



25/02022/FUL – 1 Cambridge Business Park, Robinson House, Cowley Road, Cambridge

Application details

Report to: Joint Development Management Committee

Lead Officer: Joint Director of Planning and Economic Development

Ward/parish: East Chesterton

Proposal: Refurbishment and extension to existing building for continued Class E use (including office and laboratory use with ancillary cafe, event and community space) and landscaping, car and cycle parking, plant and storage and other associated works.

Applicant: The Crown Estate Commissioners

Presenting officer: Mairead O'Sullivan

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

Member site visit date: None

Key issues: 1. Design and appearance

2.BNG – 30-year compliance

Recommendation: Approve subject to conditions

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1. Executive summary

- 1.1 The proposal is for the refurbishment and extension of the existing Robinson House, the construction of a new modular laboratory building and provision of a hard and soft landscaping scheme. It will provide 2,374 sqm (GIA) of flexible class E floorspace; a mix of flexible laboratory and office space, a public café and event space and integrated cycle facilities.
- 1.2 Discussions between officers and the Applicant? are currently ongoing in relation to a masterplan for the whole business park site with an outline application expected to be submitted in early 2026. This application comes forward as a pilot project which allows one of the frontage buildings with Milton Road to be refurbished and extended to provide a café and event space as well as some laboratory floorspace within the park which is currently wholly in office use and lacks any amenities.
- 1.3 Both this application and the emerging masterplan proposals are being considered through a Planning Performance Agreement (PPA). This

application has been subject to two positive pre-application meeting resulting in meaningful improvements to the proposal.

- 1.4 The application site will also form part of the wider masterplan proposals for redevelopment therefore the proposal is a type of meanwhile use. It is likely to be the final plot to come forward for redevelopment. This is expected in approximately 15 years time. The modular extension will be decommissioned and then reused.
- 1.5 The proposed development is a high-quality and would contribute positively to its surroundings. The plot is currently dominated by surface car parking and the proposals will replace this with a new high quality modular extension and innovative landscaping scheme.
- 1.6 The proposal will provide a café space with amenities for those on the business park as well as local residents. The proposal will provide lab space and associated write up office spaces which aims to attract small-medium companies to work alongside each other in a flexible environment.
- 1.7 Trip generation associated with the proposed use is comparable to the existing use. The reduction in car parking spaces is considered acceptable. Policy compliant levels of cycle parking is provided and this is supported by end of journey facilities including showers and lockers.
- 1.8 Both the refurbished existing building and modular extension are targeting a BREEAM 'Excellent' rating with full credits for Wat01. The proposal would achieve over 10% BNG.
- 1.9 Having taken into account the provisions of the development plan, NPPF and NPPG guidance, the views of statutory consultees and wider stakeholders, as well as all other material planning considerations, the proposed development is recommended for approval.
- 1.10 Officers recommend that the Joint Development Management Committee approve the application subject to the planning conditions as set out below with minor amendments to the conditions as drafted delegated to officers.

Consultee	Object / No objection / No comment	Paragraph Reference

Access Officer	No objection	6.1
Airport Safeguarding	No objection	6.2
Anglian Water	No objection	6.3
Archaeology	No objection	6.4
County Highways Development Management	No objection	6.5
County Transport Assessment Team	No objection	6.6
Ecology Officer	No objection	6.7
Environment Agency	No comment	6.8
Environmental Health	No objection	6.9
Landscape Officer	No objection	6.11
Lead Local Flood Authority	No objection	6.12
Sustainability Officer	No objection	6.15
Tree Officer	No objection	6.17
Urban Design Officer	No objection	6.18
Third Party Representations	None	7.1

Table 2 Consultee summary

2. Site description and context

- 2.1 The site lies within Cambridge Business Park; a business park predominantly in office use that is accessed via Milton Road. The site lies in the north eastern part of the Business Park adjacent to the entrance to the park. The site is approx. 0.3ha and includes 1,175sqm of use class E

(office) floorspace. The site includes an area of car parking to the south east of the building which includes 55 spaces. There is some ornamental landscaping which wraps around the boundary of the site. The landscaping on the northern boundary forms part of a wider green buffer that encircles the park. The existing building is 2 storeys in height with a pitched roof. The building is a rectangular form and an entrance foyer which protrudes at two storeys on the western side of the building.

- 2.2 To the north of the site is Milton Road. The Cowley Road pedestrian and cycle route runs adjacent to the eastern side of the site. To the west is the spine road of the Business Park. To the south is an office building within the park.
- 2.3 The site lies within the area covered by the Draft North East Cambridge Area Action Plan (NEC AAP).

3. The proposal

- 3.1 The application seeks full planning permission for refurbishment and extension of the existing building for continued Class E use (including office and laboratory use with ancillary cafe, event and community space) and landscaping, car and cycle parking, plant and storage and other associated works.
- 3.2 There are two extensions to the building, a small café extension at the current building entrance and a modular lab extension to the south east of the building which includes a glazed linking corridor to connect to the existing building. The overall development would provide 2,374 sqm (GIA) of flexible class E floorspace. The existing building will be refurbished and reconfigured. A new entrance to the building will be added on Milton Road. This will provide access to the café unit.
- 3.3 The existing site includes provision for 55 car parking spaces which will be reduced to 5 spaces (including 1 disabled bay). The hard surfaced areas of the site will be reconfigured and additional landscaping will be provided around the building. Four landscape character areas are identified to respond to the different site area characteristics.
- 3.4 A dedicated cycle store is provided to the rear of the building which provides 54 cycle parking spaces. There is direct access from the store into the area of the building which provides supporting facilities such as showers and lockers. Additional visitor cycle parking is provided adjacent to both entrances to the building.

- 3.5 The existing building will be reconfigured with a café and events space provided at ground floor. Office uses are proposed to be provided within the existing building.
- 3.6 The modular extension will house laboratories. This is designed for disassembly and future reuse. The modular extension includes a viewing deck and an urban farm is proposed on the second floor. The farm space will be part of the testbed landscape and will likely be used for growing food.
- 3.7 The laboratories aim is to attract fast growing, ambitious, early-stage small scale science companies (typically around 2-10 employees), who need flexible laboratory space to evolve their science and to develop the initial prototype solutions while using the office space to develop the associated businesses.
- 3.8 The existing building and new modular extension are linked by a two storey glazed atrium. This is set back from the frontage of both structures and has been considered as an opportunity for “bump space” as users move around the building.
- 3.9 Water butts are proposed in three locations around the building. These will be large feature elements which are to be constructed from recycled materials. The drainpipes that serve these are sculptural design elements. The water collected in the butts will be used to irrigate the landscape.
- 3.10 The existing building and extension are proposed to be painted pink using carbon sequestering paint. This will give the building a distinctive identity.
- 3.11 The proposal has been shaped through a positive and collaborative pre-application process as part of a Planning Performance Agreement (PPA). Officers are also engaged in wider pre-application discussions for the long-term transformation of Cambridge Business Park, including the emerging masterplan.
- 3.12 The applicant provided a pre-app developer led briefing to the Joint Development Control Committee in April 2025.
- 3.13 The application has been amended to address consultee comments. The Demolition and Construction Traffic Management Plan has been amended to address the Highway Engineer’s comments. Further information has been submitted to address the pre-commencement conditions recommended by the Lead Local Flood Authority. A materials plan has been submitted in response to Urban Design comments. The applicant has provided a response

to the Transport Assessment Team's comments. Proposed on site BNG has been amended to ensure that at least 10% BNG can be provided in such a way that it will be safeguarded for 30 Years.

4. Relevant site history

4.1 There is no relevant site history.

5. Policy

5.1 National policy

National Planning Policy Framework 2024

National Planning Practice Guidance

National Design Guide 2021

Local Transport Note 1/20 (LTN 1/20) Cycle Infrastructure Design

Circular 11/95 (Conditions, Annex A)

Environment Act 2021

Equalities Act 2010

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 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 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 55: Responding to context

Policy 56: Creating successful places

Policy 58: Altering and extending existing buildings

Policy 59: Designing landscape and the public realm

Policy 69: Protection of sites of biodiversity and geodiversity importance

Policy 70: Protection of priority species and habitats
Policy 71: Trees
Policy 81: Mitigating the transport impact of development
Policy 82: Parking management

5.3 Supplementary Planning Documents (SPD)

Biodiversity SPD – Adopted February 2022

Sustainable Design and Construction SPD – Adopted January 2020

Cambridgeshire Flood and Water SPD – Adopted November

5.4 Other guidance

Cambridgeshire and Peterborough Waste Partnership (RECAP): Waste management design guide

Cambridgeshire Design Guide For Streets and Public Realm (2007)

Cycle Parking Guide for New Residential Developments (2010)

6. Consultations

Access Officer – Meeting of 24 June 2025 - No Objection

- 6.1 The Access Officer felt that the proposals were very inclusive, and most things had been covered. He provided advice in relation to double door widths, toilet and changing room configurations, personal fire evacuation plans and the need for hearing loops.

Airport safeguarding - No Objection

- 6.2 The proposal does not conflict with the safeguarding criteria for the airport. Observations are included in relation to cranes which will be included as an informative.

Anglian Water - No Objection

- 6.3 A condition requiring written confirmation of sufficient headroom in the water recycling centre to take flows from the development is recommended prior to occupation of the development. Informatives are recommended.

County Archaeology- No Objection

- 6.4 No comment or recommendation.

County Highways Development Management - No Objection

- 6.5 The officer considers that there would be no significant adverse effect upon the Public Highway should result from this proposal should it gain benefit of Planning Permission. The officer recommends that the construction traffic management plan is amended to include some minor additional information.

County Transport Assessment Team- No Objection

- 6.6 The Transport Assessment Team does not wish to object to the planning application but request that changes to the access for pedestrians and cyclists are considered. An access gate is requested to be provided to the north east of the site to provide access directly from Cowley Road. The crossing point to the north of the Cowley Park/Milton Rd junction should also be widened out in the proposed planting area to allow more space at the crossing.

Ecology Officer- No Objection

- 6.7 The Preliminary Ecological Appraisal has found no evidence to suggest that a protected species licence will be required prior to works commencing on site. The officer agrees with the recommendations and doesn't require any further information. The BNG report demonstrates that over 10% BNG can be achieved on site which is acceptable and should be conditioned. The landscape plan may be subject to change in the 30 year maintenance period due to interactions with the masterplan which has not been finalised. Any BNG created and approved cannot be removed during the 30 year period.

Environment Agency- No Objection

- 6.8 No comments received.

Environmental Health- No Objection

- 6.9 No objection subject to conditions in relation to unexpected contamination. Construction hours and plant noise.

Fire Authority - No Objection

- 6.10 No comments received.

Landscape Officer- No Objection

- 6.11 Landscape has been involved in a very positive and collaborative pre-application process for this proposal. Landscape supports this high quality and innovative scheme. The use of the development as a test bed not only for landscape but building materials and methods for use in the wider development and beyond is a bold and welcome statement. The detail for the landscape scheme is expected to come forward through conditions.

Lead Local Flood Authority- No Objection

- 6.12 No objection subject to the imposition of conditions in relation to details of surface water drainage measures and surface water drainage during construction. Informatives in relation to infiltration, ordinary water course consent, pollution control and construction surface water maintenance are requested.

Police Architectural Liaison Officer- No Objection

- 6.13 The designing out crime officer provides detailed comments around lighting, door standards, alarms, access controls, CCTV, bike and bin storage, parking, EV charging and other matters.

Sustainable Drainage Officer- No comment

- 6.14 No comment received.

Sustainability Officer- No Objection

- 6.15 The applicant has been involved in pre-app discussions and is seeking to achieve a BREEAM 'Excellent' rated development for both the refurbishment of the existing building and the new modular extension. The Sustainability Officer is satisfied that the proposed development will offer high standards of sustainability in relation to energy use, carbon emissions and water use subject to conditions.

S106 Officer- No comment

- 6.16 No comment received.

Tree Officer- No Objection

- 6.17 The officer is satisfied that the issue of trees has been reasonably considered as part of the planning process, and that trees shown to be retained can be adequately protected and retained long-term, provided that

the recommendations within the AMS are complied with. A compliance condition is recommended.

Urban Design Officer - No Objection

- 6.18 This is a bold, innovative and exemplary scheme that sets a high standard for meanwhile development. It will serve as a strong marker for change and a visible pilot for the wider transformation of Cambridge Business Park, and we believe it demonstrates good alignment with the ambitions of the NECAAP and the design policies of the Cambridge Local Plan 2018. Conditions are recommended in relation to plant and flues and material detail compliance.

Waste – No objection

- 6.19 A waste management plan is recommended to be conditioned.

Joint Development Management Committee pre-application briefing of 23 April 2025

- 6.20 The Joint Development Management Committee had questions and observations in relation to the following areas:
- Queried the 15 year life of the building
 - Queried the nature of the urban farm on the roof
 - Queried whether cargo bike parking would comply with policy
 - Requested that the applicant think about how people will travel to site in future
 - Requested to see views of the proposal in context
 - Expect to see a large number of visitors as the building is enticing
 - Questioned in electric bike/scooter parking can be provided
 - Concerns around low car parking numbers given events will take place
 - Clarified what is meant by a “Lab Hotel”
 - Queried why pink paint was chosen
 - Asked the applicant consider how users will navigate through the business park to access the site
 - Raised concerns around potential conflict between pedestrians and cyclists to the west of the building.
 - Requested further consideration of the western entrance to the building as this is on a slope.

7. Third party representations

- 7.1 No representations have been received

8. Planning background

- 8.1 Cambridge Business Park is subject to an ongoing PPA in relation to an emerging masterplan for the site to create a new mixed-use neighbourhood. This application comes forward as a pilot project which will provide some amenities on the park as well as introducing a laboratory use to the park which is currently wholly in office use. The application site will also form part of the wider masterplan proposals for redevelopment therefore the proposal is a type of meanwhile use. It is likely to be the final plot to come forward for redevelopment. This is expected in approximately 15 years.
- 8.2 The proposal has been subject to two positive pre-application meetings with the Local Planning Authority.
- 8.3 The applicant presented their proposals to the Joint Development Management Committee in April 2025. A summary of the minutes is included in the consultee comments above.

9. Assessment

- 9.1 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, layout, scale and landscaping
 - Trees
 - Amenity
 - Water resource, carbon reduction and sustainable design
 - Biodiversity
 - Water management and flood risk
 - Highway safety and transport impacts
 - Car and cycle parking
 - Other matters
 - Planning balance
 - Recommendation
 - Planning conditions

10. Principle of Development

- 10.1 The proposal would refurbish and extend an existing business use and is therefore compliant with policy 41 of the Cambridge Local Plan.

- 10.2 The principle of development is considered compliant with Policy 15 of the Cambridge Local Plan which allocates the site for employment use subject to consideration of other technical matters.

11. Design, layout, scale and landscaping

- 11.1 Elevations and materials
- 11.2 The existing building is organised has a horizontal emphasis which is continued onto the proposed modular extension. The existing building and extension will be painted pink using carbon sequestering paint. The pink colour will give the building a distinct identity.
- 11.3 Signage zones are shown which wrap around the building from Milton Road onto the Cowley Park elevation. The signage zones respect the horizontal datums and help direct users to the different entrances to the building.
- 11.4 Brise-soleil shading to manage solar gain on the proposed extension integrates well into the façade providing functional solar control while adding additional depth and articulation to the elevations.
- 11.5 The proposed rainwater harvesting elements have a sculptural quality. The proposed water butts are to be made from recycled materials. These elements support the proposals narrative around reuse, sustainability and innovation. The proposed water butts are to be made from recycled materials.
- 11.6 A condition is recommended requiring details of materials to be agreed prior to commencement of above ground works (Condition 3 - materials details).
- 11.7 Layout
- 11.8 The existing Robinson House building is to be refurbished and reconfigured. The public facing uses such as café and events space are located on the ground floor and accessible both via a new shopfront type entrance on Milton Road and a refurbished and extended entrance on Cowley Park. These uses will help activate the ground floor and welcome users of the business park as well as those passing on Milton Road into the unit.
- 11.9 Office and meeting space largely occupy the rear of the building and the first floor. The proposed labs are located in the new modular extension which is connected via a glazed atrium link. A lift is provided in both the

existing building and the modular extensions. There is a further meeting room on the second floor of the extension along with a viewing deck and urban farm. The urban farm will be part of the experimental land proposals and the intention is that it will be used to grow food. The two storey glazed atrium element is a lightweight structure which successfully connects the two structures. It provides a social spine with active “bump spaces”.

- 11.10 Secure storage for gas and liquid nitrogen is tucked away and proposed between the lab building and Robinson House. The provision of future flues has been considered architecturally to tie into the overall language. A condition is recommending requiring details of plant and flues (condition 4 plant/flue details). The proposal is considered to successfully accommodate the operational requirements of the laboratories without compromising on design quality.
- 11.11 Massing
- 11.12 The Urban Design Officer considers that the proposed form and massing is well considered. The refurbished Robinson House remains legible. The proposed lab extension relates well to the plot and is appropriate to the context. Although the modular extension is taller than the existing building it would not appear visually prominent as it is set back from the building and as the site slopes slightly downward from Milton Road.
- 11.13 Landscape
- 11.14 The proposal removes a significant amount of car parking and replaces it with both hard and soft landscaping including public seating, tree planting, a bike maintenance point and new paths.
- 11.15 The Landscape Officer considers the proposals to be exciting and innovative. The landscape will have a test bed approach with experimental and climate focussed interventions including reclaimed materials, rainwater harvesting, drought-resilient planting, air quality monitoring and large educational visible water butts. The landscape proposals will be supported by interpretative material to inform the public of the project and to explain why some spaces may not look as expected.
- 11.16 Conditions are recommended requiring details of the landscaping scheme and a landscape maintenance and management plan. The landscape scheme will include planting plans and specifications as well as details of monitoring equipment, interpretative signage, etc. The green roof condition is not recommended as no green roofs are proposed due to the temporary nature of the project.

- 11.17 Overall, the proposed development is a high-quality and innovative design that would contribute positively to its surroundings and be appropriately landscaped. The proposal is compliant with policies 55, 56, 58 and 59 of the Local Plan and the NPPF.

12. Trees

- 12.1 The application is accompanied by an Arboricultural Impact Assessment and Tree survey.
- 12.2 The development requires the removal of 6 wild cherry trees. 5 of these are located within the existing car park and need to be removed to facilitate the modular extension. One is located within the raised bed adjacent to Milton Road and is to be removed due to proximity to the foyer extension. 10 semi-mature trees are proposed to replace the trees lost. These will be located to the south and west of the site.
- 12.3 The Tree Officer has reviewed the proposals and is satisfied that the issue of trees has been reasonably considered as part of the planning process, and that trees shown to be retained can be adequately protected and retained long-term. A condition requiring compliance with the measures in the Arboricultural Method Statement is recommended (condition 7).
- 12.4 Subject to conditions as appropriate, the proposal would accord with policies 59 and 71 of the Local Plan and the NPPF.

13. Amenity

- 13.1 The nearest residential buildings are approximately 250m southwest of the site and well screened from the development. Therefore, there would be no overshadowing or enclosing impacts associated with the development.

Accessible design

- 13.2 During the course of the application, the developer provided the Access Officer with a presentation to outline the accessibility measures proposed. The Access Officer was impressed with the inclusivity of the development. He provided detailed comments around internal design measures such as door widths, toilet and changing room configurations, personal fire evacuation plans and the need for hearing loops.
- 13.3 The applicant's attention will be drawn to the Access Officer's comments via an informative.

Construction and environmental health impacts

- 13.4 The Environmental Health Officer has reviewed the proposal and has no objection subject to conditions. Standard plant noise and construction hours conditions are recommended to mitigate construction impacts (condition 9 construction hours & condition 10 plant noise). A Geo-Environmental Assessment has been provided which assesses the potential for contaminated land. This demonstrates that there are no concentrations of soil contaminants above the human health guideline values when considering the low-risk end. A standard unexpected contamination condition is recommended (condition 8 – unexpected contamination).

Summary

- 13.5 The proposal adequately respects the amenity of its neighbours and of future occupants and is compliant with policies 55, 56, 57 and 58 of the Local Plan. The associated construction and environmental impacts would be acceptable in accordance with policies 33, 34, 35 and 36 of the Local Plan subject to the recommendation of conditions as described above.

14. Water resource, carbon reduction and sustainable design

- 14.1 The application is supported by a Sustainability Strategy, Energy Strategy and a Whole Life Carbon Assessment.
- 14.2 The application has been subject to formal consultation with the Council's Sustainability Officer who raises no objection to the proposal subject to conditions requiring compliance with the three sustainability documents provided and two conditions relating to BREEAM certification (condition 11 compliance with docs, condition 12 BREEAM design stage and condition 13 BREEAM post construction cert).
- 14.3 Grey and rainwater harvesting for internal use is not feasible due to the meanwhile nature of the project but a 7,800 litre rainwater harvesting tank will be incorporated for external irrigation purposes. Low flow fixtures and fittings will be incorporated across the development with a commitment to achieving full credits at BREEAM Wat01 for both the refurbishment and modular buildings. The proposal would achieve a 55% reduction in water consumption compared to the baseline model for both the existing building and the modular lab extension. The pre-assessments show that both the existing building and modular lab extension can achieve a BREEAM

'Excellent' rating while meeting the Ene01 and Wat01 requirements of Local Plan policy.

- 14.4 The whole life carbon assessment details that the existing building will be refurbished with onsite materials to reduce embodied carbon. The modular labs are designed for disassembly and future reuse aligning with circular principles of the development.
- 14.5 The development makes good use of the cooling hierarchy with well insulated pipework, low energy lighting, optimum glazing to solid ratios with a focus on southern elevations and external shading (brise soleil) to reduce summer gain and includes an overheating assessment as part of the BREEAM process.
- 14.6 The applicants have suitably addressed the issue of sustainability and renewable energy and subject to the above conditions the proposal is compliant with policy 28 of the Local Plan and the Greater Cambridge Sustainable Design and Construction SPD 2020.

15. Biodiversity

- 15.1 In accordance with policy and circular 06/2005 'Biodiversity and Geological Conservation', the application is accompanied by a Biodiversity Net Gain Assessment. The original proposals would achieve a +21.94% net gain of area based units and a +20.51% net gain of linear units on site. However it could not be guaranteed that all of these units would be retained on site for a minimum of 30 years due to the meanwhile nature of the proposals.
- 15.2 The applicant has therefore revised their proposal to include 2 additional trees and 5m of hedge in the north western corner of the site. This secures 10% BNG on site in a location which can be protected from future development as part of the masterplan.
- 15.3 The application has been subject to formal consultation with the Council's Ecology Officer, who raises no objection to the proposal. The revised BNG proposals make it possible to meet the 30 year maintenance and management requirements of the Environment Act and therefore address the Ecology Officers comments around the need for any BNG that is created and approved as part of the application to be retained for a 30 year period.
- 15.4 Conditions are recommended requiring compliance with the ecological mitigation measures contained in the ecological appraisal, an ecological

enhancement scheme and an ecologically sensitive lighting condition (Conditions 17, 18 and 19).

- 15.5 In consultation with the Council's Ecology Officer, subject to an appropriate condition, officers are satisfied that the proposed development complies with policy 70 of the Local Plan, the Biodiversity SPD 2022, the requirements of the Environment Act 2021 and 06/2005 Circular advice.

16. Water management and flood risk

- 16.1 The site is in Flood Zone 1 and is therefore considered at low risk of flooding.
- 16.2 The applicants have submitted a Flood Risk Assessment and SuDS statement.
- 16.3 The Local Lead Flood Authority has advised that they have no objection to the proposal subject to the imposition of conditions requiring details of more details in relation to the overall surface water drainage scheme design (condition 14 - operational surface water drainage)

Foul Water

- 16.4 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 pursuant to Section 106.
- 16.5 Paragraph 200 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.
- 16.6 The application site lies within the Milton Water Recycling Centre (WRC) catchment area. Anglian Water has advised that Milton WRC currently lacks the capacity to accommodate the additional flows generated by the proposed development and are delivering a new Cambridge WRC which will have capacity to accommodate the proposed flows. The Cambridge WRC is identified within the Anglian Water Business Plan for growth investment delivery planned between 2025 and 2030. They raise no objection to the development subject to the imposition of a condition

requiring written confirmation from Anglian Water to the local planning authority of sufficient headroom in the water recycling centre to take flows from the development.

- 16.7 Officers have considered the advice offered by Anglian Water, and do not consider that it would be appropriate to require this condition. The condition is not reasonable (given that the planning system should not duplicate control on matters controlled under the 1991 Water Industry Act), necessary (given that the strategic issue of water is a matter to be dealt with at that level, and that no evidence has been provided as to the harm that would arise from the foul discharge by the development), precise (in that no definition has been provided as to what constitutes 'sufficient headroom' and how this will be judged) nor enforceable. As such, it would fail the relevant planning conditions tests.
- 16.8 Notwithstanding the reasonableness of the requested condition, officers consider it important to understand the potential impact of the development on the environment arising from increased foul flow rates.
- 16.9 The applicant has confirmed that the existing flow rate and flow rate for the proposed development. The development would result in an increase in the flow rate by approximately 0.032l/s. The existing and proposed building areas and flow rates are provided in table 2 below.

Development	Area of building	Flow rate
Existing	714sqm	0.043 l/s
Proposed	1255sqm	0.075 l/s

Table 2 flow rates associated with the existing and proposed development.

- 16.10 Officers have asked Anglian Water to provide evidence of the harm associated with the proposed development. A further update will be provided at JDMC.
- 16.11 On the basis of the above evaluation, officers are of the view that the applicant has appropriately addressed the issues of water management and flood risk. With regard to the impact of the foul water flow rates, a further update will be provided at JDMC. Subject to the operational surface water drainage condition the proposal is in accordance with policies 31 and 32 of the Local Plan and NPPF advice.

17. Highway safety and transport impacts

- 17.1 The application is supported by a Transport Statement and Travel Plan.
- 17.2 Access to the site would remain broadly unchanged but the size of the proposed car parking area would be substantially reduced. An additional pedestrian access to the building is included from Milton Road to attract external users to the café in the ground floor of the building.
- 17.3 The application has been subject to formal consultation with Cambridgeshire County Council's Local Highways Authority and Transport Assessment Team, who raise no objection to the proposal subject to conditions.
- 17.4 The applicant has amended the Demolition and Construction Traffic Management Plan to include the elements flagged as outstanding by the Highways Engineer. A condition requiring compliance with the Demolition and Construction Traffic Management Plan is recommended (condition 20 - DCTMP)
- 17.5 The Transport Assessment Team has considered the Travel Plan and is satisfied with the measures contained within it. A travel plan coordinator will be appointed and a travel welcome pack distributed to all staff. The Travel plan seeks to reduce single occupancy drivers by 5%.
- 17.6 The Transport Statement details that there would be a minor increase in trip generation with 11 additional trips in the AM peak and 8 additional trips in the PM peak. Servicing would result in 4 LGV trips per day. The Transport Officer is satisfied that this would have a minimal impact on the highway network therefore no mitigation or capacity assessments are required.
- 17.7 The Transport Officer have no objection to the proposal but suggests widening the crossing point to the north of the Cowley Park/Milton Road. The applicant has confirmed that there is sufficient room around the existing crossing to accommodate the forecast pedestrian trips. This proposed amendment is not required to make the development acceptable and would be unreasonable given the scale of development proposed.
- 17.8 The Transport Assessment Team also suggest a flush kerb is added near the stop line on Cowley Park. The applicant highlights that this could introduce a conflict between pedestrians and cyclists. cyclists either have the option of waiting at the lights before entering the footway/cycleway or

routing through the development site to join the footway cycleway on Milton Road. Therefore, the suggested flushed kerb is not considered necessary.

- 17.9 Subject to conditions, the proposal accords with the objectives of Policy 80 of the Local Plan and is compliant with Par 116 of the NPPF.

18. Car and cycle provision

- 18.1 The application significantly reduces car parking provision on site while providing a significant uplift in cycle parking, which is an approach supported by officers.

Cycle parking

- 18.2 The application proposed 54 employee cycle parking spaces which are provided in a dedicated store to the rear of the building. On a typical day 105 employees are expected in the building meaning that there will be cycle parking provision for over 50% of employees. The cycle parking is supported by facilities such as showers and lockers which are conveniently located adjacent to where cyclists would enter the building. The majority of the spaces provided would be Sheffield stands with some double stacker and enlarged provision. A breakdown of the cycle parking types is shown in the table below:

Type	Number	Percentage
Sheffield stand	26	48%
Double stacker	24	44%
Enlarged	4	7%
Total	54	100%

Table 3 Cycle parking provision by type of stand

- 18.3 24 short stay spaces are conveniently located within the public realm; some on the Milton Road frontage of the building to serve the café and others adjacent to the modular extension near the main entrance to the building.
- 18.4 The Transport Assessment team highlight that the space shown for the enlarged bays is excessive and could be reduced. They have also

recommended that ground anchors or signage are provided to ensure that these spaces are kept free for the intended users. A condition (Condition 15 - Cycle parking details) is recommended requiring details of the cycle parking area to be provided prior to occupation.

- 18.5 The Transport Assessment Team has suggested that an additional access be provided for cycles to the north west of the site. This is shown as an 'Opportunity for possible future connection to existing cycle path' in the landscape plans. The applicant has explained that it will not be possible to deliver this access as part of this application but there is an aspiration to provide the access as part of the emerging masterplan. This additional access is not required to make the application acceptable. Access to the cycle store is considered acceptable as shown. An informative is recommended to highlight the benefits of providing this additional access in future.
- 18.6 The proposed cycle parking is compliant with policy 81 of the Local Plan.

Car parking

- 18.7 The current site includes 55 car parking spaces. The application proposes to reduce on site car parking to 5 spaces for visitors which includes 1 disabled bay. Should additional parking be required, other parking in the business park can be used as there is currently a surplus of car parking.
- 18.8 The Transport Assessment Team is satisfied with the proposed car parking levels.
- 18.9 The proposed car parking arrangement is compliant with policy 81 of the Local Plan.

19. Other matters

- 19.1 Waste
- 19.2 A waste management plan is recommended, as requested by the Waste Team (condition 16).

20. Planning balance

- 20.1 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)

- 20.2 The application has no outstanding objections from technical consultees, and no harm has been identified by the proposal.
- 20.3 In terms of social benefits, the development will help the Crown Estate reach out to the wider community through the provision of a café and events space. These will help to meet the needs of existing users of the business park which currently doesn't have any amenities.
- 20.4 In terms of economic benefit, the proposal will provide lab space which aims to attract small-medium companies to work alongside each other in a flexible environment. The emerging masterplan would provide grow on space for these businesses.
- 20.5 In terms of environmental benefits, the proposal will deliver 10% BNG on site. The proposal also includes a whole life carbon assessment and the modular extension is designed to be reused when this development ends. Both the existing building and proposed modular extension would achieve BREEAM excellent with full credits for Wat 01.
- 20.6 Having taken into account the provisions of the development plan, NPPF and NPPG guidance, the views of statutory consultees and wider stakeholders, as well as all other material planning considerations, the proposed development is recommended for approval.

21. Recommendation

- 21.1 **Approve** subject to:
- The planning conditions as set out below with minor amendments to the conditions as drafted delegated to officers.

22. Planning conditions

Condition number	Detail
1	Time
2	Drawings

3	Materials
4	Plant/flue details
5	Hard and soft landscaping
6	Landscape maintenance and management plan
7	Tree protection
8	Unexpected contamination
9	Construction hours
10	Plant noise (operational)
11	Sustainability measures compliance
12	BREEAM Design Stage
13	BREEAM Post Construction Cert
14	SuDS (operational)
15	Cycle parking details
16	Waste
17	Ecology mitigation compliance
18	Ecological enhancement scheme
19	Ecologically sensitive lighting
20	Demolition and construction traffic management plan (compliance)
21	BNG deemed condition

Table 4 conditions summary table

1. Time

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. Drawings

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

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

3. Materials

No development shall take place above ground level, other than demolition, until details of the materials and finishes; to be used in the construction of the development have been submitted to and approved in writing by the Local Planning Authority. Development shall be carried out in accordance with the approved details.

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

4. Plant/flues

No roof mounted plant/flues/equipment shall be installed until details of the plant/flues/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 only be carried out and maintained thereafter 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 and 57)

5. Hard and soft landscape (bespoke)

No development above ground level, other than demolition, shall commence until a hard and soft landscaping scheme has been submitted to and approved in writing by the Local Planning Authority. The scheme shall include the following:

- a) proposed finished levels or contours; car parking layouts, other vehicle and pedestrian access and circulation areas;
- b) hard surfacing materials;
- c) Street furniture and artifacts (including refuse and cycle storage);
- d) planting plans; written specifications (including cultivation and other operations associated with plant and grass establishment); schedules of plants, species, plant sizes and proposed numbers/densities where appropriate;
- e) boundary treatments indicating the type, positions, design, and materials of boundary treatments to be erected (including gaps for hedgehogs);
- f) an implementation programme.
- g) details of any monitoring equipment and interpretation signage which will be used as part of the test beds and experimental elements of the landscape
- h) Further details of the test bed approach. This should include what will happen at the end of any experiment, how long the experiments will last for and how the bed can be repurposed should any of the tests fail.

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

Reason: To ensure the development is satisfactorily assimilated into the area and enhances biodiversity (Cambridge Local Plan 2018 policies 55, 57, 59 and 69).

6. Landscape management and maintenance plan

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

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

7. Tree protection

The installation of tree protection measures and completion of any other works proposed to be carried out within root protection areas (RPAs) shall be carried out in full accordance with the approved Arboricultural Method Statement as set out in document ;PC-AMS-01, dated May 2025, by Plowman Craven, and under the supervisions of a suitably qualified arboriculturist. All tree protection barriers and ground protection will be installed prior to the commencement of any development works, including demolition, and will be retained until all development is complete, and all machinery and materials are removed from site.

Reason: To ensure that trees to be retained will be adequately protected, to preserve the arboricultural amenity in accordance with section 197 of the Town and Country Planning Act 1990 and Policy 71 of the Cambridge Local Plan 2018.

8. Unexpected contamination

If unexpected contamination is encountered during the development works which has not previously been identified, all works shall cease immediately until the Local Planning Authority has been notified in writing. Thereafter, works shall only restart with the written approval of the Local Planning Authority following the submission and approval of a Phase 2 Intrusive Site Investigation Report and a Phase 3 Remediation Strategy specific to the newly discovered contamination.

The development shall thereafter be carried out in accordance with the approved Intrusive Site Investigation Report and Remediation Strategy.

Reason: To ensure that any unexpected contamination is rendered harmless in the interests of environmental and public safety (Cambridge Local Plan 2018 policy 33).

9. Construction hours

No construction or demolition work shall be carried out and no plant or power operated machinery operated other than between the following hours: 0800 hours and 1800 hours on Monday to Friday, 0800 hours and 1300 hours on Saturday and at no time on Sundays, Bank or Public Holidays, , unless otherwise previously agreed in writing with the Local Planning Authority.

Reason: To protect the amenity of the adjoining properties. (Cambridge Local Plan 2018 policy 35).

10. Plant noise (operational)

No operational plant, machinery or equipment shall be installed until a noise assessment and any noise insulation/mitigation as required has been

submitted to and approved in writing by the local planning authority. Any required noise insulation/mitigation shall be carried out as approved and retained as such.

Reason: To protect the amenity of nearby properties (Cambridge Local Plan 2018 policy 36).

11. Sustainability

Within 3 months following practical completion a post construction statement confirming that the provisions as set out in the Energy Strategy (5200028-HLE-XX-XX-RP-ST-402026 rev P04), Sustainability Strategy (5200028-HLE-XX-XX-RP-ST-402085 Rev P04) and Whole Life Carbon Assessment (5200028-HLE-XX-XX-RP-ST-602028 Rev P03) have been fully implemented shall be submitted to and approved in writing by the Local Planning Authority.

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

12. BREEAM design stage

Within 12 months of commencement of development, a BRE issued Design Stage Certificate shall be submitted to, and approved in writing by, the Local Planning Authority demonstrating that BREEAM 'excellent' as a minimum will be met, with maximum credits for Wat 01 (water consumption). Where the Design Stage certificate shows a shortfall in credits for BREEAM 'excellent', a statement shall also be submitted identifying how the shortfall will be addressed. If such a rating is replaced by a comparable national measure of sustainability for building design, the equivalent level of measure shall be applicable to the proposed development.

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

13. BREEAM post construction certificate

Within 12 months following first occupation, a BRE issued post Construction Certificate shall be submitted to, and approved in writing by the Local Planning Authority, indicating that the approved BREEAM rating has been met. If such a rating is replaced by a comparable national measure of sustainability for building design, the equivalent level of measure shall be applicable to the proposed development.

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

14. Surface water drainage – operational (bespoke)

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

The scheme shall be based upon the principles within the agreed Flood Risk Assessment and SuDS Statement prepared by Howard Ward Associates Ltd (ref: P24158-HWA-ZZ-XX-RP-C-5001 Version v03) dated 28 March 2025 and shall also include:

- a) Full results of the proposed drainage system modelling in the QBAR, 3.3% Annual Exceedance Probability (AEP) (1 in 30) and 1% AEP (1 in 100) storm events (as well as 1% AEP plus climate change), inclusive of all collection, conveyance, storage, flow control and disposal elements and including an allowance for urban creep, together with an assessment of system performance;
- b) Detailed drawings of the entire proposed surface water drainage system, attenuation and flow control measures, including levels, gradients, dimensions and pipe reference numbers, designed to accord with the CIRIA C753 SuDS Manual (or any equivalent guidance that may supersede or replace it);
- c) Full detail on SuDS proposals (including location, type, size, depths, side slopes and cross sections);
- d) Site Investigation and test results to confirm infiltration rates;
- e) CCTV investigation into the receiving sewer network to determine outfall;
- f) Demonstration that the surface water drainage of the site is in accordance with DEFRA non-statutory technical standards for sustainable drainage systems;
- g) 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.

15. Cycle parking details

Notwithstanding the approved plans, prior to the occupation of the development, details of staff cycle parking shall be submitted to and approved in writing by the local planning authority. The details shall include:

- I. The number of cycle parking spaces
- II. The layout of the cycle store
- III. The type of stands
- IV. Means of access to the cycle store

The cycle parking shall be installed in accordance with the approved details prior to the occupation of the development and shall be retained thereafter.

Reason: To ensure adequate cycle parking provision for staff (Cambridge Local Plan 2018 policy 81)

16. Waste

Prior to the occupation of the development, a complete Waste Management Plan shall be submitted to and approved in writing by the local planning authority. The waste management plan shall be fully implemented in accordance with the approved details prior to the occupation of the development and the measures shall be retained thereafter.

Reason: To ensure adequate waste management for the site (policies 56 and 58 of the Cambridge Local Plan 2018)

17. Ecology compliance

Prior to the occupation of the development, the ecological mitigation shall be carried out in full in accordance with the details contained in the Preliminary Ecological Appraisal and Preliminary Roost Assessment (Plowman Craven, May 2025). The ecological measures shall thereafter be retained for the lifetime of the development.

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

18. Ecological enhancement scheme

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

Reason: To conserve and enhance ecological interests in accordance with Cambridge Local Plan policies 57, 59 and 70 and the Greater Cambridge Planning Biodiversity Supplementary Planning Document (2022).

19. Ecologically sensitive lighting

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

- a) include details (including luminaires, fittings and any shrouds) of any artificial lighting on the site and an artificial lighting impact assessment with predicted lighting levels at the site boundaries;
- b) unless otherwise agreed, not exceed 0.4 lux level (against an agreed baseline) on the vertical plane at agreed locations;
- c) detail all building design measures to minimise light spillage;
- d) set out a monitoring and reporting regime for the lighting scheme.

The approved lighting scheme shall be fully installed, maintained and operated in accordance with the approved details. The scheme shall be retained as such thereafter.

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

20. Demolition and construction traffic management plan

The measures contained within the demolition and construction traffic management plan (uploaded to the portal on 10/05/2025) shall be fully implemented prior to the commencement of development and development shall thereafter be carried out in accordance with the approved details.

Reason: To ensure that before development commences, highway safety will be maintained during the course of development. (Cambridge Local Plan 2018 Policy 81).

21. BNG deemed condition

Development may not be begun unless: (a) a biodiversity gain plan has been submitted to the planning authority, and (b) the planning authority has approved the plan.

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

Background papers:

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

- [Cambridge Local Plan 2018](#)
- [Draft North East Cambridge Area Action Plan](#)

Appendix 1 Policy Glossary

Cambridge Local Plan

Policy 1: The presumption in favour of sustainable development

Policy 2: Spatial strategy for the location of employment development

The provision of employment development is supported in the Cambridge Local Plan (2018). Policy 2 states that employment development will be focuses on the urban area, Areas of Major Change, Opportunity Areas and the city centre.

Policy 15: Cambridge Northern Fringe East and new railway Station Area of Major Change

Policy 15 of the Cambridge Local Plan (2018) and Policy SS/5 of the South Cambridgeshire Local Plan (2018) sets out the proposed development approach for Cambridge Northern Fringe East and Cambridge North railway station. The policy advises that the amount of development, site capacity, time scales and phasing of development will be established through the preparation of an Area Action Plan (AAP). The policy allocates the area for high-quality mixed-use development, primarily for employment uses such as B1, B2 and B8, as well as a range of supporting commercial, retail, leisure and residential uses (subject to acceptable environmental conditions).

Policy 28: Carbon reduction, community energy networks, sustainable design and construction, and water use

Policy 28 of the Cambridge Local Plan (Sustainable design and construction, and water use) states that all development should take the available opportunities to integrate the principles of sustainable design and construction into the design of proposals. This should include climate change adaptation, carbon reduction and water management. The policy also requires non-residential buildings to include full credits for Wat 01 of BREEAM. The same policy requires new residential developments to achieve as a minimum water efficiency to 110 litres pp per day and a 44% on site reduction of regulated carbon emissions and for non-residential buildings to achieve full credits for Wat 01 of the BREEAM standard for water efficiency and the minimum requirement associated with BREEAM excellent for carbon emissions.

Policy 31: Integrated water management and the water cycle and Policy 32: Flood risk

Policies 31 and 32 of the Local Plan require developments to have appropriate sustainable foul and surface water drainage systems and minimise flood risk.

Policy 31(f) of the Local Plan requires that all flat roof is a green or brown roof, providing that it is acceptable in terms of context.

Policy 33: Contaminated land

Policy 33 permits development only where it has been demonstrated that there will be no adverse health impact to future occupiers, surrounding occupiers and the environment from ground contamination and gas migration.

Policy 34: Light pollution control

Policy 34 requires that all development proposal include details of external lighting which demonstrates it will minimise impact on residential amenity, wildlife and landscape character, prevent light spillage and be the minimum level required for public safety/crime prevention.

Policy 35: Protection of human health from noise and vibration

Policy 35 guards against developments leading to significant adverse impacts on health and quality of life from noise and disturbance. Developments must demonstrate that any adverse noise impacts can be appropriately reduced and/or mitigated.

Noise and disturbance during construction must be minimized through conditions restricting construction hours and collection hours to protect the amenity of future occupiers. These conditions are considered reasonable and necessary to impose.

Policy 36: Air quality, odour and dust

Policy 36 requires development to demonstrate that it would not adversely impact on health, amenity of the environment through polluting or malodorous emissions, or dust or smoke emissions. Where a development is a sensitive end-use, that there will not be any significant adverse effects on health, the environment or amenity arising from existing poor air quality, sources of odour or other emissions to air.

Policy 37: Cambridge Airport Public Safety Zone and Air Safeguarding Zones

Applications for development within Cambridge Airport's Air Safeguarding Zones will be the subject of consultation with the operator of the airport and the Ministry of

Policy 40: Development and expansion of business space

Policy 40 encourages new office, and research and development facilities in a number of identified areas in the city. Proposals elsewhere are considered on their merits. In larger employment sites, consideration should be given to shared social spaces and facilities to enhance the vitality of the site.

Policy 55: Responding to context

Policy 55 requires that development responds positively to its context, is well connected and integrated with its surroundings and is of an appropriate mass, scale, form, materials and landscape design.

Policy 56: Creating successful places

Policy 56 requires development to be of a high quality, inclusive and accessible design. The policy states 11 criteria that development should comply with in order to create successful places.

Policy 58: Altering and extending existing buildings

Policy 58 permits extensions and / or alterations to existing buildings provided they do not unacceptably overlook, overshadow or visually dominate neighbouring properties.

Policy 59: Designing landscape and the public realm

Policy 59 requires that external spaces, landscape, public realm, and boundary treatments must be designed as an integral part of new development proposals and coordinated with adjacent sites and phases.

Policy 69: Protection of sites of biodiversity and geodiversity importance

Policy 69 requires that development does not lead to an adverse impact or loss of a site of biodiversity or geodiversity importance as identified on the Policies Map.

Policy 70: Protection of priority species and habitats

Policy 70 outlines a primary objective for biodiversity to be conserved or enhanced and provides for the protection of Protected Species, Priority Species and Priority Habitat and states that proposals that harm or disturb populations and habitats should secure achievable mitigation and / or compensatory measures resulting in no net loss.

Policy 71: Trees

Policy 71 seeks to preserve, protect and enhance existing trees and hedges that have amenity value and contribute to the quality and character of the area and provide sufficient space for trees and other vegetation to mature.

Policy 81: Mitigating the transport impact of development

Policy 81 states that developments will only be permitted where they do not have an unacceptable transport impact.

Policy 82: Parking management

Policy 82 of the Cambridge Local Plan (2018) requires development to comply with the car and cycle parking standards set out within appendix L.

In relation to cycle parking, the standards state for residential development states that one cycle space should be provided per bedroom for dwellings of up to 3 bedrooms. These spaces should be located in a purpose-built area at the front of each dwelling and be at least as convenient as car parking provision. To support the encourage sustainable transport, the provision for cargo and electric bikes should be provided on a proportionate basis.

In terms of car parking, appendix L states maximum car parking standards. Outside of the Controlled Parking Zone the maximum standard is no more than 1.5 spaces per dwelling for up to 2 bedrooms and no less than a mean of 0.5 spaces per dwelling up to a maximum of 2 spaces per dwelling for 3 or more bedrooms. Inside the Controlled Parking Zone the maximum standard is no more than one space per dwelling for any dwelling size. Car-free and car-capped development is supported provided the site is within an easily walkable and cyclable distance to a District Centre or the City Centre, has high public transport accessibility and the car-free status can be realistically enforced by planning obligations and/or on-street controls. The Council strongly supports contributions to and provision for car clubs at new developments to help reduce the need for private car parking.

NPPF (2024)

Paragraph 11 the presumption in favour of sustainable development

Paragraph 11 of the NPPF (2024) 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, having particular regard to key policies for directing development to sustainable locations, making effective use of land, securing well-designed places and providing affordable homes, when assessed against the policies in the NPPF (2024) taken as a whole.

Paragraph 116 Highway safety

Para. 116 of the NPPF advises that development should only be prevented or refused on highways grounds if there would be an unacceptable impact on highway safety, or the residual cumulative impacts on the road network would be severe.

Paragraphs 131, 135 and 137 well-designed, sustainable places

Paragraphs 131, 135 and 137 of the NPPF (2024) advise that developments should aim to achieve well-designed, sustainable places that function well, are visually attractive, create a strong sense of place and optimise the potential of the site.

Paragraph 136 Trees

Para. 136 of the NPPF seeks for existing trees to be retained wherever possible.

Paragraph 161 climate change

Paragraph 161 of the NPPF (2024) advises that the planning system should support to transition to net zero by 2050 and take full account of all climate impacts including overheating, water scarcity, storm and flood risks and coastal change.

Paragraphs 170-181 flood risk

Paras. 170 – 181 of the NPPF relate to flood risk. These advise that Inappropriate development in areas at risk of flooding should be avoided by directing development away from areas at highest risk. A sequential risk-based approach should also be taken to individual applications in areas known to be at risk now or in future from any form of flooding. The sequential test should be used in areas known to be at risk now or in the future.

Paragraph 198 Noise

Paragraph 198 of the NPPF advises that planning decisions should aim to avoid noise giving rise to significant adverse impacts on health and quality of life resulting from new development, as well as limiting the impact of light pollution on local amenity.

Paragraph 199 Air Quality

Paragraph 199 of the NPPF advises that opportunities to improve air quality should be identified, such as through traffic and travel management.

Other

The Greater Cambridge Sustainable Design and Construction SPD (2020)

The Councils' Sustainable Design and Construction SPD (2020) sets out a framework for proposals to demonstrate they have been designed to minimise their carbon footprint, energy and water consumption and to ensure they are capable of responding to climate change as required by Policy 28 of the Cambridge Local Plan.

The Greater Cambridge Sustainable Design and Construction SPD outlines the standards for EV charging at 1 per 1,000m² of floor space for fast charging points; 1 per 2 spaces for slow charging points and passive provision for the remaining spaces to provide capability for increasing provision in the future

The Greater Cambridge Biodiversity SPD (2022)

The Councils' Biodiversity SPD (2022) is in line with the Environment Act 2021 and requires that development proposals deliver a net gain in biodiversity following a mitigation hierarchy which is focused on avoiding ecological harm over minimising, rectifying, reducing and then off-setting.