm sewer downstream of manhole MH7102 located in Milton Road at National Grid reference TL 46761 61124.

6.11 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:

Recommended Condition:

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 to the 450mm sewer downstream of manhole MH7102 located in Milton Road at National Grid reference (NGR) TL 46761 61124 . 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

6.12 With regard to surface water disposal, Anglian Water accept that the proposals will discharge into Anglian Water surface water sewer at a rate of 2.6 l/s. Therefore, it requests the following surface water condition is applied if permission is granted:

Condition: The surface water flows from the development site to be discharged into Anglian Water 375mm Surface water network does not exceed the agreed 2.6ls in accordance to Drainage Strategy Planning Report 5314 -AKT-DS May 2025.

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

Cambridge Airport – No objection

6.13 Recommends planning conditions as follows:

- Bird Hazard Management Plan; and
- Glint and Glare Assessment.

Cambridge City Ecology Officer – No objection

6.14 Satisfied with the surveys, baseline BNG and that on site BNG in excess of the mandatory 10% can be delivered on site. Planning conditions are recommended in relation to BNG, ecological enhancements and ecologically sensitive lighting.

Cambridge City Environmental Health – No objection

6.15 In respect to air, noise and land contamination matters, the following planning conditions have been recommended according to their relevant phases:

<u>Construction Phases</u>

- Demolition and Construction Environmental Management Plan (DCEMP); and
- Implementation of a remediation strategy and the submission of a remediation verification report.

Operational Phases

- Restrictions on hours of use of roof terraces including playing of amplified music;
- Details of odour filtration and kitchen extraction discharge;
- Restrictions to servicing hours, a management scheme for servicing and operational noise minimisation, an operational noise impact assessment/mitigation;
- Details of artificial lighting; and
- Compliance with EV changing measures.

6.16 An informative is also requested which draws the Applicant's attention to the Greater Cambridge Sustainable Design and Construction SPD when providing information relating to artificial lighting, contaminated land, noise / sound, air quality and odours / fumes, any assessment and mitigation.

Cambridge City Trees – No Objection

6.17 There are no formal objections to proposed tree removals subject to planning conditions replacement tree planting.

Cambridge County Archaeology – No Objection

6.18 It is acknowledged that the 20th century development of the current industrial estate and 19th century development of Trinity Hall Farm (since demolished) is likely to have truncated any earlier archaeological remains and/or potential. No objections are therefore raised.

Cambridge County Highways – No Objection

6.19 The Development Management Team recommends planning conditions requiring as follows:

- Construction traffic management plan; and
- Levels details in relation to the Guided Busway.

6.20 The Road Safety Manager (RSM) has been consulted and has confirmed that they are satisfied that the proposed access design from the northern edge boundary of the development onto the Guided Busway can be operated safely although further details of access control will need to be submitted and agreed separately under planning condition.

Cambridge County Lead Local Flood Authority – No Objection

6.21 The LLFA ha confirmed it is satisfied that the surface water from the proposed development can be managed through the use of grey water systems. It therefore recommends the following planning conditions to be appended to any planning permission for agreement of the LPA:

- Details of surface water run-off control during construction phases; and
- Detailed design of surface water drainage.

6.22 Requests informatives in relation to restriction on design and specification of surface water pipes beneath buildings; design compliance for all green roofs; control of pollution risks and assurance that surface water drainage infrastructure installed has been appropriately maintained and remediated prior to handover.

Cambridge County Transport Assessment – No Objection

6.23 Agrees with the information (and supplementary 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.

Cambridgeshire Fire Authority

6.24 No comments received.

Cambridgeshire Quality Panel Meeting of 3 July 2024

6.25 The scheme has positively addressed the Panel's comments made at the previous review held on 14th December 2023. The proposals are a great response to the context and are well supported by the enormous amount of work carried out to date. The Panel supports the ambitious travel plan and welcomes its approach to flexibility and future proofing strategy.

6.26 This is an exceptional example of the future gateway for the area.

Environment Agency – No Objection

6.27 Groundwater and Contaminated Land - recommends that the LPA in consultation with its own Environmental Health Team addresses the risks to controlled waters from contamination through relevant planning conditions – see City Environmental Health Comments (para.6.9 above).

6.28 Water Resources – reaffirms continued need to ensure water demand and consumption of development is minimised and therefore recommends that the Applicant seeks to aim for the 'outstanding' target for all water related categories under BREEAM including water efficiency and reuse.

6.29 Wastewater disposal – unable to comment on the impact on the water environment although acknowledges the Cambridge WRC is currently exceeding its environmental permits for foul discharge and that it may not have sufficient capacity to accommodate future growth within its current catchment. Concludes that the LPA should satisfy itself that any growth can be delivered without harm to the water environment.

Greater Cambridge Access Officer – No Objection

6.30 The access officer was pleased that previous comments had been taken on board. The proposed external environment is a great improvement on existing. The changing places toilet is welcomed. Comments around the need for different seating heights with and without arm rests. Some doorway sizes and configurations should be reconsidered. Internal colours and signage and reflections from windows and floors should be considered at design stage.

Greater Cambridge Conservation Officer

6.31 The proposal would not give rise to any harm to any heritage assets.

Greater Cambridge Landscape Officer

6.32 Officers agree with the assessment of significance of landscape and visual effects and have no objections to the proposed development in terms of landscape and visual effects.

6.33 Recommends the following conditions are included:

- Additional interest to the public realm in the northern corner of the site should be explored as part of the public art delivery plan;
- Details of green roofs;
- Details of hard and soft landscape; and
- Details of earthworks and landscape maintenance and management.

Greater Cambridge Section 106 Officer – No Objection

6.34 Recommends securing the following S106 heads of terms:

- Employment and Skills Strategy
- Provision of onsite Affordable Workspace
- S106 Monitoring and Administration Fees

Greater Cambridge Sustainability Officer – No Objection

6.35 The approach to sustainability outlined in the application is welcomed and details a development that exceeds both national and local policy requirements.

6.36 Recommends the following planning conditions:

- Implementation of Sustainability Strategy;
- Details of grey water and rainwater harvesting;
- Details of compliance with water efficiency target;
- Details of compliance with water efficiency calculator metric; and
- Details of installation of commercial water metering and monitoring system.

Greater Cambridge Urban Design Officer – No Objection

6.37 The proposal delivers meaningful urban greening, blue infrastructure and a new high quality public realm, as well as optimising the intensification, densification and placemaking opportunities of this sustainable site.

6.38 Overall, the proposal has taken a strong, design led approach, carefully balancing the approach to scale and massing to respect the established residential context while responding to the placemaking potential of the site and the NEC AAP framework. It is considered an exemplary and sophisticated proposal and as such is supported in urban design terms.

6.39 Recommends the following planning conditions:

- Shop front and signage strategy;
- Details of external building materials including a sample panels; and
- Details of roof top plant.

Greater Cambridge Shared Waste Services – No Objection

6.40 Recommends a planning condition to secure a satisfactory Waste Management Plan that complies with The Controlled Waste (England and Wales) Regulations 2012.

Ministry of Defence – No Objection

6.41 The proposed development would be considered to have no detrimental impact on the operation or capability of a defence site or asset.

Police Architectural Liaison Officer – No Objection

6.42 The Designing Out Crime Officer (DOCO) has a number of detailed recommendations around external lighting, boundary treatments, roof terraces, CCTV, alarms, access controls and roof, door and window design. It recommends that the Applicant considers submitting a Secured by Design (SBD) commercial application as it is considered the development could achieve accreditation with some amendments.

7. Third Party Representations

7.1 **One** objection was received and relates to the removal of through access for pedestrians from Nuffield Road to its proposed café and gardens from Nuffield Road.

7.2 **One** notice of support was also received and relates to the future proposed provision of the affordable workspace. They go on to say that this provision would address a core/identified need in the local community and would help create better interactions between onsite employee/businesses.

8. Members Representations

8.1 None received.

9. Local Groups

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

- The development is cramped and considered overdevelopment of the site
- Minimal landscaping
- Exceeds NECAAP heights
- Concerned the development will read as one large block
- Public realm on Milton Road is not attractive
- The underpass should be included in the redevelopment of the site

9.2 **Cambridge Cycling Campaign** has made a representation; their comments can be summarised as follows:

- Engage proactively with authorities to work towards filling in the underpass and designing a safe, direct, and high-quality surface-level junction for walking and cycling.
- Reassess cycle parking provision to prioritise quality, accessibility, and usability, rather than focusing on inflated numbers.
- Ensure the basement cycle parking layout removes unnecessary barriers and provides a seamless experience for users.
- Reduce reliance on two-tier cycle parking and focus on high-quality Sheffield stands as the primary provision.

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

10. Planning Background

10.1 The proposal has been subject to extensive pre-application advice as part of a positive Planning Performance Agreement (PPA). The scheme has evolved through a collaborative approach.

10.2 The Applicant has presented the scheme to the Cambridgeshire Quality Panel (CQP) twice. Firstly, on 14th December 2024 to present an emerging proposal and then again on 3rd July 2024 to demonstrate how the scheme had evolved in response to panels previous feedback. Their written advice is provided in Appendix 2 to this report.

10.3 The Applicant briefed members of the Joint Development Management Committee in June 2024. Committee members asked the Applicant questions around building heights, water use, car parking levels, transport

impact, sustainability measures, how the policy relates to the NEC AAP and how the site will be inclusive to the existing local community.

10.4 The Applicant has briefed the access officer on the proposals twice, once as part of the pre-application process and again to demonstrate how the scheme had addressed their comments as part of the application process. Their comments on the submission scheme is included in Section 6 of the report.

11. Assessment

11.1 From the consultation responses and representations received and from an inspection of the site and the surroundings, the key issues are:

- Principle of Development
- Design
- Landscape and Townscape Effects
- Heritage Assets
- Trees, Ecology and Biodiversity
- Sustainable Design and Construction
- Drainage and Flood Risk
- Water Resources
- Highway Safety and Transport Impacts
- Residential Amenity
- Miscellaneous Matters
- Third Party Representation

12. Principle of Development

12.1 Paragraph 11 of the NPPF states that decisions should apply a presumption in favour of sustainable development. For decision-taking this means approving development proposals that accord with an up-to-date development plan without delay subject to assessing whether any adverse impacts of doing so would significantly and demonstrably outweigh the benefits, when assessed against the policies in the NPPF taken as a whole.

12.2 The following CLP (2018) policies are particularly relevant to the consideration of the principle of the proposals for employment-led redevelopment at Trinity Hall Farm Industrial Estate (THFIE):

Policy 2 (Spatial strategy for the location of employment development)
Policy 14 (Areas of Major Change)
Policy 15 (Cambridge Northern Fringe East and new railway Station Area of Major Change (CFNE)
Policy 40 (Development and expansion of business space)
Policy 41 (Protection of business space)

12.3 Under Policy 2 of the CLP there is a clear emphasis that a range of employment opportunities are required to support the Cambridge economy and to continue growing the Cambridge Cluster.

12.4 The proposed development would provide exemplary designed office and lab-enabled/office accommodation of c. 29,945m2 (GIA) (net) in a key growth area of the City which is seeking to improve its existing range and quality of building stock to meet the diverse needs of high-value life-science and commercial businesses.

12.5 The Economics Benefit Assessment (Savills, May 2025) demonstrates that the proposed scheme of this scale and type would provide direct and indirect job opportunities through new development as follows:

Construction phase: c.300 direct jobs and c.210 (on/off-site) net additional jobs will be created of which 150 jobs are expected to be taken up by city residents; and

Operational phase: c.1,750 direct jobs at full occupation and a further 809 (on/off-site) net additional jobs.

12.6 In terms of Gross Value Added (GVA) to the local economy from job creation, the proposals are estimated to make a net additional contribution of £53m and £87.9m in the respective development scenarios stated above.

12.7 The principle of development for lab-enabled and office uses on the existing site is also considered acceptable in that it complies with the joint Council's long term ambitions that are prescribed under Policies 14 and 15 of the CLP - Cambridge Northern Fringe East and New Railway Station Area of Major Change – which broadly support proposals for 'high quality mixed-use development that comprise uses such as offices, research and development, light industrial, general industrial and storage and distribution including a range of supporting commercial, retail and leisure and residential uses.

12.8 Policies 40 and 41 are the Council's general employment policies that specify support for the expansion and protection of existing and new business space across the city.

12.9 Part (b) of Policy 40 is specifically relevant in this instance, stating it will encourage new offices, research and development uses to come forward in the *'areas around the two stations'* subject to the requirements of Policies 14 and 15. The Site's close proximity to Cambridge North Railway Station and the details of the proposals confirms compliance with the policy.

12.10 Part (a) of Policy 41 indicates that the loss of employment floorspace and/or land would only be permitted if the resulting development would facilitate the continuation of employment uses onsite; and the

redevelopment will modernise buildings which no longer meet business needs. The proposed development effectively achieves both objectives of this part of the policy.

12.11 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'.

12.12 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.' 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.

12.13 In conclusion, the principle of the proposed development to support the continued growth of Cambridge City as a world-renowned location for high technology research and development is acceptable and therefore complies with the aims and objectives of CLP (2018) Policies 2, 14,15, 40 and 41 including the NPPF.

13. Design

Introduction

13.1 Paragraphs 124 and 125 including 131, 135 and 137 of the NPPF respectively provide guidance that encourages the effective use of previously used land as well as ensuring that developments are well-designed.

13.2 Policies 55 (Responding to context), 56 (Creating successful places), 57 (Designing new buildings), 59 (Designing landscape and the public realm) and 60 (Tall buildings and the skyline in Cambridge) seek to ensure that development responds appropriately to its context, is of a high quality, reflects or successfully contrasts with existing building forms and materials and includes appropriate landscaping and boundary treatment.

13.3 The Applicant has submitted a Design and Access Statement (DAS) to explain the approach to the design and layout of the proposals.

13.4 A summary analysis of the potential effects on landscape and townscape character including (respective) visual amenities is contained in Section 14 of the report.

Design-led process

13.5 The proposals have evolved through a collaborative pre-application process since early 2023, establishing a shared focus and ambition to achieve a new vision for high quality and non-generic large format lab and workspaces that will have a strong and enduring sense of identity.

13.6 The Applicant presented the scheme to the Cambridgeshire Quality Panel (CQP) on 2 separate occasions —first in December 2023 and again in July 2024 — on each occasion demonstrating how feedback has informed its design evolution.

13.7 On both occasions, CQP has commended the proposal's contextual sensitivity and evidence-based approach describing it as a *"sophisticated"* and an *"exceptional example of the future gateway for northeast developments."* **Appendix 2** of this report contains the written advice of CQP.

Design Concept

13.8 The design concept identifies six objectives for the redevelopment of the site. They are as follows:

1. Respond to context – to improve site edge conditions and access
2. Enhance the variety of public realm – to support active frontages and legibility
3. Provide outdoor amenity – to enhance collaboration and wellbeing to the new workspaces
4. Create a legible urban block composed of distinct building forms – to respond effectively to the immediate and varying context
5. Vehicle free site – to contain servicing, deliveries and access to below ground car park from Nuffield Road
6. Step building massing – to enable a transition of scale form residential and business park uses

13.9 The following sub-sections review the process and evolution of the development design insofar as it relates to site layout, scale and massing and building appearance.

Site Layout

13.10 The proposed layout design is based on an 'urban block' approach comprised of four linked buildings that collectively respond to the site's constraints and varied contextual conditions.

13.11 The proposed layout is principally outward facing enabling a coherent, greener and more human scaled active frontages which enclose and define the existing streetscape and repair the site's wider urban grain.

13.12 The west and north edges along Milton Road and Guided Busway will comprise new public realm spaces which are activated and overlooked by the proposed building entrances and facades. The proposed “Public Garden” located at the southwest corner of the site is particularly important in terms of creating a legible and socially interactive place for arrivals from Milton Road.

13.13 The full length of the southern boundary (referred to as “South Mews”), separating the site from the residential neighbourhood, will be transformed into a seamless extension of the Public Garden with a robust landscaping edge that incorporates a combination of trees and shrubbery, a new c.3m tall wall and seating/cycle parking stands.

13.14 Access points from Milton Road, Guided Busway and Nuffield Road are designed to enhance visual permeability through to the centrally located courtyard. Building entrances are designed to be clear, inviting, and prominent, often marked by breaks in the façade and deep architectural recesses.

13.15 Two separate cycle entrances to the lower ground/basement cycle parking area are provided in order to respond to the key active-movement travel corridors - with accesses prioritised from Milton Road via ‘South Mews’ and Guided Busway. The location of cycle parking within the lower ground/basement of the development will relieve the ground level for a more active and engaging streetscape via its proposed opportunities for retail community and public use. Additional information to demonstrate the quality and generosity of the cycling arrival experience and its facilities has been provided and since accepted by officers.

13.16 Car parking has also been located within the lower ground/basement and servicing area integrated within Building A2 at ground level. This arrangement again demonstrates the key design intent to create a visually attractive public realm to all its main frontages and will also ensure the respective site functions have been optimised properly for its future uses. Should onsite car parking demand be reduced in future, the layout could be repurposed to accommodate additional cycle parking or lab-support functions.

13.17 Overall, the proposed layout design is considered to positively respond to the site’s constraints and opportunities and will create a restorative development that reflects the Council’s long-term vision for the NEC area.

Scale and Massing

13.18 The proposed design has been refined through an evidence-led process where its scale and massing has been iteratively tested from the agreed viewpoints so that any likely effects are reduced. This approach is very much consistent with the expectations of Policy 60 of the CLP in that proposals for taller buildings will need to demonstrate they do not cause

harm to the amenity of their surroundings, the setting of the City and the wider landscape character.

13.19 The proposed building heights (measured from ground level) are set out in Table 3 below:

Building	No.of storeys (excludes plant)	Maximum building height (includes plant) (in metres)	Height of building parapet/eaves (excludes plant) (in metres)
A1 - (lab)	Ground + 3	23.4	18.4
A2 - (lab)	Ground + 4	27.1	22.2
A3 - (office)	Ground + 4	25.7	25.7
A4 - (office)	Ground + 2	15.2	12.2

Table 3: Proposed building storeys and heights

13.20 The proposed urban block approach effectively breaks down the site into smaller, visually distinct parts with four buildings arranged around a central courtyard garden.

13.21 The massing and heights respond to surrounding varied contexts, stepping down towards residential areas in the south and rising near the business park in the north. This approach creates a sense of smaller, individual buildings rather than four large blocks with roofscapes adding further interest and movement within the (proposed) urban scene. The massing hierarchy is reinforced in the proposed design of each building through careful architectural detailing and choice of materials – refer to paragraphs 13.29 -13.35 of report for further information.

13.22 Building A4, a 3-storey office workspace on the southern edge, is the lowest of all the four buildings. It is set back from Milton Road to create a new public open space (the aforementioned “Public Garden”) and green buffer along the southern edge of the site. The proposed sawtooth roof form creates an articulated silhouette of finer grained gables that is considered to relate well to the nearby residential scale and context. View 17 of the proposed development in the TVIA clearly demonstrates that Building A4 will not challenge the ridgelines of the existing (residential) suburban context to the south and the established building line to the south of the site.

13.23 The proposals step up in height to 25.7m towards the northwest of the site where Building A3 marks the corner junction of Milton Road and Guided Busway. The design of Building A3 is visually composed of a sequence of smaller distinct building volumes which allows the northwest corner to be expressed as an important corner and change in character, whereas its southern section features a vertical rhythm that reflects Cambridge's finer-grained character. The proposed Public Garden continues to perform a key role in mediating the differences in scale, where it provides a physical and visual break between the residential scale to the south and Building A3.

13.24 The northern edge of the site adjacent to the Guided Busway continues the increased sense of scale with Building A2 proposed at a height of 22.2m to its parapet and 27.1m to the top of the plant screen. The building has been set back to accommodate a sewer easement which in-turn has enabled space for the new public realm. The pedestrian access point between Buildings A3 and A2 assists in breaking up the massing to prevent coalescence of its tallest elements.

13.25 The rooftops on Buildings A1 and A2 are designed as staggered 'pavilions' to house the plant. These pavilions create a dynamic sequence of silhouettes through their shape and materiality and as a result will strike an effective balance between their function and visual appearance. Laboratory flues have also been discretely positioned to minimise their impact on important landscape and townscape views.

13.26 Building A1 steps down in height towards the south along the eastern edge from 18.4m (to parapet) and 23.4m to the top of the plant screen and further down to 10.2m at its very southern part. The varied massing and height is considered to create a better relationship with the residential neighbourhood to the south. The generous entrance on Nuffield Road has also helped to moderate scale and massing of Building A1 along its eastern edge.

13.27 Views 9, 10 and 17 of the TVIA provides a broad visual sequence of the proposed buildings and clearly illustrate how the predominant suburban character (south of the site) would remain a strong defining feature. Officers, including the Council's Urban Design Officer, consider that the proposed stepped scale and massing and refined elevations of the buildings creates a rhythmic and high-quality townscape that successful mediates the change in scale from the south to the north. The rooftop plant screens, with their sculpted and inclined design, also add visual interest and helps integrate the development into the local skyline in an attractive way.

13.28 The principle of tall buildings in this location has been tested through detailed landscape, townscape and visual assessments. This process demonstrates that tall buildings on this site would not cause significant

harm to the character and/or setting of the City – see Section 14 of the report for further analysis.

13.29 In summary, the Applicant's design-led approach demonstrates how the intensification of building density and form can be sensitively accommodated into this transitional location between residential and commercial contexts. This approach is consistent with expectations for this area of major change (see Policy 14 and 15 of the CLP specifically) which broadly supports higher densities around key transport interchanges e.g. Cambridge North Station. The design approach and its resulting proposals is complemented by the Council's Urban Design Team and CQP by stating that the proposals are *"sophisticated"* and an *"exceptional example of the future gateway for northeast developments."*

Elevations and Materials

13.30 The proposed building façades have been shaped by passive design requirements and a desire to provide elevations that reflect the transitional context between residential and commercial.

13.31 The window proportions contribute to a domestic and vertically oriented character throughout and provides a positive contrast to the larger commercial architectural forms found to the north.

13.32 The design proposes masonry, strong precast elements, and deep, textured window reveals with varied colours and finishes to create visual diversity between buildings. This approach will result in a finer-grained architectural response that reflects the best of Cambridge's built context and will positively complement the existing residential character context to the south.

13.33 The South Mews buildings (Buildings A4 and A1) feature a strong plot rhythm and smaller-scale grey masonry that aligns with the domestic character of the adjacent residential context. The proposed ground-floor café would enhance the southwest-facing Public Garden making it more active and welcoming. The ground-level windows and uses within this important arrival space provides natural surveillance, while upper-level windows are carefully designed to minimise overlooking and maintain privacy of the adjacent residential properties.

13.34 Along Milton Road, Building A3 is broken down into two lighter-toned forms that are expressed in lighter/ buff colour materials and detailing. At the northwest corner, a precast frame gives the building a strong, grounded presence, with textured concrete panels at the base and open framing at upper levels for depth. The southern part of the building is composed of brickwork set within the recast frame to introduce a finer texture and therefore better visual connection with Building A4 and residential context beyond. Building A3's stepped southern façade and double-height corner reveal enhances the vertical proportions

and positively address views along Milton Road. Ground-floor commercial units are visually well-framed to animate the streetscape, but a coordinated shopfront and signage strategy is recommended in the future development to ensure a consistent design quality can be achieved - **(Condition 9)**.

13.35 Along the Cambridge Guided Busway, Building A2 adopts a darker reddish-brown brick with burgundy tones, creating a refined and active frontage. Its elegant façade is broken into distinct masonry bays with vertical recesses that add rhythm and depth and reinforce the profiled plant screen (above). Deep reveals with metal panelling, and precast concrete lintels enhance texture and visual interest further along the building façade. Generous entrances for cyclists and pedestrians contribute to a welcoming environment. This refined architectural character continues into Building A1, forming a high-quality backdrop for views along Nuffield Road and the residential context to the south.

13.36 The architectural detailing and use of materials is crucial to achieving the high-quality of buildings being proposed. Therefore, should planning permission be given, officers recommend that sample panels and external materials are provided including a 'design details' document and materials schedule prior to commencement of above ground development. This requirement is important to ensure that a holistic consideration of the final material palette and its quality can be made – **(Conditions 7 and 8)**.

Landscaping

13.37 There urban block approach provides the opportunity to create a distinct and vibrant landscape response along each of its four main edges: Cambridge Busway; Milton Road; South Mews; and Nuffield Road.

13.38 Cambridge Busway (North Edge): As noted previously, the northern edge of the site, adjacent to the Cambridge Busway, is constrained by an underground sewer easement, limiting the extent of built form and planting options.

13.39 The resulting approach is to create a transitional planted area that can provide a calm arrival experience for pedestrians and cyclists. Four Corylus avellana (Hazel) trees are proposed, their small size reflecting the site's constraints. The existing hedgerow that extends the whole edge parallel to the busway is proposed to be retained and managed to a height of 1m.

13.40 Milton Road and Public Garden (West Edge): The western edge of the site along Milton Road is designed as a tree-lined street with a Public Garden in the southwest corner which is connected to a café and affordable workspace in Building A4.

13.41 The Public Garden includes multi-stem trees with drought and shade tolerant planting to create a calm space for pedestrians and cyclists adjacent to Milton Road. The proposed planting will also serve as an ecological link between current Milton Road improvements and the Cowley Road Hedgerows (City Wildlife Site).

13.42 The proposed tree species palette framing the Milton Road edge and Public Garden has been amended in response to the Landscape Officer's advice concerning soil suitability for some of the trees. The amended tree species palette (*inter alia*) include Zelkova serrata (Water Elm) and Prunus avium (Wild Cherry). In addition to these amendments, the Applicant has re-confirmed the commitment that all seven trees to be planted along Milton Road edge will be of a larger size (8-12 metres in height at full maturity). The Landscape Officer is satisfied with these amendments.

13.43 South Mews (South Edge): The southern boundary of the site marks a transition from commercial to residential areas, with stepped-down building heights and the South Mews providing a buffer and access to Buildings A4 and A1.

13.44 The proposed tree planting along this edge will include c.18 new trees that range in sizes, including areas accommodating a SuDS rain-garden, seating and cycle parking. A c.3m high brick wall along the whole southern boundary is proposed. Climbing plants will be added to sections adjacent to the residential properties and thereafter maintained as a green wall.

13.45 Nuffield Road (East Edge): The Nuffield Road edge of the site (including forecourt) will serve as the only vehicular access into the site. The landscaping scheme has aimed to re-establish a planted green buffer along part of the eastern edge featuring native hedgerows and small-medium sized trees. An alternative tree species along the immediate edge of the site (Fastigiate Carpinus – Hornbeam) has been recommended by the Landscape Officer and subsequently accepted by the Applicant. The external paved areas and feature trees proposed in the forecourt for arrivals provide an integrated space linking the external public realm and entrance spaces.

13.46 Courtyard Garden: The courtyard garden provides outdoor amenity space for workers and is located on a podium above the lower ground/basement area. An undulating landform adds soil depth and enhances the sense of enclosure and intimacy. The choice of planting has been informed by sunlight and wind studies to ensure its longevity and quality of space.

13.47 Amenity terraces and green roofs: The landscape design also considers additional landscaping to the amenity terraces in Buildings A1, A3 and A4. Except for Building A4, green roofs are also proposed. The approach is supported in principle although more detailed specifications of the design in each respect is recommended to be secured by planning condition – **(Conditions 10 and 21)**.

13.48 Hard landscaping comprised of a variety of stone paviours and colours add robustness to the site's landscape and its legibility. Opportunities for public art on the north edge (Guided Busway) and West Edge (Milton Road) at key arrival points are indicated although the final details of the type and form of installation will need to be determined post application. Further consideration of the Applicant's public art strategy is provided in Section 22 of the report.

13.49 The Council's Landscape Officer is supportive of the Applicant's overall approach to landscape design and considers it to be of a high standard. Subject to recommended planning conditions, officers consider the proposed landscape design is acceptable.

Conclusion

13.50 The proposed design is underpinned by a strong vision that is considered to successfully demonstrate how future science and innovation-led developments can move away from typical/generic, large format campus models towards integrated and people focussed models which embrace connections with existing public realm and wider urban fabric.

13.51 The proposed design is considered exemplary in its layout, form and scale together with a high level of attention given to architectural detailing and quality/use of materials and landscaping.

13.52 Accordingly, it is considered that the proposed design complies with the aims and objectives of CLP Policies 14, 15, 55, 56, 57, 59 and 60; the emerging wider ambitions for the NEC; including NPPF.

14. Landscape and Townscape Effects

14.1 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 Environmental Statement – refer to Landscape and Visual Impact Assessment (LVIA) at Chapter 6 and Appendices 6.1-6.4; and Townscape and Visual Impact Assessment (TVIA) at Chapter 9). The scope of each assessment was agreed with officers at the pre-application stage.

14.2 Policy 8 (Setting of the City) and Policy 60 (Tall buildings and the skyline in Cambridge) of the CLP are relevant in respect of considering the impacts of the proposed development on landscape, townscape and visual amenities.

14.3 A summary of the key receptors that are considered to be potentially sensitive to change from proposed new development and the conclusions is set out below.

14.4 In terms of landscape character effects, the LVIA has assessed four key receptors – they are:

Cam River Valley (LCA 9A)
Cottenham Fen Edge Claylands (LCA 2B)
North Fen to Milton Fen (LCA 1D)
Fen Ditton Fen Edge Chalklands (LCA 6A).

14.5 The assessment concludes that proposed effects of the development on each of the key character areas is of 'negligible' (not significant) and therefore no further design mitigation is needed.

14.6 With respect to visual amenity, eight key viewpoints were assessed - they are:

Viewpoint A: View from Horningsea Road / Footpath 130/1 looking south-west
Viewpoint B: View from Horningsea Road looking west
Viewpoint E: View from Footpath 85/6 west of River Cam looking west
Viewpoint F View from Jane Coston overbridge above A14 looking south-west
Viewpoint H: View from Footpath 85/2, Fen Ditton, north west of Hall Farm looking north-west
Viewpoint I: View from Cycleway 51, Ditton Meadows looking north-west
Viewpoint P: View from A14/A10 Milton Road junction, looking south
Viewpoint Q: View from Footpath 85/6, east bank of Baits Bite Lock and River Cam

14.7 The assessment concludes that the effects of development on the viewpoints are considered range from 'moderate/minor' to generally 'minor or negligible' (not significant).

14.8 The Council's Landscape Design Officer has not objected to the conclusions made in the LVIA and therefore does not object to the proposed development in relation to its landscape and visual effects.

14.9 In respect of townscape character effects of development, the submitted TVIA has assessed three key receptors – they are:

Industrial Estates (TCA1)
Suburban Residential (TCA2)
Cambridge Science Park (TCA3)

14.10 The assessment concludes that overall effects of proposed development on all three receptors are 'minor to moderate' (beneficial) in their scale (not significant).

14.11 In respect to the visual impact assessment, seventeen key receptors localised to the site are considered – they are:

View 1: Guided Busway at Howdens
View 2: Guided Busway at Science Park Stop
View 3: Guided Busway at No.34 Cambridge Science Park
View 4: Milton Rd at Guided Busway
View 5: Milton Rd at Cowley Road
View 6: Milton Rd at Cowley Road north
View 7: Cowley Rd at Orwell Furlong
View 8: Path outside No.137 Cambridge Science Park
View 9: Milton Rd at Green End Road
View 10: Milton Rd at Woodhead Drive
View 11: Kings Hedges Rd outside No.73
View 12: Kings Hedges Rd outside No.45
View 13: Nuns Way Recreation Ground
View 14: Green End Rd at Green Park
View 15: Nuffield Rd outside No.11
View 16: Green Park at Maitland Avenue
View 17: Milton Road at Lovell Road

14.12 Generally, the assessment has concluded that the proposed development would have either no effect at all (Views 11,12 and 13) or effects ranging between negligible or minor to adverse – and not significant (Views 1,2,3,5,6,7,8,9,10,14,15,16 and 17).

14.13 In the case of View 4 the scale of effect is assessed as ‘moderate’ and ‘beneficial’.

14.14 The cumulative effects of other existing or approved developments within 5km of the site are also considered in both assessments. It is concluded that the implementation of the proposed development would result in no significant (cumulative) adverse effects.

14.15 Overall, officers consider the proposed design of the buildings and their careful modulation in terms of scale and massing and use of materials would preserve and maintain key landscape and townscape characteristics and the respective visual amenities. As such, it is considered that the character and setting of the City would not be harmed by the proposals and therefore it complies with the requirements of CLP Policies 8, 14 and 60 including NPPF.

15. Heritage Assets

15.1 There are no above ground heritage assets within or next to the application site. The planning submission has however provided clarifications in respect of any potential harm on the following distant located assets:

- Church of St George, Chesterfield Road (Grade II) – located approximately c.600m to the southwest

- The Golden Hind (Building of Local Interest) – located c.150m to the southwest
- Fen Ditton Conservation Area – located c.1.5km to the southeast within the district of South Cambridgeshire.

15.2 In the case of the Church of St George, given its significant distance from the site its setting is not affected by the proposed development. Similarly, the impact on the setting of The Golden Hind - shown in View 9 of the TVIA – would be minor to moderate and beneficial with the implementation of proposed development.

15.3 In terms of the Fen Ditton Conservation Area, the potential impact on its setting is considered in Viewpoint (H) of the LVIA. It is concluded that the significance of the effect of the proposals is negligible.

15.4 The Council's Conservation Officer has also confirmed that the proposed development would cause no harm to any above ground heritage assets.

15.5 In terms of existing archaeological remains (below ground), the site's potential has been assessed in an accompanying desk-based archaeological assessment. The assessment concludes that the site has 'low' potential for any archaeological remains. This conclusion is supported by the Cambridgeshire County Archaeologist.

15.6 Overall, the proposals, by virtue of its location, scale, massing and design, would not harm the character and appearance of the Conservation Area or the setting of listed buildings. The potential impacts on archaeological assets is also considered low. Therefore, no harmful impacts on heritage assets would arise and is therefore compliant with aims and objectives of Policies 14, 60, 61 and 62 of the CLP; Sections 66 and 72 of the Planning (Listed Buildings and Conservation Areas) Act 1990 and the NPPF.

16. Trees, Ecology and Biodiversity

16.1 An Aboricultural Impact Assessment and Tree Protection Plan accompanies the application.

16.2 In total, four individual trees, two groups of trees and two hedges are located on the eastern and northern boundaries of the site. One additional tree (Cherry species) is located off site to the southwest. None of the trees or hedgerows are afforded statutory protection and are either identified as Category C or U – either of low/poor quality and having a lifespan of less than 10 years.

16.3 Individual and grouped trees are all recommended for removal save for the hedgerow sited on the boundary of the Guided Busway which is to be retained. Protection for the tree located off-site is also recommended during construction works.

16.4 As discussed previously in Section 13 of the report, the proposals include significant new tree planting onsite that would contribute to visual and ecological enhancement as well as meeting biodiversity and carbon mitigation objectives. The retention of the hedgerow along the Guided Busway boundary and its long-term maintenance is considered positive. The Council's Aboricultural Officer has not objected to the removal of existing trees subject to their appropriate replacement. The species and sizes of replacement trees are supported by the Landscape Officer. Hard and soft landscaping, tree protection and long-term landscape maintenance and management conditions are recommended – **(Conditions 10, 11 and 40).**

16.5 Overall, it is considered the proposals would significantly enhance the quality of tree planting onsite compared to the existing condition and therefore complies with the aims and objectives of Policies 14,15 and 71 of the CLP.

16.6 The ecological value of the site is identified as being low given its largely built composition of hardstandings and buildings although the Applicant's supporting ecology report identifies features which (could) potentially be impacted by the proposals – these include breeding birds, bats and hedgehogs.

16.7 In order to mitigate the potential impacts on each of these potential species the report recommends the following measures/controls via planning conditions: a CEMP (Construction Environmental Management Plan) during construction stages; and ecological/landscape ecological enhancement scheme(s) to be submitted which (inter alia) will determine the number and location of bird and bat box installations within the development. These are secured under **Conditions 12 and 40**.

16.8 In terms of achieving Biodiversity Net Gain, the submitted BNG/Urban Greening Factor assessment indicates that on completion the development could achieve a net gain of 638.75% in (new) habitat units and 30.38% in hedgerow units (compared against the existing situation). A requirement to secure a BNG plan is covered under **Condition 14** in the event planning permission is given.

16.9 The Council's Ecology Officer agrees with the ecological assessment and its recommendations and therefore raises no objections to the proposals subject to planning conditions which will secure onsite BNG; ecological enhancements and sensitive lighting – **(Conditions 12 and 14).**

16.10 Overall, the proposed development would not cause harm to protected habitats, sites, protected or priority species and therefore complies with Policies 15, 57, 59, 69 and 70 of the CLP, the Biodiversity SPD and relevant objectives contained within the NPPF.

17. Sustainable Design and Construction

17.1 The Applicant has submitted detailed information on how it will seek to achieve the highest level of sustainable building design.

17.2 The proposed design adopts a whole life carbon approach to assist its ambition to be a 'net-zero' carbon development. The following objectives underpin this approach and are discussed further below:

- Optimising the building strategy to achieve a low embodied carbon footprint
- Reducing operational emissions by lowering consumption through passive design strategies
- Incorporating an all-electric building services/systems for heating and cooling

17.3 To minimise embodied carbon from its outset, the Applicant's design team has explored a range of building strategies focussing on key aspects including structural design and the use of materials. The optimal low carbon building solution is to use a reinforced concrete building frame enclosed by precast concrete façade panels and aluminium tripled glazed windows.

17.4 Based on RICS methodology for Whole Life Carbon Assessment, it is predicted that an upfront embodied carbon target of between 675-800kg CO2 e/m2 (GIA) and a whole life-cycle embodied carbon target of between 1,125-1325kg CO2 e/m2 (GIA) can be achieved. The proposed targets significantly outperform typical industry standards which would normally exceed 1,500kg CO2 e/m2 (GIA).

17.5 The optimisation of the massing and building envelope will also contribute to lower energy consumption. An all-electric heat pump system for heating and cooling demands of the buildings and installation of photovoltaics on the roof will enhance energy efficiency. In terms of the operational energy efficiency, it is predicted that targets of <55kWh/m2 per annum for offices and <150kWh/m2 per annum for labs can be achieved. These targets are above adopted planning policy and existing industry levels for similar developments. Going further still, the Applicant is committing to undertake further certification under the UK Nabers 'Design for Performance' framework that will demonstrate that the office use elements could achieve energy use in line with UKGBC guidance.

17.6 The water conservation strategy for the proposed development is designed to maximise passive and active measures to minimise water usage over its lifetime and future proofs resilience against climate change. Water conservation measures that are proposed include installation of low flush appliances throughout the development; SuDS integrated within the landscape; and grey and rainwater harvesting within sub-surface and below ground tanks to be reused for irrigation and toilet flushing.

17.7 The proposed design is therefore predicted to achieve maximum credits (5 WAT 01 credits) including the innovation credit under WAT 01 BREEAM for water conservation. Further BREEAM credits for managing water use and consumption under WAT 02 (water monitoring) WAT 03 (water leak detection) and WAT 04 (water efficient equipment) are also targeted. Overall, the proposed development targets achieving a minimum 65% improvement in water consumption over the typical existing baseline for WAT 01 (2018).

17.8 Minimising water use/demand during the construction stages is recommended to be secured through a Demolition, Construction and Environmental Management Plan (DCEMP – **(Condition 40).**

17.9 Under BREEAM, the proposed development is designed to achieve a minimum of 'Excellent' for all its proposed buildings and also sets an overall project target to achieve 'Outstanding' level. Other exemplary third-party industry certifications under WELL (V.2) building standards, LEED (V4.1) and Nabers are also proposed to be pursued as the development design progresses post planning application.

17.10 The Councils' Sustainability Officer has welcomed the Applicant's approach to sustainable design noting that its proposals will exceed both national and local planning policies. Planning conditions are therefore recommended to ensure the aims and objectives contained in its sustainability strategy are implemented - **(Conditions 15 (BREEAM Design Stage), 16 (BREEAM Post Construction, 17 (Grey and Rainwater Harvesting), 18 (Water Efficiency Standard), 19 (Water Calculator), 20 (Commercial Water Metering), and 21 (Biodiverse Roofs).**

17.11 Overall, the proposed development is considered to achieve a high standard of sustainable design and therefore complies with CLP Policies 14, 15 and 28; the Councils' Sustainable Design and Construction SPD (2020); and relevant objectives contained in the NPPF.

18. Water Resources

Potable Water Supply and Government-led Interventions

18.1 Members will be aware of the issues of water scarcity in the Greater Cambridge region and how direct interventions led by central Government has established an approach to addressing the matter to ensure that current and future housing and employment growth can continue to be supported.

18.2 The 'direct interventions' are material planning considerations for decision making on planning applications and include: the Written Ministerial Statement' on 19 December 2023 and 'Joint Statement' on 6 March 2024. Separate links to each of the statements is provided below:

- Written Ministerial Statement (December 2023): Addressing water scarcity in Greater Cambridge: update on government measures. - GOV.UK (www.gov.uk)

- The March 2024 Joint Statement: Joint statement on addressing water scarcity in Greater Cambridge - GOV.UK (www.gov.uk)

18.3 In summary, the water scarcity scheme identified in the March 2024 Joint Statement includes for the implementation of the following measures:

a) The delivery of water savings measures in the Cambridge Water operating area, supported by the government's spending.
b) A robust water credit system being in place to assure those water savings and issue credit certificates to developers and housebuilders.
c) Application of enforceable planning mechanisms so that planning permissions are linked to water savings measures in a robust way".

18.4 Secretary of State (SofS) recovered appeal decisions in 2024 which relate to largescale mixed-use employment and housing developments - see 'Brookgate*' and 'Darwin Green Phases Two and Three*' (* hyperlinks) – were particularly instructive/helpful in explaining the weight that could be given to the water scarcity scheme.

18.5 In summary, the SofS decisions acknowledged (at the time) that despite the implementation of the water scarcity measures needing to be resolved (and particularly the scope of the water credit scheme (see 'part b' in paragraph 18.3 above) it would be reasonable to expect that they will/can address the strategic effects of water scarcity in the region. The Local Planning Authority is currently adopting the same position with regard to decision making in Greater Cambridge.

THFIE – Assessment of Effects on Water Supply

18.6 Water consumption estimates for 'with' and 'without' onsite water mitigation scenarios are set out in the submitted ES in Chapter 11. These are summarised in Table 4 below:

Mitigation Scenario	**Operational Water Demand Increase (Estimated)**	
	Gross Water Demand (litres/per day)	Net Water Demand (litres/per day)
Without Water Mitigations	40,200	30,900
With Water Mitigations	26,000	16,700

Table 4: Estimates of operational water demand with and without design mitigations.

18.7 With the implementation of additional water mitigations at construction and operational stages of development, it is concluded that the effects on the local water supply network would not be significant.

18.8 The ES has also considered the in-combination (or cumulative) level effects on water supplies, which includes the application site together with other developments within a 5km distance, alongside the delivery and implementation of third-party strategic measures by Cambridge Water Company (CWC) which are indicated in its WRMP (2024) and Drought Plan (2022).

18.9 The following conclusions on the cumulative effects on strategic water resources are:

A. Operational Headroom – refers to the total water available for use (supply) minus distribution input (demand)

- The residual impact of the proposed development on operational headroom is negligible.
- No additional abstraction or supply measures are required to maintain CWC's chosen level of service.

B. Drought Resilience – refers to measures/triggers invoked by CWC in managing water supply resources

- The residual impact on the 1 in 500-year drought headroom is negligible, with no significant effects on local groundwater or surface water bodies regulated under the Water Framework Directive (WFD).

C. Surface Water Quality

- The residual impact on local surface water quality is negligible/neutral, both in isolation and in combination with other consented developments, over the long-term timeframe of the WRMP24.

D. Groundwater Levels

- The residual impact on groundwater levels is negligible/neutral, in isolation and in combination with other developments over the long-term timeframe of the WRMP24.

18.10 Officers consider the above conclusions of the project and cumulative level impacts of the proposed development are sound and there is no reasonable basis to refuse the application on grounds of water resource

effects. The approach now supported in the aforementioned Joint Statement and subsequent SofS decisions would further reinforce these conclusions and the roadmap to addressing the local and strategic issue of water scarcity.

18.11 The Environment Agency (EA) has also confirmed that it does not object to the current proposals on water resource grounds and recommends that the Applicant continues to aim for the 'outstanding' target for all water related categories under BREEAM including water efficiency and reuse.

18.12 Overall, the implications of the proposed development on strategic and local water resources are not considered to be significant and therefore its future risks on water environment are considered acceptable.

18.13 Planning conditions are recommended that would secure the Applicant's commitments made to reducing water supply demand - (**Conditions 15 and 16 (BREEAM Design Stage and Post Construction); 17 (Grey Water and Rainwater Harvesting); 18 (Water Efficiency Standard); 19 (Water Calculator); and 19 (Commercial Water Metering).**

18.14 Accordingly, the proposals comply with CLP Policies 28, 31 and 70, the Greater Cambridge Sustainable Design and Construction SPD 2020, the NPPF, PPG and Water Framework Directive (England and Wales) Regulations 2017.

19. Drainage, Flood Risk and Foul Water Management

19.1 In support of the application, the Applicant has provided a Flood Risk Assessment (FRA) and an (updated) Drainage Report (DR)– both are contained within the ES at Appendix 8.1 and 8.2. The potential wider effects of the proposals on surface water and hydrology are considered in Chapter 8 of the ES (as updated).

19.2 In accordance with the NPPF and the sequential risk-based approach, the FRA considers all five potential sources of flood risk – they are rivers and sea; artificial sources, surface water and groundwater. Each type of flood risk is considered further below.

19.3 Potential for flooding from increased foul discharges to sewers is considered separately owing to the concerns raised by Anglian Water.

19.4 Rivers and Sea Flooding – the site is located in Flood Zone 1, an area which has low probability of flooding (less than 1 in 1000 annual probability) from rivers and/or sea.

19.5 The proposed commercial and laboratory uses fall within a classification of 'less vulnerable' and therefore the 'Exception Test' does not need to be applied. In conclusion therefore, the site is considered an appropriate location for the type of development being proposed.

19.6 Artificial Flooding – the site has a very low probability of flooding from artificial sources, e.g. reservoirs, canals or freshwater mains.

19.7 Surface Water Flooding – mapping from the Environment Agency indicates the site is at very low risk of surface water flooding although also identifies there are isolated occurrences of low to medium risk.

19.8 The proposed SuDS design will reduce most of the surface water risks identified and improve water quality through measures including: rainwater harvesting, green and blue roofs, raingardens, permeable surfacing and below-ground storage tanks. It is estimated that the implementation of these SuDS measures will result in a 97% reduction of peak run-off and in-turn significantly reduces downstream flood risks.

19.9 Any excess surface water that remains will be discharged into the existing public sewer to the east at a controlled rate of 2.6 litres/sec per hectare – which is equivalent to the greenfield run-off rate.

19.10 The Lead Local Flood Authority and Anglian Water have not objected to the surface water drainage proposals subject to planning conditions - (**Conditions 22 (Surface Water Drainage); 25 (Surface Water Disposal); and 26 (Surface Water Run-Off Management)).**

19.11 Groundwater Flooding – the Environment Agency's 'Groundwater Flooding Susceptibility' map and Greater Cambridge Integrated Water Management Study (2021) indicates that there is potential for groundwater flooding to occur at the surface although the historical record reports of no incidences to date. The site is not identified within a groundwater source protection zone or a water abstraction point. Therefore, the risk of groundwater flooding occurring before and after development is considered low.

19.12 An initial surface and groundwater strategy for the construction stage has been included at Appendix 6 of the FRA and details how respective risks will be managed. The strategy will be developed further in the preparation of the demolition/construction management plan – **(Condition 40)**.

Foul Water

19.13 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.

19.14 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.

19.15 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.

19.16 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.

19.17 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.

19.18 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.

19.19 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.

19.20 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.

19.21 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.

19.22 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.

19.23 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

19.24 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.

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

19.26 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)

19.27 The data indicates that storm overflows at Cambridge WRC are being used in circumstances other than the exceptional storm conditions for which they were designed. This would appear to validate Anglian Water's position that there is currently inadequate capacity to deal with existing waste flows in normal non-storm circumstances, and that – for a limited

number of spills and for a specified duration - untreated sewerage is being discharged into the receiving water course (The River Cam).

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

THFIE – Proposed Foul Water Flow Rates

19.29 Calculations of the existing and proposed daily used water discharge rates associated with the application site have been extracted from the updated Drainage Report (May 2025) (Appendix 8.2 of ES) which accompanies the planning application.

Development	**Area of building NIA (m2)**	**Daily Discharge rates (litres/day)**
Existing	4,955	7,919
Proposed	22,747	38,299

Table 6: Existing and proposed domestic foul water flow rates.

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

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

19.32 The proposed flows will be discharged into one point of connection receiving 20.878 m3/day at a rate of 0.725 l/s over an 8-hour period. Anglian Water advise that this SPOC will avoid the constrained network which could cause pollution and flood risk downstream.

19.33 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

19.34 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.

19.35 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.

19.36 Notwithstanding Anglian Water's position, officers consider that the scale of the net increase of foul flow rates from the application site has the potential to increase the likelihood of storm overflow discharges to watercourses in non-exceptional circumstances. On this basis, officers take the view that the net increase in foul water flow arising from this development has the potential to cause environmental harm to receiving watercourses.

19.37 That risk of harm is capable of being mitigated significantly, by investment in and implementation of a suitable scheme to upgrade the capacity of the catchment wastewater treatment works, Cambridge WRC. Anglian Water have committed to make that investment in their October 2025 statement. On this basis, officers consider that a planning condition that limits net increased foul water discharges could overcome the adverse impacts identified by Anglian Water in their objection.

19.38 The Applicant has confirmed agreement to this approach; the full wording for a 'Grampian' planning condition (which would restrict occupation of the development until such time as sufficient capacity at the receiving WRC has been confirmed) is included under **Condition 24 (Foul Water Flows)**.

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

Planned improvements to Cambridge WRC

19.40 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 within the life of a planning permission.

19.41 In reaching this position, officers have had particular regard to the government's agenda for growth in Cambridge and its environs, as reaffirmed in the Written Ministerial Statement on Delivering ambitious and high-quality sustainable growth in Greater Cambridge, made by Matthew Pennycook, Minister of State for Housing and Planning, on 23

October 2025. This statement demonstrates the government's firm commitment to realising the full potential of Greater Cambridge in the months and years ahead and confirms that the government has instructed Anglian Water to accelerate planning for wastewater infrastructure upgrades required to accommodate development and growth, and that this will be reported to government by early 2026.

Other Matters

19.42 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 23)**.

Conclusion

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

19.44 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.

19.45 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 the aims and objectives of the CLP (2018).

20. Highway Safety and Transport Impacts

20.1 The Applicant has submitted a Transport Assessment and Framework Travel Plan in support of the proposals.

Existing Site Accessibility

20.2 A single point of vehicle access into the site exists is currently maintained from the turning head off Nuffield Road. Nuffield Road is a public highway of 6.6m in width with 2m wide footways on either side. It is also restricted to a 20mph speed limit and has a range of on-street parking restrictions in operation.

20.3 Green End Road joins Nuffield Road at its southeast and provides connectivity to the residential area of Chesterton and Milton Road. Milton Road is a principal distributor road into Cambridge and extends southwards towards the city centre and northwards towards the A14 trunk road which is accessed via the Milton interchange.

20.4 The A14 truck road is approximately a 2km drive north of the site access and is part of the Strategic Road Network that facilitates access to the M11, the Midlands and Ipswich/east coast.

20.5 Accident records have been reviewed to the end of 2024 which confirms that there are no cluster areas in the study area and therefore no inherent road safety issues surrounding the site.

20.6 There is a dedicated pedestrian and cycling infrastructure network which provides safe and convenient access into the site from the surrounding area and beyond. The Cambridgeshire Guided Busway also forms a key section of the National Cycle Network.

20.7 In terms of bus access, there are five bus stops served by a range of services within a walking distance of 400m from the site access and further stops within 650m. The NEC area is served by the Cambridgeshire Guided Busway which offers up to 4 buses an hour during weekdays.

20.8 Cambridge North Railway Station (CNRS) is a 12-minute walk along the Cambridge Guided Busway from the site and provides frequent services into London and surrounding areas.

20.9 Overall, the application site is well-connected to local and major transport infrastructure.

Forecast Trips and Mode Share

20.10 The Applicant has provided the proposed peak hour and daily vehicle trip generation based on arrival and departure data for Cambridge Science Park and compares this to current trip generation of the existing uses onsite.

20.11 In the AM peak with approximately 1,070 employees onsite (which is based on an agreed 60% occupancy level) there will be 186 cycle, 48 walking, 100 bus, 107 train journeys, resulting in a net AM peak hour trip generation of 408 trips.

20.12 In the PM peak, the trip model shows that there will be 164 cycle, 43 walking, 89 bus, 95 train journeys, resulting in a net PM peak hour trip generation of 363 trips.

20.13 The updated mode shares are 39% cycling; 10% walking; 21% train and 21% bus. The restricted size of the car park does reduce the mode share of employees to 7% (based on 1,070 employees on average occupancy). This is a similar mode share level to Merlin Place.

20.14 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.

This reinforces the need for contributions to wider GCP public transport schemes as well as local walking and cycling measures for trips outside of Cambridge City to the site.

20.15 The distribution is updated in the TA Addendum. This is based on the 2011 census journey to work data for the census areas around Cambridge, taking into account how this will change in the future, and using this to predict how many trips will come from each district with the development.

20.16 This is a similar approach to that taken in the Transport Statement and Approach January 2025. It demonstrates that the walk and cycle mode share are higher than the average for areas within the City, and lower than average for South Cambridgeshire District Council area. The bus proportion is also higher for the area around Cambridge than the City.

20.17 This demonstrates that there will be a significant increase in cycle trips on Milton Road (south), 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 the wider Cambridge and surrounding area.

20.18 The distribution takes into account areas of new housing in Cambourne, Bourne Airfield, within Cambridge in Eddington, Darwin Green and near Cambridge Airport, and within Northstowe and Waterbeach new towns.

Transport Position Statement

20.19 A Transport Position Statement (TPS) has been issued by the County Council regarding development in NEC. The TPS is informed by the transport evidence base for the emerging NECAAP, including the A10 Study, which establishes that Milton Road is already at capacity. Its man purpose is to ensure that development proposals within NEC 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.

20.20 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.

20.21 The TPS also includes a comprehensive list of strategic, local and internal mitigation measures that will need to be considered against new applications for development in the NEC area. The evidence underpinning the basis for the transport mitigations has recently been updated to account for increased employment growth projections in the NEC (compared to its original assumptions that were first published in the

NECAAP). The updated transport mitigations and their costs will form a basis for Section 106 negotiations.

Cycle Parking Design

20.22 The proposed onsite cycle parking design is focussed on enabling safe and convenient access for employees and visitors.

20.23 For employees, there are two points of access into the basement where long-term cycle parking and changing facilities are located – one directly from the Guided Busway at the northeast of the development via Building A2 and the other from Milton Road at the southwest. Both access points will comprise a ramp and two cycle lifts that connect into the basement. The cycle lifts have been designed to accommodate standard and larger cargo bikes. Visitor cycle stands are distributed across the site close to building entrances.

20.24 Access control measures for cyclists and pedestrians is required adjacent to the Guided Busway (northern edge) to maintain the future safety of all users once development is completed. **Condition 28 (Guided Busway Access Design)** has therefore been included to agree the form of access control in consultation with the Cambridge County Highways.

20.25 The proposed basement design allows space for a total permanent provision of 1,010 cycle parking spaces. A (total) additional 117 cycle parking spaces for visitors near building entrances and communal spaces is also proposed. The cycle parking is comprised of the following:

- 800 double stack cycle stands
- 210 (20%) as Sheffield and oversized stands of which 152 (15%) are Sheffield stands and 58 (6%) are Sheffield stands for oversized cycles (e.g. cargo bikes)
- Associated facilities including 1010 lockers and 101 showers

20.26 The maximum quantum of cycle parking and their type complies with the minimum standards specified in Appendix L of the CLP and therefore is acceptable.

20.27 Based on a typical daily building occupation of 1,050 employees, the proposed parking design capacity would allow for a (potential) maximum cycle mode share of 95%. Whilst the proposed target for cycling is currently set at 40% of all future trips, officers welcome that the cycle parking design can support a potentially higher mode share depending on future demand.

20.28 On first occupation of buildings, the Addendum TA advises that a total of 556 cycle parking spaces will be provided, of which, 36% are Sheffield stands (i.e. 101 Sheffield stands which equates to 202 cycle parking spaces) and the remainder (64%) as two-tier stands (354 parking spaces).

This level and type of provision is predicated on typical weekday arrivals by cycling mode, those arriving by train and using a cycle including additional 20% as contingency. The 556 cycle parking spaces is equivalent to a mode share of 53% based on anticipated typical daily building occupation and demonstrates the Applicant's commitments to supporting increased active travel modes.

20.29 Future cycle parking demand will be monitored by a travel plan which is recommended to be secured by planning condition – **(Condition 29 (Tavel Plan)**. To ensure that future expansion of cycling provision onsite can be implemented should it be required, a joint car/cycle parking management conditions has been recommended – **(Condition 30 (Car & Cycle Parking Management Plan)**.

20.30 CamCycle's comments relating to the quality of onsite cycling infrastructure (refer to paragraph 9.2 of the report) are addressed as follows:

- ***Comment 1: Reassess cycle parking provision to prioritise quality, accessibility, and usability, rather than focusing on providing a policy compliant position in terms of numbers*** – the proposed scheme, as stated in the Addendum TA, will provide a greater proportion of Sheffield Stands (36%) at first occupation than the minimum required in the CLP (20%) to meet forecast demand. The future demand will be monitored through the Travel Plan to ensure additional cycle parking can be provided up to the maximum policy compliant position of 1,010 spaces (as required).

- ***Comment 2: Ensure the basement cycle parking layout removes unnecessary barriers and provides a seamless experience for users*** – the supplementary design information submitted in June 2025 by the Applicant demonstrates the high-quality experience that future users will expect. Amongst other, the cycle design proposes generous ramped cycle steps and oversized lifts including safe and legible entry points for all arrivals. The Local Highway Authority and Council's Urban Design Team supports the Applicant's cycle strategy and design.

- ***Comment 3: Reduce reliance on two-tier cycle parking and focus on high-quality Sheffield stands as the primary provision*** – the proposed high proportion of Sheffield stands in the first tranche of provision exceeds the policy minimum of 20% as indicated in the first bullet.

20.31 Based on the above, it is considered that the access and cycle parking proposals are well-designed and will positively support the Applicant's ambitious active travel objectives. Therefore the cycle parking proposals comply with the aims and objectives of Policies 80, 81 and 82 of the CLP and NPPF advice.

Car Parking Design

20.32 Vehicle access will be maintained and improved from the existing turning head at the end of Nuffield Road. Staff parking is located in the basement area accessed from the two-way ramp to the south of the main turning head/entrance. The HGV/LGV loading area is accessed to the north from the main turning head/entrance. The access has been tracked for large cars and 10m rigid vehicles demonstrating both are adequately accommodated.

20.33 The proposed development will provide a total of 72 spaces within the basement of which 6 spaces are designated for blue badge parking. Half (50%) of the car parking spaces will be fitted with active electric charging points, with the remaining spaces having passive provision, meaning that wiring and ducting will be in place to allow for the future installation of additional charging points to provide 100% coverage.

20.34 This is a significant reduction from the existing level of parking spaces on site (153 spaces), which will lead to fewer car journeys being made, and therefore complies with the draft NECAAP and TPS trip budget approach which are seeking to restrict vehicle trips in the NEC area.

20.35 A parking management plan has been recommended by Cambridgeshire County Council Highways so that the proposed allocation of car parking spaces for future employees can be better understood. Alongside the parking management plan, it also recommends a financial contribution towards the implementation of a CPZ in the area is secured to ensure that future potential for on-street parking can be prevented. Officers support both requests – **refer to Condition 30 (Car and Cycle Parking Management Plan) and Section 24 of report in respect to a CPZ contribution**.

20.36 A Delivery and Servicing Plan has been submitted by the Applicant and is considered satisfactory. Officers have imposed a planning condition to ensure it is implemented and operational upon first occupation of the buildings – **refer to Condition 31**.

20.37 Officers consider that the access and car parking proposals accords with the aims and objectives of Policy 80, 81 and 82 of the CLP and NPPF advice.

Local and Strategic Transport Mitigations

20.38 As noted earlier in this section, highway capacity in the NEC area has reached its maximum threshold which in-turn has placed a dependence on all new development proposals to contribute (proportionately) towards the costs of existing and future sustainable transport infrastructure

provision. Securing contributions towards transport infrastructure in this way has been established on previous schemes granted in NEC area.

20.39 With regard to this application, Cambridgeshire County Council Transport Team has assessed the (proportionate) effects of the proposals for THFIE and recommends a total financial contribution of £1.94m is secured via Section 106 towards facilitating the delivery of a range of current and future sustainable transport infrastructure (some of which will be delivered by the Greater Cambridge Partnership and Combined Authority). A full breakdown of the individual transport projects and respective contribution amounts including the justifications against CIL Regulation 122 are set out in Section 23 of the report.

20.40 The Applicant has confirmed its support for the County's requested contribution of £1.94m towards mitigating the impacts of its proposals on transport infrastructure in the NEC area.

Significant Environmental Effects - Transport & Access

20.41 The ES scoping process determined that assessment of likely significant effects relating to transport and access will focus/cover construction phase impacts. In this respect, the significant effects focus on factors such as pedestrian and driver delay, non-motorised amenity, fear and intimidation and road safety during construction.

20.42 In summary, the ES concludes that the residual effects on each of the factors will be moderate in scale and therefore are not significant. In this case, the Demolition and Construction Environmental Management Plan **(refer to Condition 40)** would mitigate the worst effects of the construction phase(s). Similarly, there are no significant cumulative related effects likely to occur with nearby existing or approved developments.

Conclusion

20.43 The transport impacts of the development on the local and strategic highway network is considered acceptable. Cambridgeshire County Council's Local Highways Authority and Transport Assessment Team have raised no objection to the proposals subject to recommended conditions and securing financial contributions towards local and strategic transport mitigations. Accordingly, the proposals accord with the aims and objectives of Policies 80, 81 and 82 of the CLP and NPPF advice.

21. Residential Amenity

21.1 The nearest residential properties to the site are Nos. 454 Milton Road (Franklin House) and 454A Milton Road (Franklin Court) which side onto

the separating property boundary and along which a single storey tall industrial building (No. 5 THFIE) extends most of its full length. Combined, the two properties comprise nine self-contained apartments in total and are all marketed as serviced accommodation. Serviced accommodation refers to fully furnished apartments or houses that are provided for either short or long term stays.

21.2 Whilst the existing residential uses are inherently transient in nature, the proposed design of Buildings A1 and A4 (the nearest buildings) seeks to minimise its impacts on key amenity considerations, including privacy and outlook, daylight and sunlight, noise and vibration, and air quality. These aspects are assessed further below.

Privacy and Outlook

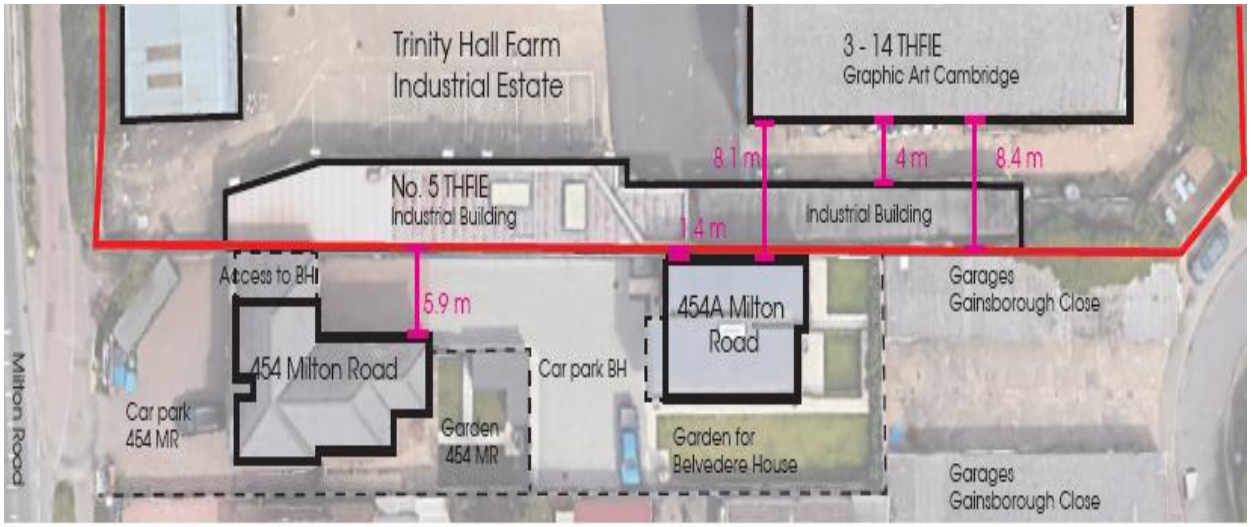
21.3 In terms of overlooking, three windows are considered to be most impacted by the proposals. These are located on the ground and first floors of the north facing elevation of 454 Milton Road. Two of these windows serve kitchens and the one other serving a study.

21.4 At its nearest point, Building A4 is 16.9 metres to the side of 454 Milton Road and 12 metres from the side of 454A Milton Road. Building A4 comprises in total a ground plus 2 storeys with a sawtooth style roof resulting in a maximum (ground to roof ridge) height of 15.2 metres.

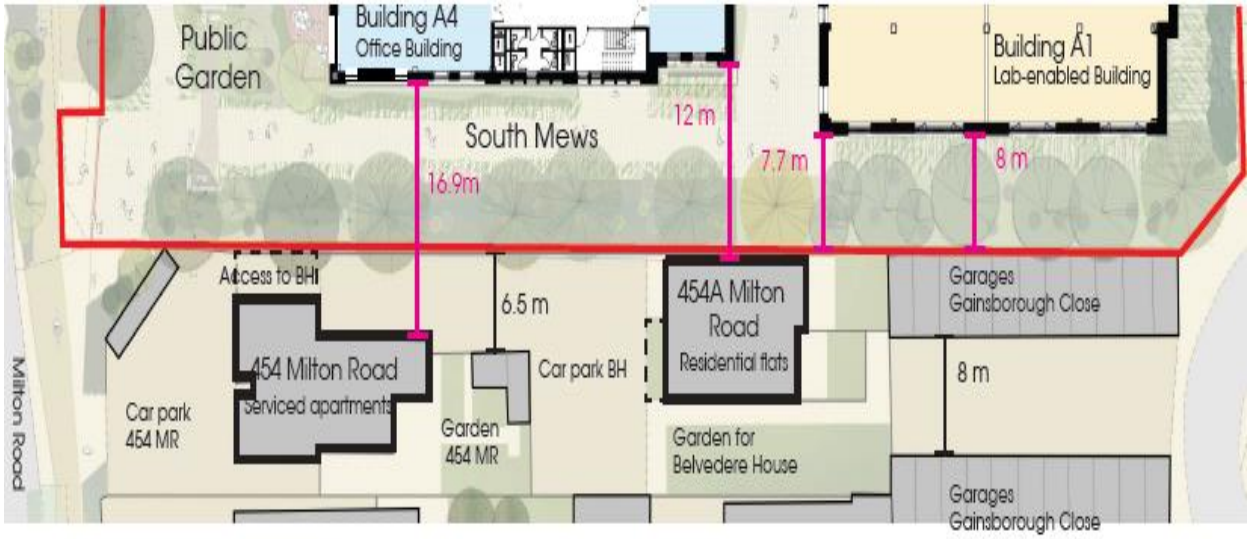
21.5 Building A1 is slightly offset towards the east from 454A Milton Road with a nearest distance of between 7.7 to 8 metres to the property boundary. The design of Building A1 comprises an articulated building volume that gradually steps away from the southern boundary, starting with a ground floor plus 1 (c.10 metres in height) nearest to the boundary before increasing to ground floor plus 3 and plant.

21.6 Windows facing towards neighbouring properties have been carefully considered to avoid overlooking and the perception of being overlooked. The DAS has indicated that obscured glazing at or below eye level using ‘fritted glazing’ will be utilised where windows are required to maintain internal daylight.

21.7 **Figure 2** below demonstrates the difference in building separation between existing and proposed scenarios.



Existing Aerial View



Proposed First Floor Plan

Figure 2: Existing and proposed building setbacks.

21.8 Officers consider that the stepped building scale (heights and massing) and set backs of the proposals from the southern boundary will ensure that an adequate level of privacy and outlook for occupiers at Nos.454 and 454A Milton Road is maintained. Details of the windows which are to be obscured is secured under **Condition 47.**

21.9 Direct and indirect overlooking of the habitable rooms and the curtilage of 454 Milton Road and 454A Milton Road will be reduced further by extensive new tree planting (including three metre boundary wall) proposed along the length of the southern boundary. The proposed trees will range between three and eight metres in height providing adequate natural screening in addition to the aforementioned proposed boundary wall. To prevent overlooking from the accessible terrace on Level 2 of Building A1, raised planters are positioned along the perimeter to restrict the area to ensure users are kept away from the edge of the building and to screen views of the neighbouring properties.

21.10 In summary, the impacts of the proposed development on the privacy and outlook of Nos.454 and 454A Milton Road is considered acceptable.

Daylight and Sunlight

21.11 The application is supported by a Daylight and Sunlight Report prepared by Point 2 Surveyors. The report has focussed on the daylight and sunlight effects of development on neighbouring properties in Gainsborough Close, Milton Road and Green Park (11 properties in total) using the advice contained in the Building Research Established (BRE) Report 'Site layout planning for daylight and sunlight – A good practice' (2022).

21.12 Three separate measures are used to assess the loss of daylight and sunlight; for daylight it refers to Vertical Sky Component (VSC) and No Sky Line (NSL); and for sunlight it refers to Annual Probable Sunlight Hours (APSH).

21.13 The BRE guidance sets out the following criteria for each daylight and sunlight measure/parameter (as above):

- VSC: If the VSC is greater than 27% then enough skylight should be reaching the window. If the VSC is both less than 27% and less than 0.8 times its former value (a reduction of 20%), occupants will notice the reduction in daylight, as the room will appear gloomier with electric lighting needed more often.

- NSL: If the NSL is less than 0.8 times its former value, occupants will notice the reduction in direct skylight and more of the room will appear poorly lit.

- APSH: If a room receives 25% of the total annual probable sunlight hours, including at least 5% during the winter months, then it should still receive enough sunlight. If the available sunlight hours are both below these benchmark figures and less than 0.8 times their former value, with the overall annual loss being greater than 4%, then occupants will notice the loss of sunlight.

21.14 The BRE guidance recommends using VSC as the most appropriate parameter for considering the loss of daylight. This is because the VSC depends only on obstruction and is therefore a measure of the daylit environment as a whole.

21.15 For additional clarity, a separate assessment of the effects on existing gardens/amenity spaces of the residential properties, e.g. sun on ground tests, would not be required as the proposals cause no obstructions in this respect.

Assessment of effects on daylight and sunlight

21.16 Following completion of development, the assessment demonstrates that 10 of the 11 properties would experience negligible effects and therefore are fully compliant with BRE guidance.

21.17 454 Milton Road is the only exception identified despite being largely complaint with the BRE criteria. The assessment notes that 4 of its (site) facing windows will experience some minor reductions below the BRE criteria for both daylight and sunlight as follows:

- 3 windows serving kitchens and a study would result in VSC levels of between 21%-23% compared to BRE criteria of 27%; and
- 1 window serving a dining room would result in NSL levels of 24.6% compared to BRE criteria of 20%.
- 1 south easterly facing dining room would result in APSH of 24% compared to the BRE recommended 25%.

21.18 Given the transient form and/or use of residential accommodation provided at 454 Milton Road, the proposed retained level(s) to this property following development is considered to remain reasonable and therefore is acceptable.

Noise and Vibration

21.19 The potential effects of noise disturbance as a result of development is covered in Chapter 7 of the submitted ES. It considers the effects of noise at construction and operational phase of the development and on a range of receptors including residential occupiers. During the demolition and construction stages, it is advised that these activities would have significant and major effects on the nearest residential receptors although temporary in nature. The final version of the DCEMP which is to be secured by planning condition contains measures that will mitigate the effects of noise on neighbouring properties.

21.20 In contrast, the noise related impacts once development is completed (operational stage) is considered negligible and therefore not significant.

21.21 The Environmental Health Team have been consulted on the application and have raised no objections to the proposed development in relation to noise and vibration. There recommendations for a DCEMP **(Condition 40)**, additional planning conditions including hours restrictions on use of the roof terraces and outdoor music **(Conditions 32 and 33)**; details of hours of servicing **(Condition 36)**; and an operational noise impact management plan **(Condition 37)** are included in the event a planning permission is given.

21.22 Subject to the inclusion of the above conditions, the proposed development complies with Policy 35 of the CLP and the NPPF.

Air Quality

21.23 With regard to air quality, Chapter 5 of the ES concludes that the potential effects during construction and operational stages of development to be negligible and not significant. The DCEMP similarly will secure details of construction logistics and dust control that accords with current best practices to minimise air quality impacts.

21.24 The operational stage development has also been designed to be air quality neutral in terms of its building and transport emissions.

21.25 The Environmental Health Team have been consulted on the application and have raised no objections subject to inclusion of conditions for provision of Electric Vehicle Charging Point **(Condition 39)** and odour and filtration control during operational stage **(Condition 34)**.

21.26 Subject to the conditions, the proposed development would be in accordance with Policy 36 of the CLP and NPPF.

22. Miscellaneous Matters

Ground Contamination

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

22.2 Potential contamination of the site was identified as part of the desktop and field investigations and relate to 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.

22.3 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 – **(Conditions 41 and 42).**

22.4 Subject to the above recommended conditions, the proposals comply with Policy 33 of the CLP and NPPF.

Operational Waste Management

22.5 The Application is supported by a Waste Management Strategy (WMS). The WMS has calculated the volume of general waste likely to be generated by the proposed office and lab uses and appropriately designed storage facilities in each building to accommodate.

22.6 In summary, general waste is proposed to be kept in four satellite areas serving each building before being transferred to its main consolidation centre located within the ground floor of Building A2 ready for collection by its appointed waste contractor. Hazardous waste will be stored separately from general waste and managed by individual tenants onsite before its collection by specialist waste contractor.

22.7 The comments received from the Greater Cambridge Shared Waste Services Team seeks to ensure the design of the waste storage area and method for collection accords with the 'Controlled Waste Regulations (2012)'. A planning condition is included to require a commercial waste management plan to ensure the design is adequate for future tenant occupiers – **(Condition 43).**

22.8 Subject to the above recommended condition, the proposals comply with Policy 57 of the CLP and NPPF advice.

Fire Strategy

22.9 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 basement and fire detection and suppression in the form of dry risers and sprinkler systems across all office/lab areas. Fire tender access has also been tracked around the perimeter of the buildings and able to park within 18 metres of each dry riser inlet. Officers are satisfied that fire safety risks are satisfactorily addressed by the proposals.

Cambridge Airport Safeguarding

22.10 The site is within a safeguarding zone for Cambridge City Airport for any structure greater than 15 metres above ground level, as set out under Policy 37 of the CLP.

22.11 Cambridge City Airport has confirmed that it does not object to the proposed development subject to the inclusion of its recommended planning conditions in respect to managing bird hazards and glint/glare from PV installation. Both are included under **Conditions 44 and 45**.

Public Art

22.12 The Application is accompanied by a Public Art Strategy (PAS). 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. The initial locations identified could include Buildings A2 and A3; The Public Garden including 'On the Ground' at key gateways. 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.

22.13 A budget of £275,000 (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.

22.14 Overall, the PAS provides a positive foundation upon which high quality and distinctive art can be delivered onsite. Should planning permission be granted, it is recommended that future details via a Public Art Delivery Plan(s) (in accordance with the submitted PAS) and specified total art budget are secured under Section 106. Accordingly, the proposals comply with Policy 56 of the CLP and the Public Art Strategy SPD.

23. Third Party Representations

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

Third party comment	Officer response
Cambridge Past Present and Future	
The development is cramped and considered overdevelopment of the site	The proposed design is contextually driven and responds to its site constraints positively to provide an enhanced and vibrant form of new office/lab development. Landscape and visual assessments demonstrate that the scale of the proposals would have a minor and negligible impact on protected views and character. The proposed development is also a result of extensive pre-application discussions and has received the endorsement of Cambridge Quality Panel (see Appendix 2).
Minimal landscaping	The existing site lacks any tangible landscaping, which is covered mostly by buildings and hardstandings. The proposed landscape design introduces a diverse range of spaces around the perimeter of the

	buildings which can accommodate increased and diverse tree planting and perennials. The creation of the Public Garden measuring 22.7m x 33m to the southwest corner is a significant addition alongside Courtyard Garden and roof terraces. The varied landscape and species proposed will support new habitat creation and ecological benefits which would result in significant BNG provision.
Concerned the development will read as one large block	The building design enables four distinct buildings with their own character and identity. Their stepped scale and massing, combining different architectural façades and materials, distinguish each side from being interpreted as a single homogenous built form.
Public realm on Milton Road is not attractive	The onsite public realm adjacent to Milton Road will be enhanced by proposals for significant mature tree planting and seating areas for the public. This edge will be further activated by proposed shopfronts to create a safe and welcoming place for the public.
CPPF & CamCycle	
The underpass should be infilled in included in the redevelopment of the site	The infilling of the underpass is outside the control of the Applicant and is not considered necessary to make the development acceptable. Notwithstanding, the Section 106 transport mitigation package agreed with the Applicant (see Section 24) includes a financial provision that would assist in improving the current condition of the underpass.

Table 7: Officer response to third party representations

24. Planning Obligations (S106)

24.1 The NPPF states that LPAs should consider whether otherwise unacceptable development could be made more acceptable through the use of conditions or planning obligations. It repeats the tests of lawfulness for planning obligation derived from Regulation 122 of the Community Infrastructure Levy 2020 which are:

- necessary to make the development acceptable in planning terms;
- directly related to the development; and

- fairly and reasonably related in scale and kind to the development.

24.2 Policy 85 of the CLP states that planning permission for new developments will only be given where there are suitable arrangements for the improvement or provision and phasing of infrastructure, services and facilities necessary to make the scheme acceptable in planning terms.

24.3 Draft Heads of Terms (HoTS) under Section 106 of the Town and Country Planning Act 1990 (as amended) have been agreed in principle between the LPA and Applicant. The planning obligations to be secured within the Section 106 Agreement are summarised in the Table 8 (below). A short commentary in respect of compliance with the CIL Regulation tests are provided separately.

24.4 Where financial contributions are required, these are also indicated. Financial contributions will be cost indexed from the date of the consultee request where applicable. All sums indicated are provisional and will be finalised in the Section 106 Agreement.

Heads of Terms

24.5 The Heads of Terms (HoT's) to be secured within the Section 106 Agreement are set out below. All figures quoted exclude VAT.

	HEADS OF TERMS	AGREED FINANCIAL CONTRIBUTION
1	**TRANSPORT MITIGATION MEASURES**	
a)	**Strategic Infrastructure Improvements**	
	Waterbeach to Cambridge bus corridor	
	Waterbeach greenway	
	St Ives greenway	
	Bus improvements for Cambridge	
	Chisholm Trail	£1,649,415
	Milton Road Corridor	
	Park & Ride Parking Expansion (Milton P&R)	
	Controlled Parking Zones	

b)	**Local Infrastructure Improvements**	
	Park & Ride Cycle Lockers (Milton P&R)	£9,626
c)	**Internal Infrastructure Improvements**	
	Guided Busway Crossings NEC bus shuttle system Upgrade to underpass between Cowley Road and Guided Busway Improved crossing at Milton Road with Busway Junction	£280,973
d)	**Other Transport**	
	Landscape maintenance provisions/arrangements for existing hedgerow adjacent to Guided Busway.	Delivered by Applicant
	Cambridge County Council S106 Administration & Monitoring Fees	£TBA
2	**OTHER PLANNING OBLIGATIONS**	
a)	Employment & Skills Strategy (Construction and Operational Stages)	Delivered by Applicant
b)	Onsite Affordable Workspace	Delivered by Applicant
c)	Biodiversity Net Gain monitoring contributions.	£5,000
d)	Public Art Delivery Plan(s) - (Implementation & Agreement of PADPs and budget)	£275,000
e)	Green Infrastructure contribution	£16,000
f)	Cambridge City S106 Administration & Monitoring Fees	£TBA

Table 8: Heads of Terms for S106 Agreement

CIL Compliance

24.6 Transport Mitigation Measures: The transport mitigation package includes the provision of strategic and local solutions in collaboration with Cambridgeshire County Council and the Greater Cambridge Partnership. The mechanisms and timing of these off-site improvements and financial contributions will be secured by way of Section 106 Agreement and appropriate planning conditions, with all triggers to be agreed by the County Council.

24.7 Officers have confirmed with the Applicant that the agreed transport mitigation package accords with the relevant tests of the NPPF and the CIL Regulations. Specifically, the tests are necessary to make the development acceptable in planning terms, directly related to the development and fairly and reasonably related in scale and kind to the development.

24.8 Landscape maintenance provisions for existing hedgerow adjacent to Guided Busway: This is necessary to ensure that the existing hedgerow adjacent to the Guided Busway can be maintained in perpetuity at a height of 1metre

24.9 Employment and Skills Strategy: A site-wide ESS for Construction and Phases of development is necessary in order that the development can build on the outline commitments identified in the Applicant's supporting Employment and Skills Strategy (Savills, December 2024). Similarly, a site-wide ESS for Operational Phases of development is necessary so that the development can support the Council's planning policy objectives in respect to growing and maintaining the Cambridge Cluster of knowledge-based industries in high technology and life science research. In both cases, the strategies are expected to strengthen and diversify the economy by supporting a range of employment and training opportunities. All major development proposals in Greater Cambridge are (now) being encouraged via the Draft S106 SPD to provide an ESS which can identify how it will contribute directly through employment skills and training programmes to improve outcomes for local residents/communities.

24.10 Onsite Affordable Workspace: The Applicant's supporting Community/Social Infrastructure Needs report by Volterra (December 2024) has identified access to affordable workspace in Cambridge is a significant barrier for businesses in the charitable and social enterprise sectors. The proposed provision of floorspace within Building A1 for affordable workspace will enable and expand existing access for marginalised sectors in this part of the City. This contribution will assist in meeting the social and economic objectives of the CLP.

24.11 Biodiversity Net Gain Monitoring Contributions: The BNG Monitoring Contributions are necessary to ensure the proposed aims and commitments to enhance onsite biodiversity are being delivered. The requirement to achieve a minimum of 10% BNG over the 30-year period is secured. This approach is supported by CLP Policies 69, 70 and 85; including adopted GCSP Biodiversity SPD (February 2022).

24.12 Public Art Strategy: It is necessary to secure the initial aims and objectives of the PAS through future submission of Public Art Delivery Plans (PADPs) including the budget which will enable the provision of a high quality and distinctive new place in the NEC. This approach is supported by CLP Policies 56, 59 and 85; and Cambridge City Council Public Art SPD (2010).

24.13 Green Infrasturcture Contribution: This is necessary in order to manage and enhance existing green infrastructure in the local area which currently contributes towards the City's aims and objectives for climate and biodiversity, people's health and well-being and mitigating the effects of increased development on existing communities. This approach is supported by CLP Policy 85.

24.14 City S106 Administration and Monitoring: A S106 management and monitoring obligation is necessary to ensure the planning obligations to be secured can be reasonably delivered and thereafter managed. Requested fees comply with CIL Amendment Regulations (no.2) 2019 which includes a provision allowing LPAs to charge a fee through S106 to help meet the cost of monitoring and reporting on developer contributions. The applicable fees were formally approved in July 2022 by Cambridge City Council's Executive Councillor for Planning Policy and Infrastructure.

Summary

24.15 Officers are satisfied that all the above planning obligations meet the statutory tests of CIL Regulation 122. The Applicants have confirmed the acceptability of committing to this complete mitigation package, by way of planning obligations, which will be secured through a Section 106 Agreement.

24.16 With the planning obligations identified in Section 24 of this report in place, the proposed development would be acceptable. The proposals will therefore comply with Policy 85 of the CLP.

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 NPPF is a material consideration which must be taken into account where it is relevant to a planning application. This includes the presumption in favour of sustainable development found in paragraph 11 of the NPPF, which requires approving development proposals that accord with an up-to-date development plan without delay, or any adverse impacts of doing so would significantly and demonstrably outweigh the benefits, when assessed against the policies in the NPPF taken as a whole.

25.3 The NPPF lists the three dimensions to sustainable development: economic, social and environmental. These dimensions are interdependent and need to be pursued in mutually supportive ways to achieve sustainable development. These roles are considered in weighing

up the benefits and dis-benefits of the development proposals, relative to all material considerations discussed in the report.

25.4 The regulation 26 requirements of the EIA regulations that the LPA are required to follow when determining an application were described in Section 5 of the report.

25.5 In following these requirements, the submitted environmental information has been examined, and the reasoned conclusion is that the proposed development will have impacts on the environment. However, these impacts can be mitigated, and appropriate mitigation will be in the form of S106 contributions and planning conditions that will be able to monitor measures. Further discussion on these issues can be found in the paragraphs below.

Summary of Impacts

Economic

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 in the City and helping the Council meet its stated aims and objectives that will maintain Cambridge as a world-renowned location for life science and technology research and business.

25.8 The development would deliver purpose-built space that can support a full range and size of companies in the science and technology sectors. The development also provides affordable workspace and is designed to meet BCO Category A specification.

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.

25.10 The economic benefits of the development are afforded **significant positive weight**.

Social

25.11 The proposed development would deliver a range of social benefits from new inclusive landscape place to a new Public Garden and café including co-working spaces within the affordable workspace.

25.12 The Employment and Skills Plan will seek to secure job and training opportunities across the period of construction including operational

phases. Proposals for affordable workspace would also allow a wide variety of people and organisations to collaborate.

25.13 The Public Art Strategy includes an array of future opportunity for local people and other community organisations to engage in the development of a distinctive and vibrant future place in the NEC.

25.14 The social benefits arising from the development proposals are afforded **significant weight**.

Environmental

25.15 The proposed design of the development is considered to be exemplary and will positively enhance the character and appearance of the site and location at an important gateway to the NEC area. The landscape and townscape assessments clearly demonstrates that the scale of new development proposed would not cause harm to existing character and heritage related features in the local and surrounding areas (as identified).

25.16 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 is recommended. On this basis, officers consider this issue to be neutral in the planning balance.

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

25.18 The development secures significant enhancements to onsite landscaping and tree planting and biodiversity to provide a more climate resilient place than currently the case. Exemplary water conservation measures are also targeted in accordance with BREEAM.

25.19 The environmental benefits arising from the development proposals are afforded **significant positive weight**.

Summary

25.20 In the planning balance, officers consider that the proposed development will deliver significant social, economic, and environmental benefits that accord with the three dimensions of sustainable development.

25.21 Officers are of the view that the Applicants have appropriately addressed all relevant issues and sought to minimise the environmental impacts of

their scheme. Taken collectively, the social, economic, and environmental benefits of the proposal would in this instance outweigh the potential environmental harm.

25.22 Having considered the provisions of the development plan, the NPPF and the PPG, the views of statutory consultees and wider stakeholders, including the concerns of Anglian Water, as well as all other material planning considerations, the proposed development is considered to accord with the development plan as a whole.

26. Conclusion

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

26.2 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.

26.3 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.

26.4 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.

26.5 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.

26.6 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.

27. Recommendation

27.1 **Approve** subject to:

i. the planning conditions and informatives as set out in Section 28 of this report with delegated authority to officers to carry through amendments to those conditions and informatives (including additional / revised conditions as appropriate and necessary) in consultation with Chair and Vice Chair of Committee prior to the issuing of the planning permission;

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

iii. a reasoned conclusion of the significant effects of the development on the environment and the carrying out of appropriate notification under regs. 29 and 30 in accordance with the Town and Country Planning (EIA) Regulations 2017, delegated to officers.

28. Planning conditions & Informatives

General conditions

1. Time Limit

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 and Documents

The development hereby permitted shall be carried out in accordance with the approved plans and documents, as listed below, 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.

Site Location & Buildings

PL-100 Rev-P01 (Proposed Site Location Plan); P-101 Rev P01 (Proposed Site Plan); PL-200 -Rev P01 (Proposed Ground Floor); PL-201

Rev P01 (Proposed Level 1); PL-202 Rev P01 (Proposed Level 2); PL-203 Rev P01 (Proposed Level 3); PL-204 Rev P01 (Proposed Level 4); PL-205 Rev P01 (Proposed Level 5); PL-206 Rev P01 (Proposed Roof Plan); PL-207 Rev P01 (Proposed Level -1); PL-300 Rev P01 (Proposed Elevations - North and West); PL-301 Rev P01 (Proposed Elevations – South and East); PL-302 Rev P01 (Proposed Site Sections – East and West); PL-303 Rev P01 (Proposed Site Sections – North and South); PL-310 Rev P01 (Proposed Elevations – Building A1 East and West); PL-311 Rev P01 (Proposed Elevations – Building A1 North and South); PL-312 Rev P01 (Proposed Elevations – Building A2 East and West); PL-313 Rev P01 (Proposed Elevations – Building A2 North and South); PL-314 Rev P01 (Proposed Elevations – Building A3 East and West); PL-315 Rev P01 (Proposed Elevations – Building A3 North and South); PL-316 Rev P01 (Proposed Elevations – Building A4); PL-350 Rev P01 (Proposed Bay Study Building A1 East Elevation); PL-351 Rev P01 (Proposed Bay Study Building A1 South Elevation); PL-353 Rev P01 (Proposed Bay Study Building A1 West Elevation Courtyard); PL-354 Rev P01 (Proposed Bay Study Building A1 East Elevation Link); PL-355 Rev P01 (Proposed Bay Study Building A2 North Elevation); PL-357 Rev P01 (Proposed Bay Study Building A3 North Elevation); PL-359 Rev P01 (Proposed Bay Study Building A3 South Elevation); PL-360 Rev P01 (Proposed Bay Study Building A3 East Elevation Courtyard); PL-361 Rev P01 (Proposed Bay Study Building A4 North Elevation Courtyard); PL-362 Rev P01 (Proposed Bay Study Building A4 South Elevation); PL-363 Rev P01 (Proposed Bay Study Building A4 South Elevation Entrance);

Landscaping

PDS-GPB-XX-00-XX-L-1001 Rev P02 (Ground Level GA Proposed Hard and Soft Landscaping)
PDS-GPB-XX-00-XX-L-1002 Rev P01 (Level 2 GA - Accessible Roof Terraces – Proposed Hard and Sort Landscape)
PDS-GPB-XX-00-XX-L-1003 Rev P01 (Level 4 GA – Accessible Roof Terraces - Proposed Hard and Soft Landscape)
PDS-GPB-XX-00-XX-L-1004 Rev P01 (Level 5 GA - Green Roofs - Proposed Hard and Soft Landscape)
PDS-GPB-XX-00-XX-L-1005 Rev P01 (Level 6 GA - Green Roofs - Proposed Hard and Soft Landscape)
PDS-GPB-XX-00-XX-L-1010 Rev P01 (Ground Level GA - Soil Volumes for Tree Planting)
PDS-GPB-XX-00-XX-L-2000 Rev P02 (Section A-A/B-B/C-C)
PDS-GPB-XX-00-XX-L-3000 Rev P02 (Paving and Furniture Details)
PDS-GPB-XX-00-XX-L-3010 Rev P02 (Tree, Understorey and Bioretention Planting Detail)

EIA Mitigation Measures

Table 12.1 of the Environmental Statement (December 2024) (as amended).

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. Site-Wide Phasing

Prior to commencement of any development on site, a Site-Wide Phasing Plan shall be submitted to and approved in writing by the Local Planning Authority. The Site-Wide Phasing Plan shall provide details of the intended phasing of development across the Site and the sequence in which it will be developed; and be updated as and when required. 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 to assist with the determination of the intended development sequencing as well as to ensure that infrastructure provision and environmental mitigation are provided in time to cater for the needs and impacts arising out of the development (Cambridge Local Plan 2018, policies 56 and 85).

4. Quantum of Development

The proposed maximum floorspace of all land uses indicated (including any basements and external bin/cycle stores) shall not exceed a (total) of 41,988 sqm (GEA).

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

5. Levels

Prior to commencement of development (other than Enabling Works) on any phase, cross sections showing the finished floor levels of all proposed buildings and associated external landscaping within that phase in relation to the existing and proposed ground levels of the surrounding land and buildings shall be submitted for approval to the Local Planning Authority. The development shall be constructed in accordance with the approved details.

Reason: To ensure that before any development commences the impact on the amenity of the area can be fully assessed and protected (Cambridge Local Plan 2018 Policies 55, 56 and 57).

6. Earthworks

No development (except for Enabling Works) shall take place until details of all earthworks, including any ground raising related to earthworks across the site have been submitted to and approved in writing by the Local Planning Authority. These details shall include the proposed grading and mounding of land areas including sections through the areas to show the proposed make-up of the mounding, the levels and contours to be formed and showing the relationship of proposed mounding to existing vegetation and surrounding landform.

Development shall be carried out in accordance with the approved details, or any alternative details submitted to and approved in writing by the Local Planning Authority.

Reason: To ensure that the details of the earthworks are acceptable (Cambridge Local Plan 2018, policies 55, 57 and 59).

Materials

7. External Facing Materials

No development shall take place above ground level within a phase (except for Enabling Works) until details of all the materials for the external surfaces of buildings to be used in the construction of that phase have been submitted to and approved in writing by the Local Planning Authority.

The details shall include colours, joints and interfaces of all materials; external features such as roof top plant enclosures, (channel glass and metal panelling) entrance doors, entrance screens, pre cast concrete frame and elements, GRC panels, textured concrete panels, porch and canopies, cladding systems, profiled metal panels, windows and reveal depths, window metal frame projections, louvre panel and ventilation panels, lintels and cills, back painted spandrel panels, roof cladding, soffits, external Bespoke metal work (RALs and finish), balustrades, rainwater goods, and coping details.

The details shall consist of a materials schedule and a design details document, including detailed elevations and sections (scaled 1:5, 1:10, 1:20) and/or samples as appropriate to the scale and nature of the development in question and shall demonstrate consistency with the approved elevations.

The development shall be carried out in accordance with the approved details, or any alternative details submitted to and approved in writing by the Local Planning Authority.

Reason: To ensure that the external appearance of the development does not detract from the character and appearance of the area. (Cambridge Local Plan 2018 policies 55, 56 and 57.

8. Brickwork Sample Palette

No brickwork above ground level shall be laid until a sample panel at least 1.5 metres wide and 1.5 metres high has been constructed on site detailing the choice of cladding, brick, bond, coursing, special brick patterning, including hit and miss and recessed brick panels, mortar mix, design and pointing technique for that brickwork and the details submitted to the Local Planning Authority in an accompanying report, and until the sample panel and report have been approved in writing by the Local Planning Authority. The development shall be carried out in accordance with the approved details. The approved sample panel shall be retained on site for the duration of the works for comparative purposes.

Reason: To ensure that the external appearance of the development does not detract from the character and appearance of the area. (Cambridge Local Plan 2018 policies 55, 56 and 57.

9. Shopfront and Signage Strategy

Prior to the occupation of any ground floor commercial units, a shopfront and signage strategy detailing design principles for the ground floor units fronting the public realm including a cohesive design to the location, scale, materials, finish and illumination of all signage shall be submitted and approved in writing by the Local Planning Authority.

Reason: To ensure a high standard of design is delivered and maintained in accordance with Policies 56, 57 and 64 of the Cambridge Local Plan 2018.

Landscaping, ecology and biodiversity

10. Hard and Soft Landscape

No development above ground level, except for Enabling Works, shall commence within a phase until a hard and soft landscaping scheme for that phase has been submitted to and approved in writing by the Local Planning Authority. The scheme shall include the following:
a) proposed finished levels or contours; car parking layouts, other vehicle and pedestrian access and circulation areas;

b) hard surfacing materials;

c) Street furniture and artifacts (including refuse and cycle storage);

d) planting plans; written specifications (including cultivation and other operations associated with plant and grass establishment); schedules of plants, species, plant sizes and proposed numbers/densities where appropriate;

e) boundary treatments indicating the type, positions, design, and materials of boundary treatments to be erected (including gaps for hedgehogs);

f) an implementation programme.

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

11. Landscape Maintenance and Management

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

Reason: To ensure that before any development is occupied an appropriate landscape and ecological management plan has been agreed (Cambridge Local Plan 2018 policies 57, 59 and 70).

12. Ecological Enhancement Scheme

No development above ground level (except for Enabling Works) shall take place until an ecological enhancement scheme has been submitted to and approved in writing by the Local Planning Authority. The scheme shall include details of bat and bird box installation, hedgehog provisions and other ecological enhancements. The approved scheme shall be fully implemented prior to first occupation or in accordance with a timescale agreed in writing by the Local Planning Authority.

Reason: To ensure that before any development commences an appropriate landscape and ecological management plan has been agreed (Cambridge Local Plan 2018 policies 57, 59 and 70).

13. Artificial Lighting

Prior to the installation of any artificial lighting within a phase, an artificial lighting scheme for that phase shall be submitted to and approved in writing by the Local Planning Authority. The scheme shall include details of any artificial lighting within that phase and an artificial lighting impact

assessment with predicted lighting levels at existing residential properties shall be undertaken. Artificial lighting on and off site must meet the Obtrusive Light Limitations for Exterior Lighting Installations contained within the Institute of Lighting Professionals Guidance Notes for the Reduction of Obtrusive Light - GN01/21 (or as superseded) and the Institute of Lighting Professionals guidance for bats and artificial lighting at night.

The approved lighting scheme shall be installed, maintained and operated in accordance with the approved details / measures, or any alternative lighting scheme and details submitted to and approved in writing by the Local Planning Authority.

Reason: To fully conserve and enhance ecological interests (Cambridge Local Plan 2018 policies 34, 57, 59 and 70).

14. Biodiversity Net Gain (BNG) Plan

No development shall commence, except for Enabling Works, until a Biodiversity Net Gain (BNG) Plan has been submitted to and approved in writing by the Local Planning Authority. The BNG Plan shall target how a minimum net gain in biodiversity will be achieved through a combination of on-site and / or off-site mitigation. The BNG Plan shall include:

i) A hierarchical approach to BNG focussing first on maximising on-site BNG, second delivering off-site BNG at a site(s) of strategic biodiversity importance, and third delivering off-site BNG locally to the application site;

ii) Full details of the respective on and off-site BNG requirements and proposals resulting from the loss of habitats on the development site utilising the appropriate DEFRA metric in force at the time the planning permission was granted;

iii) Identification of the existing habitats and their condition on-site and within receptor site(s);

iv) Habitat enhancement and creation proposals on the application site and /or receptor site(s) utilising the appropriate DEFRA metric in force at the time of application for discharge;

v) An implementation, management and monitoring plan (including identified responsible bodies) for a period of 30 years for on and off-site proposals as appropriate.

The BNG Plan shall be implemented in full and subsequently managed and monitored in accordance with the approved details. Monitoring data as appropriate to criterion v) shall be submitted to the Local Planning Authority in accordance with DEFRA guidance and the approved monitoring period / intervals.

Reason: To provide ecological enhancements in accordance with the NPPF 2024 paragraphs 187,192 and 193, Cambridge Local Plan 2018

Policies 59 and 69 and the Greater Cambridge Shared Planning Biodiversity SPD 2022.

Sustainability

15. BREEAM Design Stage

The development hereby approved shall not be used or occupied until evidence in the form of a BRE issued Design Stage Authority demonstrating that BREEAM 'Excellent' as a minimum will be met, with maximum credits for Wat 01 (water consumption), has been submitted to and approved in witing by the Local Planning Authority. Where the Design Stage certificate shows a shortfall in credits for BREEAM 'excellent', a statement shall also be submitted identifying how the shortfall will be addressed. If such a rating is replaced by a comparable national measure of sustainability for building design, the equivalent level of measure shall be applicable to the proposed development.

Reason: In the interests of reducing carbon dioxide emissions and promoting principles of sustainable construction and efficient use of buildings (Cambridge Local Plan 2018 Policy 28 and the Greater Cambridge Sustainable Design and Construction SPD 2020).

16. BREEAM Post Construction

Within 9 months following first occupation of each building, or as soon as reasonably practicable after occupation of each building, a post construction statement shall be submitted to the Local Planning Authority confirming that the approved BREEAM rating has been met for written approval of the Local Planning Authority. If such a rating is replaced by a comparable national measure of sustainability for building design, the equivalent level of measure shall be applicable to the proposed development.

Reason: In the interests of reducing carbon dioxide emissions and promoting principles of sustainable construction and efficient use of buildings (Cambridge Local Plan 2018 Policy 28 and the Greater Cambridge Sustainable Design and Construction SPD 2020).

17. Grey Water and Rainwater Harvesting

No development above base course within a phase (except for Enabling Works) shall take place until a detailed scheme for the approved grey water harvesting/recycling strategy and rainwater harvesting/recycling strategy for that phase has been submitted to and approved in writing by the Local Planning Authority. The scheme shall include relevant drawings showing the location of the necessary infrastructure required to facilitate the water reuse. The development shall be carried out and thereafter maintained strictly in accordance with the approved details.

Reason: To respond to the serious water stress facing the area and ensure that development makes efficient use of water and promotes the principles of sustainable construction (Cambridge Local Plan 2018 Policy 28 and the Greater Cambridge Sustainable Design and Construction SPD 2020).

18. 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 Sustainability Statement (doc ref. 65206428, dated December 2024).

To respond to the serious water stress facing the area and ensure that development makes efficient use of water and promotes the principles of sustainable construction (Cambridge Local Plan 2018 Policy 28 and the Greater Cambridge Sustainable Design and Construction SPD 2020).

19. Water Calculator

Prior to the occupation of a phase of the proposed development, or as soon as reasonably practicable after occupation, evidence in the form of the BREEAM Wat01 water efficiency calculator for that phase shall be submitted to and approved in writing by the Local Planning Authority. Such evidence shall demonstrate the achievement of no less than 5 Wat01 credits. The development shall be carried out and thereafter maintained strictly in accordance with the agreed details set out within the BREEAM Wat01 water efficiency calculator.

To respond to the serious water stress facing the area and ensure that development makes efficient use of water and promotes the principles of sustainable construction (Cambridge Local Plan 2018 Policy 28 and the Greater Cambridge Sustainable Design and Construction SPD 2020).

20. Commercial - Water Metering

Prior to first occupation of a phase a comprehensive water metering and monitoring system for that phase shall be commissioned and installed within the building to quantify at least daily:

the total volume of mains water; used,

the total volume of greywater reclaimed; and

the total volume of rainwater used.

No occupation shall occur until such time as the Local Planning Authority has been notified through an independent verification report that the water metering and monitoring system has been installed and is fully functional.

The metering and monitoring system shall be retained in a fully functioning operational use at all times and for the lifetime of the development.

To respond to the serious water stress facing the area and ensure that development makes efficient use of water and promotes the principles of sustainable construction (Cambridge Local Plan 2018 Policy 28 and the Greater Cambridge Sustainable Design and Construction SPD 2020).

21. Biodiverse Roofs

Prior to any development above slab level of any permanent building with a flat roof (except for Enabling Works), details of the biodiverse (green, blue or brown) roof(s) shall be submitted to and approved in writing by the Local Planning Authority. Details of the biodiverse roof(s) shall include the following:

a) Confirmation of substrate depth, which shall be between 80-300mm (unless otherwise agreed).

b) A plant /seed mix (with wildflower planting indigenous to the local area and no more than a maximum of 25% sedum (green roofs only)).

c) A management / maintenance plan including means of access.

d) Where solar panels are proposed, an array layout will be required incorporating a minimum of 0.75m between rows of panels for access and to ensure establishment of vegetation.

The biodiverse roof(s) shall not be used as an amenity or sitting out space of any kind whatsoever and shall only be used in the case of essential maintenance, repair or escape in case of emergency. All works shall be carried out and maintained thereafter in accordance with the approved details.

Reason: To ensure the development provides the maximum possible provision towards water management and the creation of habitats and valuable areas for biodiversity. (Cambridge Local Plan 2018 policy 31).

Drainage

22. Surface Water Drainage

No laying of services, creation of hard surfaces or erection of a building shall commence within a phase until a detailed design of the surface water drainage of the phase has been submitted to and approved in writing by the Local Planning Authority. Those elements of the surface water drainage system not adopted by a statutory undertaker shall thereafter be maintained and managed in accordance with the approved management and maintenance plan.

The scheme shall be based upon the principles within the agreed Trinity Hall Farm Industrial Estate Flood Risk Assessment Planning Report Parts 1-3 prepared by akt II (ref: 5314-AKT-FRA) dated December 2024 and shall also include:

a. Full calculations detailing the existing surface water runoff rates for the QBAR, 3.3% Annual Exceedance Probability (AEP) (1 in 30) and 1% AEP (1 in 100) storm events;

b. Full results of the proposed drainage system modelling in the above-referenced storm events (as well as 1% AEP plus climate change), inclusive of all collection, conveyance, storage, flow control and disposal elements and including an allowance for urban creep, together with an assessment of system performance;

c. 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);

d. Full detail on SuDS proposals (including location, type, size, depths, side slopes and cross sections);

e. Site Investigation and test results to confirm infiltration rates;

f. Temporary storage facilities if the development is to be phased;

g. A timetable for implementation if the development is to be phased;

h. 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;

i. Demonstration that the surface water drainage of the site is in accordance with DEFRA non-statutory technical standards for sustainable drainage systems;

j. Full details of the maintenance/adoption of the surface water drainage system;

k. Permissions to connect to a receiving watercourse or sewer;

l. Measures taken to prevent pollution of the receiving groundwater and/or surface water

Reason: To ensure that the proposed development can be adequately drained and to ensure that there is no increased flood risk on or off site resulting from the proposed development and to ensure that the principles of sustainable drainage can be incorporated into the development, noting that initial preparatory and/or construction works may compromise the ability to mitigate harmful impacts. (Cambridge Local Plan 2018 policies 31 and 32).

23. Foul Water Strategy

No development except Enabling Works 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 points to the 450mm sewer downstream of manhole MH7102 located in Milton Road at National Grid reference (NGR) TL 46761 61124 . Prior to occupation, the foul water drainage works must have been carried out in complete accordance with the approved scheme.

Reason: To reduce the impact of flooding and potential pollution risk. (Cambridge Local Plan 2018 policies 31 and 32).

24. Foul Water Flows

Prior to occupation of the development hereby permitted, written confirmation will be submitted to and approved in writing by the Local Planning Authority evidencing that the anticipated additional net increase in waste water generated by the development is capable of being accommodated by the Cambridge Water Recycling Centre, or there is sufficient on-site capacity to deal with a net increase in waste water flows from the development.

Reason: To ensure that foul water can be adequately managed without causing significant environmental harm, and to project water quality from pollution associated with increased phosphate discharges (In accordance in paragraphs 7,8 and 187 of the NPPF and Cambridge Local Plan 2018 policy 85)

25. Surface Water Disposal

The surface water flows from the development site to be discharged into Anglian Water 375mm Surface water network shall not exceed the agreed 2.6ls in accordance with the Drainage Strategy Planning Report 5314-AKT-DS May 2025.

Reason: To reduce the impact of flooding and potential pollution risk. (Cambridge Local Plan 2018 policies 31 and 32).

26. Surface Water Run-off Management

Any paved areas within the site that abut the public highway or the Guided Busway be constructed so that their falls and levels are such that no private water from the site drains across or onto the adopted public highway.

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 highway land/properties; recognising that initial works to prepare the site could bring about unacceptable impacts. (Aims and objectives of Chapters 4 and 7 of the Cambridge Local Plan 2018 and Sustainable Design and Construction SPD 2020).

Transport

27. Traffic Management Plan

No demolition or construction works shall commence on a phase until a traffic management plan has been agreed in writing with the Planning Authority for that phase.

The principle areas of concern that should be addressed are:

i. Movements and control of muck away lorries (all loading and unloading should be undertaken off the adopted public highway)
ii. Contractor parking, for phases (all such parking should be within the curtilage of the site and not on street).
iii. Movements and control of all deliveries (all loading and unloading should be undertaken off the adopted public highway)
iv. Control of dust, mud and debris, please note it is an offence under the Highways Act 1980 to deposit mud or debris onto the adopted public highway.

Reason: In the interests of highway safety in accordance with the aims and objectives of Policy 82 of the Cambridge Local Plan 2018.

28. Guided Busway Access Design

Details of the measures to control the way in which pedestrians and cyclists entering and leaving the Site alongside the Cambridgeshire Guided Busway maintenance path shall be submitted to and approved in writing by the Local Planning Authority in consultation with Local Highway Authority before they are first brought into use. The development shall be carried out and maintained in accordance with the approved details for the lifetime of the development.

Reason: In the interests of maintaining the safety of all users along the Guided Busway in accordance with Policy 81 of the Cambridge Local Plan 2018.

29. Travel Plan

No occupation of any building in any phase shall commence until a Travel Plan has been submitted to and approved in writing by the Local Planning Authority for that phase. The Travel Plan shall specify: the methods to be used to discourage the use of the private motor vehicle and the arrangements to encourage use of alternative sustainable travel arrangements such as public transport, car sharing, cycling and walking

how the provisions of the Plan will be monitored for compliance and confirmed with the Local Planning Authority. The Travel Plan shall be implemented and monitored as approved upon the occupation of the development.

Reason: In the interests of encouraging sustainable travel to and from the site (Cambridge Local Plan 2018, policies 80 and 81).

30. Car & Cycle Parking Management Plan

Prior to the occupation of any building in a phase, a Car and Cycle Parking Delivery and Management Strategy (C&CPDMS) for that phase shall be submitted to and approved in writing by the Local Planning Authority. The C&CPDMS shall include details to ensure that sustainable travel provision is balanced with appropriate on-site parking including the allocation of spaces to car sharing and cycle parking provision that responds to demand. The delivery and 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 82 of the Cambridge Local Plan 2018.

31. Delivery and Servicing Plan

Prior to first occupation of any buildings, the Delivery and Servicing Management Plan (Version 8 by Arup December 2024) shall be implemented and maintained for the lifetime of the development unless otherwise approved in writing by the Local Planning Authority.

Reason: In the interests of highway safety and freeflow in accordance with Policy 82 of the Cambridge Local Plan 2018.

Environmental Health Impacts

32. External Roof Terraces

The roof terraces shall be used solely by employees of the application site during standard office activities and shall not be used outside of 07:00hrs – 19:00hrs Monday to Saturday and 08:00hrs to 13:00hrs Sundays.

Reason: To protect the amenity of the adjoining properties. (Cambridge Local Plan 2018 Policy 35 and the Greater Cambridge Sustainable Design and Construction SPD 2020).

33. Roof terraces – prohibited music

No amplified or acoustic music or amplified voice shall be permitted within the roof terraces.

Reason: To protect the amenity of the adjoining properties. (Cambridge Local Plan 2018 Policy 35 and the Greater Cambridge Sustainable Design and Construction SPD 2020).

34. E(b) use - Odour filtration / extraction

E(b) development use of a phase shall not commence until a scheme detailing plant, equipment or machinery for the purposes of extraction, filtration and abatement of odours of that phase (in accordance with the Design Criteria on page 10 of the submitted Ventilation and Extraction Statement) has been submitted to and approved in writing by the Local Planning Authority. The approved scheme shall be installed before the use is commenced on that phase and shall be retained as such, or in accordance with an alternative scheme submitted to and approved in writing by the Local Planning Authority.

Reason: To protect the amenity of the adjoining properties. (Cambridge Local Plan 2018 Policy 35 and the Greater Cambridge Sustainable Design and Construction SPD 2020).

35. Kitchen extraction discharge

Before the development hereby permitted on a phase is occupied, details of the location of associated duct work, for the purpose of extraction and/or filtration of fumes and or odours for that phase shall be submitted to and approved in writing by the Local Planning Authority. The approved ductwork shall be installed before the use hereby permitted is commenced within that phase.

Reason: To protect the amenity of the adjoining properties. (Cambridge Local Plan 2018 Policy 35 and the Greater Cambridge Sustainable Design and Construction SPD 2020).

36. Operational phase vehicle service hours

All service collections / dispatches from and deliveries to the approved development including refuse / recycling collections during the operational phase shall only be permitted between the hours of 07:00 to 23:00 Monday to Friday, 08:00 to 13:00 on Saturday. Service collections / dispatches and deliveries are not permitted at any time on Sundays or Public Holidays.

Reason: To protect the amenity of the adjoining properties. (Cambridge Local Plan 2018 Policy 35 and the Greater Cambridge Sustainable Design and Construction SPD 2020).

37. Servicing and Operational Noise Minimisation Management Plan

Prior to occupation of a phase of the development a Servicing and Operational Noise Minimisation Management Plan for that phase shall be submitted in writing to the Local Planning Authority for approval. This shall

include details of management and operations measures to be undertaken and implemented to mitigate and reduce noise activities / operations as far as are reasonably practicable. The approved plan shall be implemented and retained thereafter unless otherwise approved in writing by the LPA and shall be reviewed and revised as necessary at the reasonable request of the LPA.

The Plan / Scheme should include consideration of but not exhaustively the following operations and activities within:

i. Times and frequency of deliveries and collections;
ii. Effective enclosure and sealing of loading bays and service areas and/or
locations away from noise sensitive premises;
iii. Vehicle movements, including forklift vehicles;
iv. Quiet reversing methods; preference will be given to broadband reversing alarms or alternative quiet safety methods for reversing;
v. Good practice working methods to minimise noise from the use of cages, trolleys, pallets and forklift vehicles - mitigation measures, such as barriers, low noise wheels on cages, low noise surfaces on tail lift decking and delivery routes for trolleys, silent electronically operated shutters etc;
vi. No idling parked delivery vehicles permitted within the site at any time;
vii. Advice and policy for drivers of service vehicles to minimise noise during collections and deliveries;
viii. A complaints procedure for verifying and responding to complaints about noise / vibration.

Reason: To protect the amenity of the adjoining properties. (Cambridge Local Plan 2018 Policy 35 and the Greater Cambridge Sustainable Design and Construction SPD 2020).

38. Operational Noise Impact Assessment (plant and buildings)

Prior to commencement of the first use of a phase, including buildings and/or associated plant/equipment, a noise assessment and a scheme for the insulation/mitigation of the building(s) and/or associated plant/equipment shall be provided in accordance with British Standard 4142: 2014 + A1: 2019 such that the rating noise level (including corrections for tonal/impulsive acoustic features) from all plant, equipment and vents etc. (collectively) associated with this application should be less than or equal to the existing background level (LA90). Plant noise shall be assessed at the nearest noise-sensitive residences. The approved scheme of noise insulation/mitigation shall be implemented for each a building before the relevant building is occupied and shall be retained thereafter in accordance with the approved scheme details.

Reason: To protect the amenity of the surrounding properties. (Cambridge Local Plan 2018 Policy 35 and the Greater Cambridge Sustainable Design and Construction SPD 2020).

39. Electric Vehicle Charge Point Compliance Condition

The electric vehicle charge points and associated infrastructure as detailed in:

• Section 5.48 – 5.49 EV Chargers of Transport Assessment (Ref: 425.001336.0000 Rev 07) produced by SLR and dated 17th December 2024

• Design & Access Statement, Appendix A, Section A3 Vehicle Access

Shall be fully installed and operational in accordance with a delivery and monitoring plan to be submitted and approved in writing by the Local Planning Authority before final occupation of the development site and shall be retained thereafter.

Reason: in the interests of encouraging more sustainable modes and forms of transport and to reduce the impact of development on local air quality, in accordance with Policy 36 of the Cambridge Local Plan (2018)

40. Demolition and Construction Environmental Management Plan

Prior to the commencement of development on any phase, a Demolition and Construction Environmental Management Plan (DCEMP) for that phase shall be submitted to and approved in writing by the Local Planning Authority. The DCEMP shall include the following aspects of demolition and construction:

a. Demolition, construction and phasing programme.
b. Contractors' access arrangements for vehicles, plant and personnel including the location of construction traffic routes to, from and within the site, details of their signing, monitoring and enforcement measures.
c. Construction/Demolition hours which shall be carried out between 0800 hours to 1800 hours Monday to Friday, and 0800 hours to 1300 hours on Saturday and at no time on Sundays, Bank or Public Holidays, unless in accordance with agreed emergency procedures for deviation.
d. Delivery times for construction/demolition purposes shall be carried out between 0800 to 1800 hours Monday to Friday, 0800 to 1300 hours on Saturdays and at no time on Sundays, Bank or Public Holidays, unless otherwise agreed in writing by the Local Planning Authority in advance.
e. Prior notice and agreement procedures for works outside agreed limits and hours. In case of emergency, variations are required to be first submitted to the local authority for consideration. In all other circumstances, variations are required to be submitted to the local authority for consideration at least 10 working days before the event. Other than in emergencies, neighbouring properties are required to be notified by the applicant of the variation 5 working days in advance of the works.
f. Soil Management Strategy.
g. 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 – noise.
h. Vibration impact assessment methodology, mitigation measures, vibration 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 – vibration.
i. Dust management and wheel washing measures in accordance with the provisions of:
i. Guidance on the assessment of dust from demolition and construction, version 2.2 (IAQM, 2024).
ii. Guidance on Monitoring in the Vicinity of Demolition and Construction Sites, version 1.1 (IAQM, 2018, V1.1).
j. Use of concrete crushers.
k. Prohibition of the burning of waste on site during demolition/construction.
l. Site artificial lighting during construction and demolition including hours of operation, position and impact on neighbouring properties.
m. Screening and hoarding details.
n. Consideration of sensitive receptors.
o. A Community Liaison Plan to inform the community in respect to:
i. the construction required to facilitate the development
ii. how access to and from the development sites will be maintained during construction, a contractor point of contact, complaints procedures, including complaints response procedures.
p. Membership of the Considerate Contractors Scheme.
q. Details of measures indicating how additional surface water runoff from that phase will be avoided during the construction works.
r. Tree Protection Scheme.
The development shall then be undertaken in accordance with the agreed plan

Reason: To safeguard the health and quality of life of existing residential occupiers in accordance with Policies 35 (noise and vibration) and 36 (air quality) of the Cambridge Local Plan 2018 and the Greater Cambridge Sustainable Design and Construction SPD 2020).

41. Implementation of Remediation Strategy

The development (or each phase of the development where phased) shall not be occupied until the Remediation Strategy (by Soiltechnics, ref: STV5938-R02-Rev_C, dated December 2024) has been implemented in full.

Reason: To ensure that any contamination of the site is effectively remediated in the interests of environmental and public safety (Cambridge Local Plan 2018 Policy 33).

42. Submission of Remediation Verification Report

The development (or each phase of the development where phased) shall not be occupied until a Remediation Verification Report demonstrating full

compliance with the approved Remediation Strategy (by Soiltechnics, ref: STV5938-R02-Rev_C, dated December 2024) has been submitted to and approved in writing by the Local Planning Authority.

Reason: To demonstrate that the site is suitable for approved use in the interests of environmental and public safety (Cambridge Local Plan 2018 Policy 33).

Other

43. 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. (Cambridge Local Plan 2018 Policy 57).

44. 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. (Cambridge Local Plan 2018 Policy 37).

45. 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. (Cambridge Local Plan 2018 Policy 37).

46. Roof-mounted Plant/Equipment

Any roof-mounted plant/equipment external to the approved plant enclosures shall not be installed until details of the plant/equipment have been submitted to and approved in writing by the Local Planning Authority. The details shall include the type, dimensions, materials, location, and means of fixing. The development shall be carried out in accordance with the approved details.

Reason: To ensure that the external appearance of the development does not detract from the character and appearance of the area. (Cambridge Local Plan 2018 policies 55, 56 and 57.

47. Fenestration (Building A4 South Facing Elevation)

The first and second floors of Building A4 shall not be occupied until the two westernmost first floor windows and the two westernmost second floor windows (four windows in total) on the south facing elevation of Building A4 (the windows to the left on the ‘Building A4 – South Elevation’ on drawing PL316 P01) have been fritted to a height of 1.8m above the respective finished floor levels in accordance with details which shall previously have been submitted to and approved in writing by the Local Planning Authority. The development shall be carried out in accordance with the approved details.

Reason: To ensure there is no significant overlooking towards the north facing windows of 454 Milton Road (Cambridge Local Plan 2018 Policies 55, 56 and 57).

Informatives

1. Section 106 Agreement

This permission is accompanied by a Section 106 Agreement.

2. Definition of Enabling Works

“Enabling Works” are defined for the purposes of these Conditions 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. Environmental Health Conditions

To satisfy and discharge Environmental Health conditions relating to artificial lighting, contaminated land, noise / sound, air quality and odours / fumes, any assessment and mitigation shall be in accordance with the scope, methodologies and requirements of relevant sections of the Greater Cambridge Sustainable Design and Construction SPD, (Adopted January 2020) https://www.cambridge.gov.uk/greater-cambridge-sustainable-design-and-construction-spd and in particular section 3.6 - Pollution and the following associated appendices:

- 6: Requirements for Specific Lighting Schemes
- 7: The Development of Potentially Contaminated Sites in Cambridge and South Cambridgeshire: A Developers Guide
- 8: Further technical guidance related to noise pollution

5. Green Roofs

All green roofs should be designed, constructed and maintained in line with the CIRIA SuDS Manual (C753) and the Green Roof Code (GRO).

6. Pollution Control (1)

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

7. Pollution Control (2)

Anglian Water recommends that petrol / oil interceptors be fitted in all car parking/washing/repair facilities. Failure to enforce the effective use of such facilities could result in pollution of the local watercourse and may constitute an offence.
Anglian Water also recommends the installation of a properly maintained fat traps on all catering establishments. Failure to do so may result in this and other properties suffering blocked drains, sewage flooding and consequential environmental and amenity impact and may also constitute an offence under section 111 of the Water Industry Act 1991."

8. Surface Water Drainage Maintenance and Remediation

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

9. Trade Effluent

An application to discharge trade effluent must be made to Anglian Water and must have been obtained before any discharge of trade effluent can be made to the public sewer.

10. 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.