



26/00884/OUT – Land north of Cowley Road and adjacent To The Wild Park, Cambridge

Application details

Report to: Joint Development Management Committee

Lead Officer: Joint Director of Planning and Economic Development

Ward/parish: Miton

Proposal: Outline planning application for the construction of a Multi-Storey Commercial Car Park including pedestrian and vehicular access and a standalone amenity kiosk on land to the north of Cowley Road, adjacent to the Wild Park, approved as part of planning permission ref. 22/02771/OUT.

Applicant: Brookgate Land Limited on Behalf of Chesterton Partnership

Presenting officer: Cuma Ahmet

Reason presented to committee: The provision of a non-residential building where the GIA floor space to be created by the development is more than 1,000m²

Member site visit date: N/A

Key issues:

1. Principle of Development
2. Indicative Design
3. Sustainable Design and Construction
4. Foul Water Drainage
4. Ecology and Biodiversity
5. Transport and Access

Recommendation: Approve subject to planning conditions.

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1. Executive Summary

- 1.1 The application seeks outline planning permission to construct a multi-storey commercial car park (“MSCCP”) and a standalone amenity ‘kiosk’ building.
- 1.2 The principle of the proposals for both a MSCCP and kiosk are considered to be consistent with the aspirations emphasised under Local Plan Policy SS/4 (Cambridge Northern Fringe East and Cambridge North Railway Station) of the adopted South Cambridgeshire Local Plan (SCLP) (2018) and also within the existing approved remit of the Cambridge North Masterplan (CNM) which was approved on appeal in April 2024 to deliver up to 425 residential dwellings and 53,700 m2 (NIA) of employment floorspace with supporting infrastructure including car parking.
- 1.3 The MSCCP is predicated on replacing the need for basement levels in the future buildings coming forward under the approved CNM scheme, by consolidating all commercial car parking requirements into a single building

and location. The MSCCP proposes to maintain a car parking level that is broadly similar to the total amount as approved in the CNM scheme.

- 1.4 The proposed indicative design provided for the MSCCP and kiosk building demonstrates that their relative scale and location are compatible with the approved CNM scheme and wider design objectives contained in the SCLP (2018).
- 1.5 The detailed design of the proposed development would seek to embrace sustainable principles in terms of lowering embodied carbon at construction and operational stages of development and its long-term environmental performance.
- 1.6 The proposed development would also not cause harm to protected habitats, sites, protected or priority species. It also seeks to provide the statutory amount of Biodiversity Net Gain (BNG) to be delivered off-site within the scope of the approved CNM.
- 1.7 The proposed development would seek to mitigate increased environmental risks in terms of flooding, wastewater drainage, air and noise pollution.
- 1.8 Officers recommend that the Planning Committee **APPROVE** the application subject to conditions set out in Section 21 below with any minor amendments delegated to officers.

2. Site Description and Context

- 2.1 The Application Site boundary (“Site”) measures a total area of approximately 0.55 hectares and is located within the administrative boundary of South Cambridgeshire District Council. The Site currently consists of existing hardstanding and shrubs with access provided onto an existing private ‘haul’ road located adjacent to its western boundary.
- 2.2 The Site is located within the boundary area of Cambridge North Masterplan (CNM) which was approved on appeal in April 2024 by the Secretary of State (SoS). The appeal allowed ‘hybrid planning permission’ to create an employment-led new city quarter containing uses including offices, research and development, and residential uses with associated car and cycle parking and public open space(s). The full SoS decision letter, including the Planning Inspector’s report can be viewed using the following hyperlink here: [Cambridge North \(Brookgate\) Appeal Decision](#).
- 2.3 For consistency, the aforementioned ‘hybrid planning permission’ is referred hereafter as the “approved CNM scheme”.
- 2.4 The approved CNM scheme proposes the Site for use as a construction logistics compound which would enable the build-out of phases of the development.

- 2.5 The Site falls within the Cambridge North Fringe East (CNFE) and Cambridge North Railway Station strategic area of growth, as identified under Policy SS/4 of the South Cambridgeshire District Local Plan (2018). A summary of Policy SS/4 is provided at Appendix 1 to this Report.
- 2.6 The relationship between the Site and the approved CNM scheme area is shown in Figure 1 below.
- 2.7 To the north, the Site is bounded by hardstanding from its former use as the Chesterton Sidings. To the east, it is edged by trees with the railway line beyond. To the south, trees and hardstanding again mark the boundary, reflecting its historic rail sidings use. To the west, the site is bordered by a private unnamed road providing access to Cowley Road for the Aggregate Rail Head located on Chesterton Sidings, with the Cowley Road Industrial Estate situated beyond.
- 2.8 The Site lies entirely within a low-risk area for flooding (Flood Zone 1) and there are no below or above ground heritage assets. The Site is located within the "Odour Exposure Contour" that is associated with the existing operation of Cambridge Waste Water Treatment Works (CWWTW).

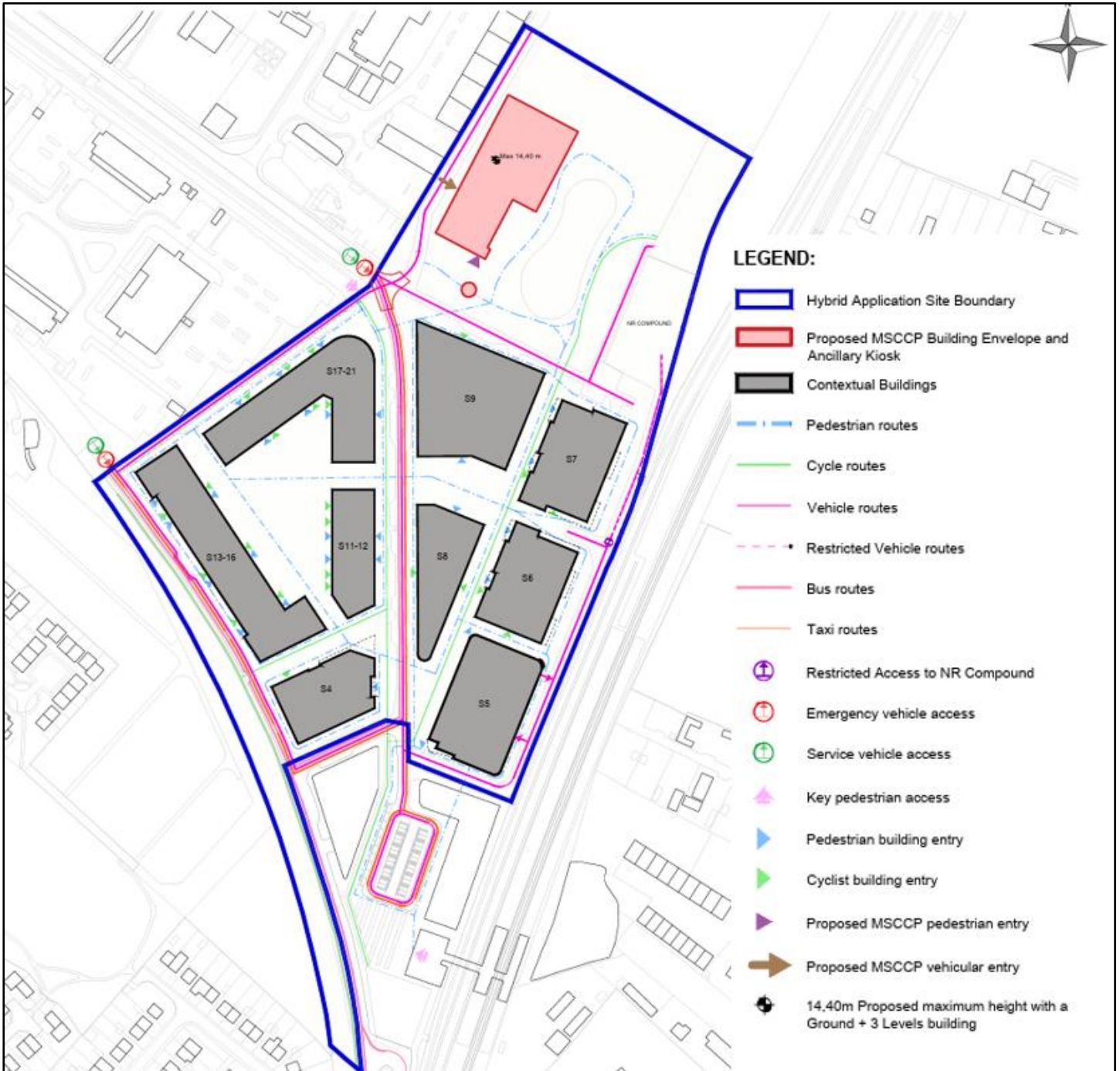


Figure 1: Application Site Location & Relationship with ‘Approved’ Cambridge North Masterplan Boundary Area (Source, Stripe 2026).

3. The Proposal

- 3.1 The application is submitted for outline planning permission to construct a multi-storey commercial car park (“MSCCP”) and a standalone amenity ‘kiosk’ building.
- 3.2 As an outline planning application, the permission is sought (only) for the means of access. All other (detailed) design related matters including ‘appearance’, ‘landscaping’, and ‘layout’ are reserved for future consideration under a “Reserved Matters Application.”
- 3.3 The application proposals are intended to be implemented alongside the phased development of the Cambridge North Masterplan (CNM).
- 3.4 It should also be noted that the current application proposals form part of a sequenced package of amendments that are being made to the approved CNM scheme. Non-Material Amendment (NMA) planning applications were recently approved under officer delegated powers for One Milton Avenue with the aim of supporting the delivery of the wider development. These non-material planning applications are referenced in Section 4 (Relevant Site History) below. It is anticipated that further NMAs will be submitted as development plots are brought forward.
- 3.5 This outline planning application establishes the general principles of the proposed development and is supported by a Parameter Plan which establishes the key aspects of the proposed development. This will set the framework for the reserved matters which will be submitted to the Local Planning Authority in due course.
- 3.6 The plans submitted for approval include the following:
 - **Dwg.no. J3433-STRIFE-XX-00-DR-AX-1002** – site location plan
 - **Dwg. no. J3433-STRIFE-XX-XX-DR-AX-1003 Rev.P03** - Parameter Plan (Building Heights, Footprint, Massing, Access and Movement). A range of other supporting information is also provided which includes as follows:
 - Design and Access Statement
 - Indicative layout plans of MSCCP
 - Landscape Parameter Plan demonstrating how the MSCCP and amenity kiosk are located within the context of the amended landscape of Wild Park and ‘Cowley Circus’.
 - Vehicle access and junction design plans (approved under non-material planning application ref. 22/02771/NMA4)

- Technical information including transport assessment; ecology and biodiversity net gain reports; flood and drainage risks; and noise and air technical notes.
- 3.7 The MSCCP will comprise a ground floor plus three additional levels measuring:
- a maximum of 14.4 metres in height (includes architectural screening);
 - a total of 600 parking spaces (measuring 5m x 2.5m) for commercial business users only; and
 - a standalone amenity kiosk
- 3.8 It is proposed that car parking provision in the MSCCP will be phased to align with the construction/delivery of commercial development on CNM.
- 3.9 The proposed MSCCP aligns with the Applicant’s revised car parking strategy for the approved CNM scheme insofar that it would re-provide for all commercial car parking needs generated by the office and lab buildings in the future development as approved in the CNM scheme.
- 3.10 A further 18 accessible spaces will be provided at surface level at/near to the future commercial buildings to meet the requirements generated by the agreed floorspaces. These are in addition to the 13 accessible spaces (also for commercial users) which are to be provided on-street.

4. Relevant Site History

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

Reference	Description	Outcome
22/02771/NMA4	Non-material amendment to outline planning permission 22/02771/OUT comprising changes to the approved landscape and highway design that will facilitate the creation of a new Pocket Park and amended layout for Cowley Circus and Wild Park.	Approved 19/05/2026
22/02771/NMA3	Non-material amendment to outline planning permission 22/02771/OUT to Building Ref. S04 which comprises changes including: removal of basement car and cycle parking and plant, removal of car lift and cycle access, revised internal layouts, revision to elevations and roof plant and screening, relocation and re-provision of cycle parking facilities, and associated amendments to landscape design.	Approved 02/04/2026

22/02771/NMA2	Non-material amendment to outline permission 22/02771/OUT relating to building reference SO4, comprising alterations to the basement layout to replace car lifts with a car ramp and cycle access, revisions to car and cycle parking provision, a reduction in roof terrace areas, amendments to the landscape design, updated plant screening to align with other levels, and adjustments to the plant layout to accommodate laboratory use, including flue location - alongside other de-minimis changes.	Approved 04/09/2025
22/02771/NMA1	Non-material amendment on outline permission 22/02771/OUT to proposed office building reference SO4 to amend plant, relocate cycle spaces, alter brick piers, revise windows and door locations to accommodate laboratory provision, remove level 06, enlarge amenity terrace, include two plant screens, increase height of brick 'shoulder' at level 05 to accommodate laboratory storey heights, revise doors and louvred areas at ground floor to accommodate revised plant and stores and additional windows	Approved 15/01/2025

22/02771/OUT	<p>A hybrid planning application for: a) An outline application (all matters reserved apart from access and landscaping) for the construction of: three new residential blocks providing for up to 425 residential units and providing flexible Class E and Class F uses on the ground floor (excluding Class E (g) (iii)), and two commercial buildings for Use Classes E(g) i(offices), ii (research and development) providing flexible Class E and Class F uses on the ground floor (excluding Class E (g) (iii)),together with the construction of basements for parking and building services, car and cycle parking and infrastructure works. b) A full application for the construction of three commercial buildings for Use Classes E(g) i (offices) ii (research and development), providing flexible Class E and Class F uses on the ground floor (excluding Class E (g) (iii)) with associated car and cycle parking, the construction of a multi storey car and cycle park building, together with the construction of basements for parking and building services, car and cycle parking and associated landscaping, infrastructure works and demolition of existing structures.</p> <p>(Link to SoS Appeal Decision Letter: Recovered appeal land to the north of Cambridge North Station.pdf (see also sub-section 4.2 below)</p>	Allowed on appeal 23/04/2024
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Table 2: Relevant site history

The Approved CNM Scheme (LPA Ref. 22/02771/OUT)

- 4.2 The approved CNM scheme is comprised of outline and detailed elements which were approved on planning appeal in April 2024.
- 4.3 The approved ‘outline’ elements include three new residential blocks; two commercial buildings for flexible office and research and development uses; construction of basements for car and cycle parking including services; and flexible retail/leisure uses at ground level of buildings. A suite of parameter plans covering land uses, building heights, access and movement and open space and landscaping underpin the information for the Outline elements.
- 4.4 The approved ‘detailed’ elements include the means of access and all landscaping (including Wild Park); three commercial buildings for flexible office and research and development uses with associated basement car and cycle parking; and flexible retail/leisure uses at ground level of commercial buildings; and a multi-storey car park (referred to as Mobility Hub).

4.5 The approved outline and detailed elements are illustrated in Figure 2 below.

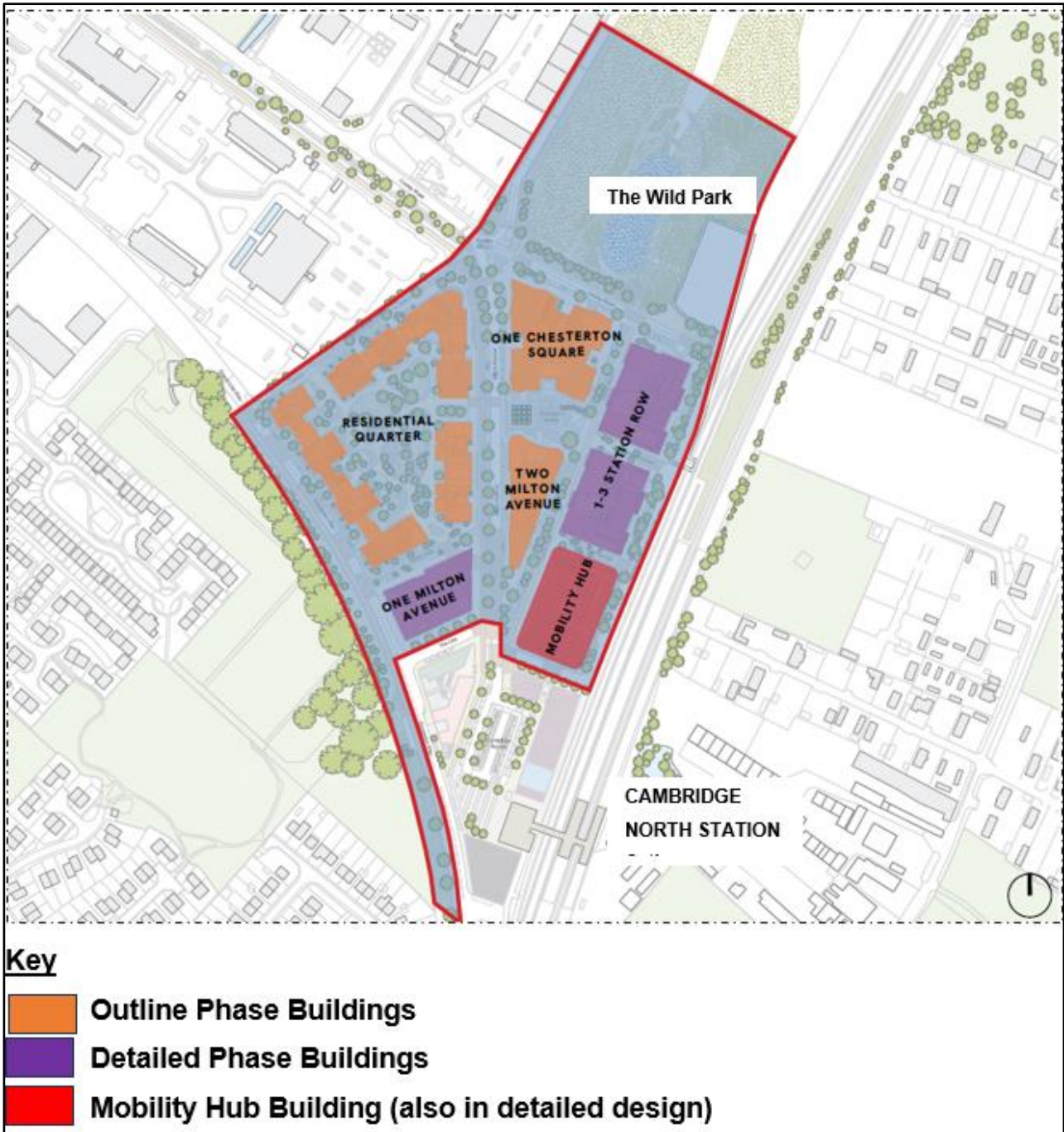


Figure 2: Outline and Detailed elements of the approved CNM scheme (Source, CNM Design and Access Statement, June 2022).

4.6 Collectively, the outline and detailed elements of the approved CNM scheme would provide as follows:

- 425no. residential units distributed across three buildings.
- 5 no. commercial buildings (inclusive of retail and leisure uses at ground level) totalling c.53,700m² (NIA).

- 598no. commercial car parking spaces located within individual basements (see Figure 3 later in report).
- The Wild Park, a community recreation area comprising Open Mosaic habitat, pond and areas of natural play.

4.7 A Reserved Matters Application (RMA) in relation to the residential phase of the approved CNM scheme has recently been submitted to the Council and is currently under 21-day statutory consultation (see LPA Ref. 26/01691/REM). It is anticipated that this RMA will be brought to determination by JDMC by the end of the summer.

5. Policy

(see **Appendix 1** for summaries of relevant Local Plan and NPPF policies)

5.1 National Policy

- National Planning Policy Framework 2024
- National Planning Practice Guidance
- Circular 11/95 (Conditions, Annex A)
- Environment Act 2021
- Equalities Act 2010
- Conservation of Habitats and Species Regulations 2017
- ODPM Circular 06/2005 – Protected Species

5.2 South Cambridgeshire Local Plan (2018)

Policy S/1: Vision

Policy S/2: Objectives of the Local Plan

Policy S/3: Presumption in Favour of Sustainable Development

Policy S/6: The Development Strategy to 2031

Policy SS/4: Cambridge Northern Fringe East and Cambridge North Railway Station

Policy CC/1: Mitigation and Adaptation to Climate Change

Policy CC/3: Renewable and Low Carbon Energy in New Developments

Policy CC/6: Construction Methods

Policy CC/7: Water Quality

Policy CC/8: Sustainable Drainage Systems

Policy CC/9: Managing Flood Risk

Policy HQ/1: Design Principles

Policy NH/4: Biodiversity

Policy NH/6: Green Infrastructure

Policy SC/9: Lighting Proposals

Policy SC/10: Noise Pollution

Policy SC/11: Contaminated Land

Policy SC/12: Air Quality

Policy SC/14: Odour and Other Fugitive Emissions to Air

Policy TI/2: Planning for Sustainable Travel

Policy TI/3: Parking Provision

Policy TI/6: Cambridge Airport Public Safety Zone

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

5.4 **Other Guidance**

- Cambridgeshire and Peterborough Minerals and Waste Local Plan (2021)
- North East Cambridge Area Action Plan (Proposed Submission)
- Cambridge and Milton Surface Water Management Plan - 2011)

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. The draft JLP was published for formal public consultation (under Regulation 18 of The Town and Country Planning (Local Planning) (England) Regulations 2012) between 1 December 2025 and 30 January 2026.

5.5.2 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.

5.5.3 Consultation on a Regulation 19 draft plan is anticipated in Summer/Autumn 2026.

6. **Consultations**

Publicity

6.1 **Neighbour Letters** – Yes. A total of 116 neighbouring properties were originally notified by letter on 10/03/26.

- 6.2 **Site Notice** – Yes. Two site notices were posted close to the application site boundaries on the 12/03/2026.
- 6.3 **Press Notice** – Yes and for the reason that the application proposals is major development.
- 6.4 A summary of all third party comments received at time of this report's publication is set out in Section 7 below.

Consultee Comments

Anglian Water – Objection

- 6.5 Foul water disposal - a temporary objection is raised based on the existing lack of sufficient capacity in the foul water network to accommodate the needs of any new development. Recommends a Grampian planning condition which would preclude any development from taking place until a strategic foul water strategy has been submitted and agreed in writing, should the LPA be minded to approve the application.
- 6.6 Surface water disposal - The proposed development would not seek to make a connection into its foul water network. Recommends further advice should be obtained from the LLFA or Internal Drainage Board (whichever is relevant), including the Environment Agency if the proposed drainage system would directly or indirectly feed into a watercourse.

Cambridge Airport – No objection

- 6.7 Recommends planning conditions as follows:
- 50m (AOD) limit on height of buildings and associated structures;
 - Details of landscaping scheme and SUDs;
 - Bird Hazard Management Plan; and
 - Glint and Glare Assessment.

Cambridge County Council Highways Team– No objection

- 6.8 The Development Management Team recommends a planning condition for a Construction Traffic Management Plan. This should be included separately to any requirement for a Construction Environmental Management Plan.

Cambridge County Council Lead Local Flood Authority – No objection

- 6.9 The LLFA has confirmed it is satisfied that the surface water from the proposed development can be managed through implementation of the previously consented surface water drainage strategy as part of the planning permission for the wider site under 22/02771/OUT.
- 6.10 Recommends the following planning conditions are appended to any planning permission for agreement of the LPA:
- Details of surface water drainage scheme to be implemented in accordance with the submitted Flood Risk Statement and Drainage Strategy, prior to commencement; and
 - Details of how additional surface water run-off from site and water quality will be managed during construction.
- 6.11 Informatives are advised including: reserved matters application to include water treatment measures for the MSCCP as covered in flood risk/drainage report; general control of pollution risks and confirmation that surface water drainage infrastructure installed has been appropriately maintained and remediated prior to handover.

Cambridge County Council Minerals and Waste Planning Authority (MWPA) - No objection

- 6.12 The MWPA considers that the proposed development is unlikely to adversely affect nor be affected by its proximity to the safeguarded sites which includes: Cambridge Waste Water Treatment Works; Cambridge Northern Fringe Aggregates Railhead Transport Infrastructure Area; and the Cowley Road Waste Management Area (WMA).
- 6.13 This advice is caveated subject to Anglian Water confirming it has no objection.

Cambridge County Council Transport Assessment Team – No objection

- 6.14 The County Transport Team is satisfied that the proposed MSCCP will not have an impact on the road network over and above that agreed under the original planning permission (ref. 22/02771/OUT).
- 6.15 Recommends a planning condition to be included that will secure details of the precise phasing and amount of parking to be provided at each reserved matters stage in accordance with the requirement of Condition 11 of the original planning permission.

Cambridgeshire Fire and Rescue Service – No objection

- 6.16 Recommends a planning condition to secure provision of a water scheme that will support the provision of fire hydrants before above ground development takes place. The cost of fire hydrants will be recovered from the developer.

East West Railway Company Ltd – No objection

- 6.17 The EWR Co. is satisfied that the proposed development would not prejudice the 'safeguarded area' or its associated plans.
- 6.18 Requests an informative should approval be forthcoming, which requires further discussion between parties in respect of (future) respective construction and operational traffic logistics.

Greater Cambridge Ecology Officer – No objection

- 6.19 The Ecologist is satisfied that the proposed development would be acceptable subject to securing the statutory minimum Biodiversity Net Gain (BNG).
- 6.20 There are two separate stages for securing statutory BNG: the first stage would involve confirming the amount, type and location of the off-site BNG via separate details to be provided under the deemed condition post planning permission; the second stage, prior to agreeing to the BNG plan under the first stage, a separate legal agreement, e.g. Section 106 or conservation covenant, will be required to secure and maintain the BNG (as may be agreed).
- 6.21 Recommends planning conditions related to the following, should approval be forthcoming:
- Construction Ecological Management Plan
 - Ecology - Enhancement
 - Lighting Strategy

Greater Cambridge Landscape Officer – No objection

- 6.22 The Landscape Officer acknowledges the limited role of landscaping within the proposed scheme. The maximum building height of 14.4 metres (AOD) does not raise further concern in relation to impacts on surrounding views and/or viewpoints.
- 6.23 Recommends that a planning condition for hard and soft landscape is included which would encourage potential opportunity to provide for green and/or brown roofs at the future Reserved Matters stage.

Greater Cambridge Sustainability Officer – No Objection

- 6.24 The approach to sustainable design in the design of the MSCCP is welcomed.
- 6.25 Recommends a planning condition is included that will secure a post-construction statement demonstrating how sustainability provisions set out in the Design and Access Statement have been implemented.

Greater Cambridge Urban Design Officer – No objection

- 6.26 The proposed development is not objected to in relation to its scale, massing or means of access. It however emphasises that the Applicant Team will need to ensure a coherent overall design is achievable for the MSCCP at Reserved Matters stage.

Ministry of Defence – No objection

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

Milton Parish Council – No objection

- 6.28 Supports the use of PV panels on the roof of the building and future proofing to increase its provision.

South Cambridge District Council Environmental Health – No objections

- 6.29 Noise Impacts - Officers are satisfied that the original noise information and conditions that were assessed in 2022 in the EIA under 22/02771/OUT still remain applicable to the proposed development. It requests that a bespoke Construction Environmental Management Plan condition is included.
- 6.30 Odour Impacts - Officers note that only a small proportion of the overall site would fall within the lower zone of odour impacts. It is therefore satisfied that the proposed development will not be affected by the odour impacts from the CWWTW and no odour mitigation is required.
- 6.31 Air Quality - The Air Quality specialist is satisfied that the proposed development will not impact on local and surrounding air quality. It recommends a planning condition for electric vehicle charging infrastructure in the MSCCP is included.
- 6.32 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.

South Cambridge District Council Environmental Health (Land Contamination) – No objection

- 6.33 The land contamination specialist does not object to the proposals but would seek to secure a bespoke site investigation and remediation scheme before they commence development.

7. Third Party Representations

- 7.1 The original objection received from the neighbouring concrete batching plant (located west of the Site) has been withdrawn following discussions with the Applicant Team. No other third-party representations were received.

8. Members Representations

- 8.1 None received.

9. Pre-Application Planning Agreement

- 9.1 The proposal has been subject to detailed pre-application advice as part of a positive Planning Performance Agreement (PPA). The scheme has evolved through a collaborative approach with targeted input provided by officers from the Strategic Sites Planning Team in relation to planning principles and process; the Built and Natural Environment Team in relation to ecology, landscape and sustainable design; South Cambridgeshire District Council Environmental Health in relation to air quality and noise; and Cambridgeshire County Transport and Highways in relation to highways design and capacity.
- 9.2 The Applicant briefed members of the Joint Development Management Committee in February 2026. Committee members asked the Applicant questions relating to the means of access to MSCCP; size of car parking spaces and accessible space provision in MSCCP; sustainable drainage and water recycling; toilet provision within kiosk; whether the MSCCP would also accommodate railway users; scale and appearance of MSCCP; and the future management of Wild Park and associated play areas.

10. Assessment

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

- Principle of Development
- Indicative Design
- Ecology and Biodiversity
- Sustainable Design and Construction
- Flood Risk and Drainage
- Transport and Access
- Miscellaneous Matters

11. Principle of Development

Compliance with Area Planning Policy and Approved CNM Scheme

- 11.1 Policy SS/4 (Cambridge Northern Fringe East and Cambridge North Railway Station) of the adopted SCLP (2018) designates the area for employment-led regeneration centred around Cambridge North Station.
- 11.2 The Site falls within this designated (strategic) planning policy area including the framework of the CNM scheme which was approved on appeal in April 2024 to deliver up to 425 residential dwellings and 53,700 m² (NIA) of employment floorspace with supporting infrastructure including car parking.
- 11.3 The proposed MSCCP forms part of a wider sequence of recent amendments to the approved CNM scheme which seek to ensure the long-term viability and deliverability of the approved CNM scheme.
- 11.4 In the above context, the MSCCP is predicated on replacing the need for basement levels in the future buildings coming forward under the CNM scheme which have consent by consolidating all commercial car parking requirements into a single building and location. In the event that planning permission is given for the MSCCP, separate amendment planning applications are going to be required to resolve design-related effects of removing basements on the buildings.
- 11.5 The proposed MSCCP and kiosk are expected to be constructed in the later phases of the approved CNM scheme. Temporary car parking spaces will be provided in phases for use by future commercial occupiers and their employees until the MSCCP is built. The principle of both temporary parking provision and the phased delivery of the MSCCP is considered under paragraphs 11.16 – 11.20.
- 11.6 Equally, all Section 106 planning obligations that are secured under the approved CNM scheme would remain unaffected by the proposed development.

- 11.7 On the above basis, the principle of the proposed development is acceptable and would comply with the aims and objectives of SCLP (2018) Policies S/1, S/2, S/3, S/6 and SS/4 including the NPPF.

Revised Commercial Car Parking Strategy for Cambridge North Masterplan Scheme

- 11.8 The approved CNM scheme currently provides for commercial car parking through basement car parking (see Figure 3 below). All commercial car parking in the basements of commercial buildings are now to be re-provided within the proposed MSCCP. The revised approach to car parking has been taken to ensure the approved CNM scheme can be viably delivered.

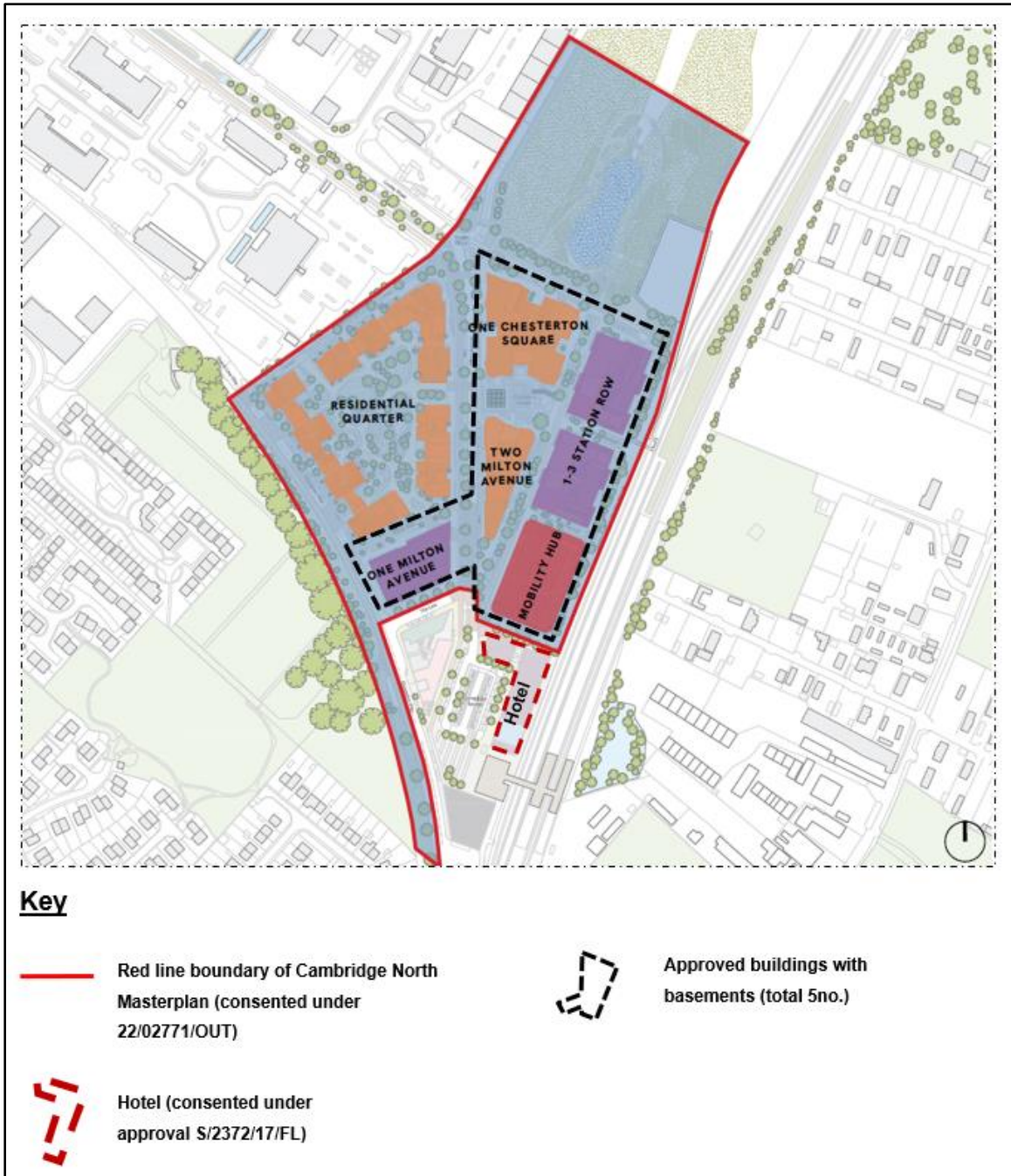


Figure 3: Location of Basement Car Parking in CNM Scheme

11.9 A comparison of the total amount of commercial car parking provision in the approved CNM scheme and the proposed MSCCP is set out in Table 3. The total parking numbers shown include accessible spaces.

Location / Building	Approved CNM Commercial Parking Scheme	Proposed Commercial Parking (to be re-provided in MSCCP)
One Milton Avenue Basement	60	60
One Station Row Basement	60	60
Three Station Row Basement	60	60
One Chesterton Square/Two Milton Avenue (shared basement)	141	141
Mobility Hub Basement	83	83
Hotel (delivered separately to approved CNM scheme)	N/A	20
*Additional Parking Spaces (located in Mobility Hub building)	*194	*194
Total Parking Provision	598	618

*Additional parking spaces that were assessed in accordance with trip budget for approved CNM scheme.

Table 3: Comparison between approved and proposed commercial parking space scenarios.

- 11.10 As indicated in Table 3, all commercial car parking in the basements of commercial buildings are re-provided within the proposed MSCCP.
- 11.11 In addition to the basement parking spaces, the proposed capacity of MSCCP includes an additional 194no. parking spaces which are taken from the future Mobility Hub building which as approved as part of the approved CNM scheme (see Figure 3 for location of Mobility Hub). These additional parking spaces were originally assessed as part of the Transport Assessment for commercial parking use although could alternatively be provided for Network Rail should growth in rail passenger demand require them. Should additional car parking for Cambridge North Station users be required, this matter will need to be considered under a separate application for planning permission when the Network Rail Mobility Hub proposals come forward.
- 11.12 The re-provision of the additional 194no. spaces within the proposed MSCCP would not exceed the trip budget allocated for the CNM area and is therefore acceptable. Details of how the additional parking spaces would be allocated to future commercial occupiers can be agreed in accordance with the Car and Cycle Parking Management Plan secured under Condition 11 of the approved CNM scheme (LPA Ref. 22/02771/OUT).
- 11.13 The (remaining) 20no. parking spaces shown in Table 3, and which are also proposed to be re-provided within the MSCCP, are assigned for its existing hotel use (Novotel) located immediately adjacent to the southern boundary of the CNM.

- 11.14 Of the proposed total amount of commercial car parking, 18no. parking spaces are also included to meet commercial accessible parking requirements. These spaces are in addition to the 13no. accessible parking spaces agreed under the approved CNM scheme. The combined accessible parking provision (31no. spaces) is equivalent to 5% of the total parking provision and therefore complies with minimum recommendations contained in national guidance (Inclusive Mobility, 2021).
- 11.15 The 31no. accessible parking spaces are provided at surface level close to the future commercial buildings. Details of their design and distribution (relative to each commercial building) would also need to be agreed in accordance with the Car and Cycle Parking Management Plan prior to the occupation of each commercial phase. In principle, the strategy to provide all accessible spaces near to each of the commercial buildings is acceptable subject to being able to integrate them successfully as part of the approach to creating a high-quality public realm.
- 11.16 As part of the revised parking strategy, officers consider that the proposed total amount of commercial car parking to include the 194 spaces from the Mobility Hub is broadly consistent with the approved CNM scheme and is therefore acceptable.

Phasing of Parking Provision

- 11.17 The Applicant has provided information to demonstrate how it could phase the delivery, relocation, and final consolidation of parking into the proposed MSCCP in order that continuous parking is provided during construction.
- 11.18 In summary, a total of 285no. temporary surface spaces would be created and maintained until the proposed MSCCP is completed. Upon completion of the MSCCP, all the temporary spaces will be transferred to the new MSCCP. Figure 4 (below) illustrates each phase in a flow diagram.

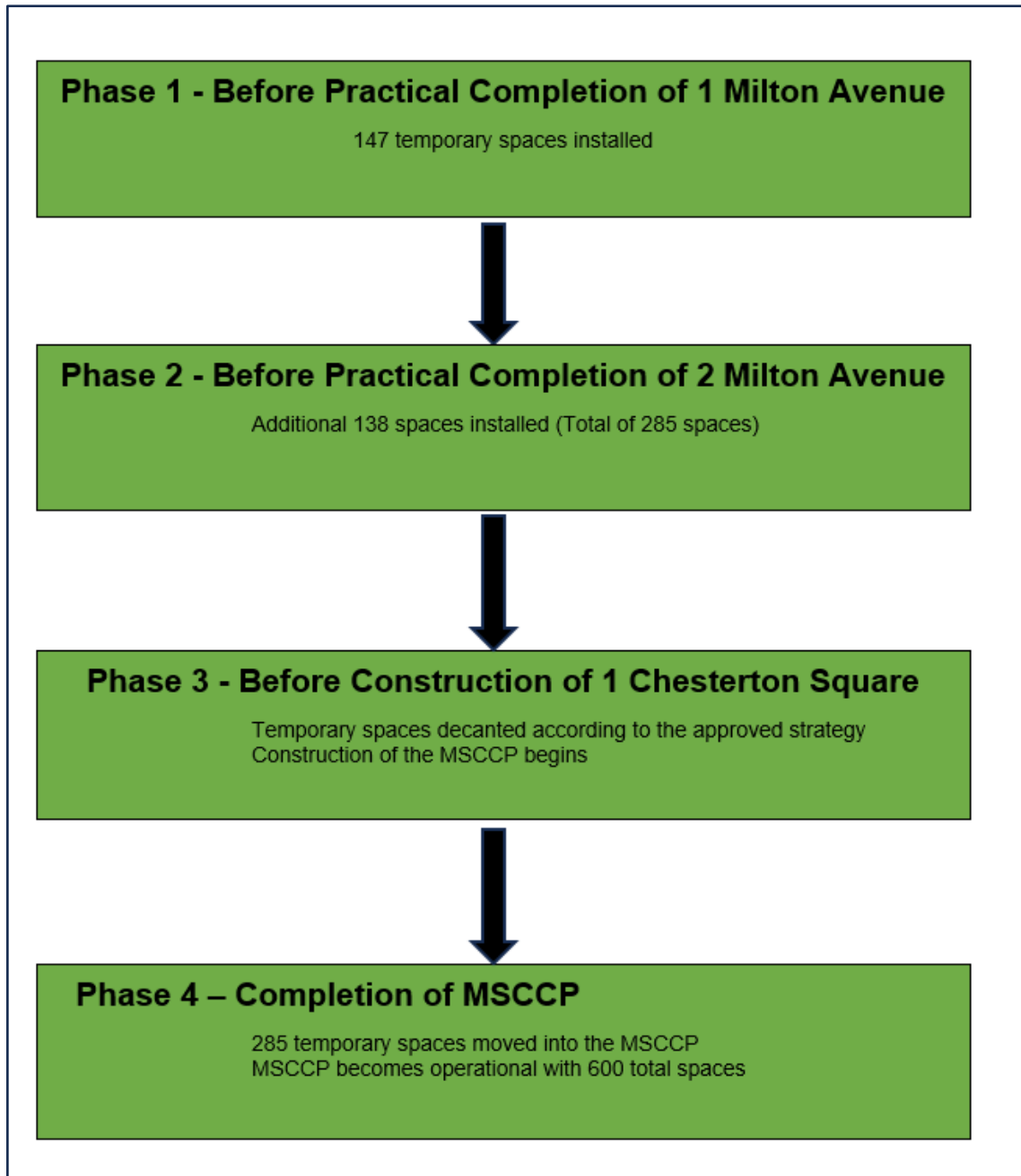


Figure 3: Flow-diagram of the proposed for phased parking during construction.

- 11.19 Officers acknowledge that construction of the MSCCP prior to any commercial building occupations is unlikely to be viable in financial terms.
- 11.20 However, higher levels of temporary car parking provision to offset demand in the initial stages could impact on the sequencing and timely delivery of Wild Park which is intended to be delivered alongside the residential phase. In addition, higher levels of temporary car parking would likely discourage/disincentivise future occupiers from using alternative sustainable forms of travel to the site.

- 11.21 Accordingly, it is recommended that a planning condition is included to ensure that the phasing and amount of temporary car parking does not exceed the overall maximum number of spaces to be provided for each development plots and that they do not result in an oversupply of spaces that will either impact on the agreed trip budget nor result in uptake and utilisation of active travel and public transport modes. The planning condition will require the submission of a strategy to demonstrate how temporary provision will be made and how car parking numbers will be provided to ensure that by the opening of the MSCCP, parking is consistent with the intended mode share assessed through the approved CNM scheme. **(Condition 4)**.

12. Indicative Design

- 12.1 With the exception of access design, details including scale, layout, appearance and landscaping are being reserved at this stage and will be addressed under a future “Reserved Matters Application” (RMA) made to the Council should planning permission be given.
- 12.2 Notwithstanding this, the submitted Design and Access Statement (DAS) and Parameter Plan (referred in Section 3 of Report) does provide sufficient information on the future design of the MSCCP and kiosk in order to determine their potential impacts on the surrounding area.
- 12.3 The accompanying Parameter Plan proposes that the MSCCP building would not extend above a height of 14.4 metres with its maximum footprint contained within the red line boundary. The maximum size parameters of the MSCCP ensures that it would not adversely cause harm to the character of this existing employment destination.
- 12.4 The MSCCP would incorporate dual vehicle entry and exit lanes which are located at a single point onto the private road running north from the Cowley/Milton Road junctions. It is designed on the basis of a one-way circulation strategy which would enable clear and safe driving patterns for vehicles arriving and/or leaving the MSCCP.
- 12.5 All parking bays will be designed to meet industry guidance and standards with standard spaces measuring 2.5 metres x 5 metres. Disabled parking spaces for commercial uses would not be provided within the MSCCP but on-street adjacent to the future commercial buildings.
- 12.6 Dedicated pedestrian walkways of c.1.2m in width would be provided across each parking deck connecting directly into stair cores. The stair cores are (indicatively) linked to the surrounding public realm and external pedestrian routes identified on the masterplan.

- 12.7 In terms of the future external appearance of the MSCCP, the DAS explores different façade hierarchies based on visibility, with the south and east elevations—plus the south-east entrance—given greater architectural emphasis. Whilst this strategy is broadly acceptable, it is important that the final architectural design demonstrates a level of coherence throughout. It is an expectation that this will be considered as part of future reserved matters, with appropriate planning conditions applied at that time to control the quality of external materials used in the final build.
- 12.8 The location of the proposed kiosk has the potential to add activity and surveillance to the Pocket Park and is well situated to pick up pedestrian movements to and from the Wild Park and MSCCP. The DAS which accompanies this application demonstrates how this building could evolve at reserved matters stage, providing a retail/café outline which accommodates both internal and external seating. The indicative images provided within the DAS demonstrate a building of modest height and footprint, the details of which will be secured through the reserved matters process. As such, the location and footprint of the kiosk building is considered acceptable.
- 12.9 In terms of landscaping, the recommendation of the landscape officer to include a hard and soft landscaping condition is merited given that the future integration of the MSCCP on the eastern boundary of Wild Park would still need to be carefully managed (see **Condition 9**).
- 12.10 Overall, the maximum extent and location of the MSCCP and kiosk buildings, as expressed in the accompanying Parameter Plan, ensures that existing and future uses and the character of the surrounding area are not adversely impacted.

13. Sustainable Design and Construction

- 13.1 The proposed MSCCP offers an alternative car parking strategy to the 'basement level' approach which was under the approved CNM scheme.
- 13.2 The DAS also provides a future design strategy for the MSCCP which prioritises reduced operational energy, lower embodied carbon, and long-term environmental performance.
- 13.3 The Applicant's proposed approach for the MSCCP building adopts natural ventilation removing the need for mechanical systems and reducing operational energy demand. LED lighting is proposed throughout, supported by daylight and motion sensors to minimise unnecessary energy use. In addition, and subject to a further review of business case, a PV panel array could be fully enclosed on the roof deck, contributing to on-site renewable energy generation.

- 13.4 The scheme follows a lean design philosophy, reducing the building footprint and minimising the volume of materials required. The structural frame uses fully recyclable materials, including concrete and steel, with an emphasis on high recycled content to reduce embodied carbon. Further reductions in façade-related embodied carbon are encouraged by the Council's Sustainable Design Officer in the future design stages of development.
- 13.5 The proposed MSCCP would seek to incorporate infrastructure for Electric Vehicle Car Parking (EVCP). The approved CNM scheme secured a requirement that 25% of all parking spaces would be provided with active charging infrastructure and remaining spaces would be passive. This fixed approach is no longer considered feasible given that:
- MSCCP building is proposed to be delivered in the last phase of the CNM development; and
 - provision of charging infrastructure should be determined on evidence of commercial tenant demands and the type of technology that is available at the relevant time in future.
- 13.6 Given the above, a planning condition has been recommended by officers that will require the Applicant to demonstrate that an appropriate provision for active vehicle charging can be made in both the temporary parking phases and once the MSCCP is built (see **Condition 5**).
- 13.7 In terms of water conservation objectives, the MSCCP is not required to meet BREEAM water targets. However, given the region's severe water stress, measures that secure water recycling of rainwater are strongly encouraged (see **Condition 14**).
- 13.8 The Sustainability Officer's recommendations for a post construction report that will demonstrate how the future sustainability provisions can be implemented in the final design is included (see **Condition 13**).
- 13.9 Overall, subject to the imposition of the recommended conditions as described above, the proposed development would comply with SCLP (2018) Policies HQ/1, CC/1, CC/3, CC/4 and CC/6; the Councils' Sustainable Design and Construction SPD (2020); and relevant objectives contained in the NPPF.

14. Ecology and Biodiversity

- 14.1 The Preliminary Ecological Appraisal (PEA) identifies that there are no significant ecological constraints that would prevent development of the Site. The site is classified as previously developed land and

was identified in the approved CNM scheme for use as a temporary construction logistics area.

- 14.2 The PEA does recommend that a Precautionary Working Method Statement is secured by condition which would ensure any future risks to priority species through demolition and construction can be avoided. Recommendations to enhance ecological value of the Site, e.g. bird and bat boxes and sensitive lighting, are advised. All the recommendations are supported by the Council's Ecologist and are accordingly secured in the following – see **Conditions 10 and 11**.
- 14.3 With respect to securing the statutory requirement for biodiversity net gain (BNG), it is proposed that a proportion of the off-site habitat enhancements would need to be provided within an 'ring-fenced' area on Wild Park. The Wild Park and the surrounding landscaped area will be delivered under the approved CNM scheme and includes a range of newly created habitats including wildflower rich grassland, tree and shrub planting, wetland areas and an open-mosaic habitat for invertebrates, birds, mammals and bats. Updated BNG metric calculations confirm that the approved CNM scheme would be able to achieve a BNG of 74.71%.
- 14.4 Full details of off-site biodiversity enhancements would be provided at 'post planning permission stage' via a biodiversity gain plan in accordance with the statutory deemed condition (see **Condition 12**). The deemed condition would only be discharged (by the Council) when a legal agreement, either Section 106 or conservation covenant, secures the registered offsite biodiversity gain with Natural England.
- 14.5 Overall, the proposed development would not cause harm to protected habitats, sites, protected or priority species. It would also seek to provide the statutory amount of BNG to be delivered off-site within the scope of the approved CNM. The proposals are therefore considered to comply with SCLP (2018) Policies HQ/1, NH/4 and NH/6; the Biodiversity SPD and relevant objectives contained within the NPPF.

15. Flood Risk and Drainage

- 15.1 In term of flood risks, the Site is considered to be at very low or low risk of flooding from fluvial, tidal, reservoir, canal, surface water and sewerage sources. A medium level of risk from groundwater flooding has been identified although the proposed development does not intend to include any underground structures (e.g. basements) or features in its future design.
- 15.2 The proposed surface water drainage strategy for the Site would mirror the approved surface water drainage strategy under the

approved CNM scheme with no material changes to the principles as agreed, e.g attenuation volume and discharge rates.

- 15.3 The future MSCCP design is expected to incorporate appropriate methods to remove pollutants prior to it discharging into the surface water network.
- 15.4 The LLFA are satisfied that the proposed development can be adequately accommodated within the surface water drainage design as approved in the CNM scheme and therefore does not object in principle subject to conditions (see **Condition 15 and 16**).

Foul Water

- 15.5 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.
- 15.6 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.
- 15.7 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 relocation of the Cambridge WRC has resulted in objections being raised by Anglian Water to planning applications within the Cambridge WRC catchment.
- 15.8 The application site lies within the Cambridge Water Recycling Centre (WRC) catchment area. Anglian Water advise in their representation that Cambridge WRC currently lacks the capacity to treat the additional flows generated by the proposed development.
- 15.9 It is understood by officers that a comprehensive feasibility review of all available options is being undertaken by Anglian Water to determine how future growth can be supported at the existing facility. This assessment is expected to conclude this month.
- 15.10 Anglian Water raise a temporary objection to the application proposals, until alternative plans to increase capacity at the existing Cambridge WRC to deal with wastewater from growth are confirmed. In order to overcome the objection, a condition is recommended by

Anglian Water to require a foul water strategy which will identify a sustainable point of connection to the public foul water network.

- 15.11 Whilst Anglian Water's consultation response is described as a temporary objection with regard to wastewater treatment, officers note that Anglian Water does not have the statutory power to directly prevent the Local Planning Authority from determining a planning application. 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.
- 15.12 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. Developers retain a right to appeal against non-determination if there is an unnecessary delay in determination.
- 15.13 In terms of foul water drainage impacts, it is anticipated that only the proposed kiosk building may require a connection to the future site-wide wastewater infrastructure that will be installed as part of the approved CNM scheme. Anglian Water has however raised an objection to a connection being made and advised that in order to overcome this, details of a 'strategic foul water strategy' should be provided before any development takes place. Subsequent dialogue between Anglian Water and Officers confirmed that the details to be provided did not need to relate to a strategic strategy, as this has already been provided and agreed as part of the approved CNM scheme.

Capacity of Cambridge WRC

- 15.14 Under the application proposals, foul water would be treated at Anglian Water's Cambridge WRC. Anglian Water have advised in their consultation response that this treatment works currently lacks the capacity to treat the additional flows generated by the proposed development.
- 15.15 Anglian Water has advised that using the latest 2024 Q90 dry weather flow (DWF) headroom figures, as verified by the Environment Agency, the WRC consent permit is for 37,330 m³ per day (37,330,000 litres per day). As of 2024 Q90 data, the WRC was operating at 39,354 m³ per day (39,354,000 litres per day), which demonstrates that the WRC is operating above consenting capacity.

- 15.16 Whilst no specific environmental harm has been identified by Anglian Water from the additional flows from this particular proposal to substantiate their objection, 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. This indicates that as Cambridge WRC is currently operating above its operational capacity, additional flows could worsen the situation.
- 15.17 Whilst a net increase in foul water flow arising from this development has the potential to cause environmental harm to receiving watercourses, albeit any attribution of harm from a single development site, including a proposal that does not amount to EIA development, as is in this case, is difficult to ascertain.
- 15.18 Officers take the view that in the circumstances of the application proposals, the extant planning permission (the approved CNM scheme) is a material consideration. This is because Anglian Water is obligated to deal with the foul water flows arising from the extant permission.
- 15.19 The proposal is for the kiosk (only) to be connected to wastewater infrastructure in the future. In terms of the additional wastewater from the kiosk, the estimated net increase in foul water load would equate to c.680 litres per day (0.68m³/day) and a discharge rate of c.0.008 litres per second. The estimates are based on 2 full-time members of staff and up to 50 visitors per day making use of the toilet facilities. However, given the size of the proposed kiosk, the Applicant expects the toilets to be provided for employee use only and therefore the estimated flow rates would be much smaller.
- 15.20 Based on the above information, the net increase in foul water flows from the development site is:
- i. limited to that generated from the kiosk only; and
 - ii. negligible in terms of the total amount to be discharged into the network.
- 15.21 On the above basis, and in accordance with the advice offered by Anglian Water, further confirmation of the final foul water load generated, flow discharge and the connection point for the kiosk is

recommended to be secured by planning condition before development commences. (see **Condition 17**).

- 15.22 Subject to including the aforementioned planning condition, the flood and drainage related impacts of proposed development would be satisfactorily managed and are therefore acceptable. As such the proposals comply with SCLP (2018) Policies CC/7; CC/8; and CC/9 and relevant advice in the NPPF.

16. Transport and Access

- 16.1 The County Transport Team are satisfied that the proposed amount of commercial parking to be redistributed into the MSCCP would not cause additional impacts on the highway network as originally assessed in the approved CNM scheme.
- 16.2 Vehicular access to the MSCCP would be taken from the private 'haul' road which extends north from Cowley Road. A 2m wide footway on the eastern side of the haul road and tactile paving at either side to aid pedestrians crossing the bell mouth of the MSCCP will also be installed to aid safe access on-foot. Swept path analysis has been undertaken to demonstrate that larger cars can enter and leave the MSCCP as well.
- 16.3 The associated junction layout between Cowley Road/Milton Avenue (informally referred to as 'Cowley Circus') has been revised under non-material amendment application ref. 22/02771/OUT/NMA4 to ensure that safe movement and access into the MSCCP can take place in future.
- 16.4 Details relating to how future construction traffic will be managed is included under **Condition 19**.
- 16.5 The proposed development would not cause additional impacts on the local and strategic highway network as originally assessed in the approved CNM scheme and therefore is acceptable. Accordingly, the proposals accord with the aims and objectives of Policies T/2 and T/3 and NPPF advice.

17. Miscellaneous Matters

Ground Contamination

- 17.1 A 'Ground Condition' technical note has been provided which confirms that whilst there are potential on-site sources of contamination these are unlikely to prevent the proposed development of the Site. The note recommends that a targeted ground investigation is carried out prior to future development to

ensure that the initial assumptions on the level of contamination risk can be updated/refined – (see **Conditions 20, 21 and 22**).

- 17.2 Subject to the above recommended conditions, the proposals comply with SCLP (2018) Policy SC/11 and NPPF advice.

Noise and Air Quality Impacts

- 17.3 Independent technical notes for air quality and noise related impacts are submitted in support of the proposals. These confirm that the proposed development would not introduce any new or materially different noise, vibration or air quality effects when compared to the EIA assessment under the approved CNM scheme. The scheme consolidates previously approved parking rather than increasing capacity and therefore the predicted traffic relate and plant emission would remain consistent with the original assessment. The MSCCP could potentially secure minor acoustic benefits from its screening of noise. The Site is also not within an Air Quality Management Area.
- 17.4 The Environmental Health Team have confirmed that they do not object to the proposed development and request planning conditions to manage the effects of future construction via the submission of a CEMP and EVCP Strategy (see **Conditions 5 and 18**)
- 17.5 Accordingly, the noise and air quality impacts are considered acceptable and therefore complies with SCLP (2018) Policies HQ/1; SC9; SC/10 and SC/11 including relevant advice in the NPPF.

Cambridge Airport Safeguarding

- 17.6 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 height limitations on buildings and associated structures; managing bird hazards and glint/glare from PV installation and landscaping scheme. These are included respectively under **Conditions 23, 24 and 25**.

18. Planning Balance

- 18.1 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).
- 18.2 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.

18.3 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.

18.4 In following these requirements, the submitted information has been examined, and the reasoned conclusion is that the impacts of the proposed development on the environment are acceptable and can be managed in accordance with the recommended planning conditions set out in Section 21 of the Report.

Summary of Planning Benefits

18.5 The proposed development would assist the developer in unlocking the delivery of the approved CNM scheme and thereby realising significant (wider) planning benefits.

18.6 In this context, the immediate planning benefits of the scheme are considered as follows:

18.7 Economic

- enables the objectives of the approved CNM scheme which is to grow and maintain the Cambridge science and innovation cluster
- enables the objectives of the revised CNM scheme which is to create new jobs and training opportunities

18.8 Social

- enables the objectives of the revised CNM scheme which is to improve social inclusion through creation of new employment and training opportunities
- enables objectives of the revised CNM scheme which is to improve wellbeing of local communities through creation of a range of new open spaces and employment and training opportunities

18.9 Environmental

- enables (and reinforces) the objectives of making efficient re-use of previously developed land

- enables the revised CNM scheme to achieve substantial carbon savings through removal of basements
- enables the CNM scheme to maintain opportunity to achieve significant positive biodiversity net gain

- 18.10 There are no disbenefits of the proposed development.
- 18.11 In the planning balance, officers consider that the proposed development, in combination with the revised CNM scheme would deliver significant economic, social and environmental benefits that accord with the three dimensions of sustainable development.
- 18.12 Officers consider that the all the relevant issues have been appropriately addressed and the environmental impacts are negligible.
- 18.13 Having considered the provisions of the development plan, the NPPF and the PPG, the views of statutory consultees and wider stakeholders, as well as all other material planning considerations, the proposed development is considered to accord with the development plan as a whole.

19. Conclusion

- 19.1 The application is generally consistent with the policies of the development plan for the area.
- 19.2 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.
- 19.3 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.
- 19.4 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.
- 19.5 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 and wider stakeholders.

19.6 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 a number of planning conditions.

20. Recommendation

20.1 **Approve** subject to:

- i. the planning conditions and informatives as set out in Section 21 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.

21. Planning conditions & Informatives

1. Outline Planning Permission - Reserved Matters

No development shall commence until details of the appearance, landscaping, layout and scale, (hereinafter called the 'reserved matters') have been submitted to and approved in writing by the Local Planning Authority. The development shall be carried out as approved.

Reason: This is an Outline permission only and these matters have been reserved for the subsequent approval of the Local Planning Authority.

2. Time Limit – Outline Planning Permission

Application(s) for approval of the reserved matters shall be made to the Local Planning Authority before the expiration of three years from the date of this permission. The development hereby permitted shall be begun either before the expiration of three years from the date of this permission, or before the expiration of two years from the date of approval of the last of the reserved matters pursuant to the Cambridge North hybrid planning permission (LPA Ref. 22/02771/OUT) whichever is the later.

Reason: In accordance with the requirements of Section 92 of the Town and Country Planning Act 1990 (as amended by Section 51 of the Planning and Compulsory Purchase Act 2004).

3. 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.

- J3433-STRIFE-XX-00-DR-AX-1002 Rev P05 (Site Location Plan)
- J3433-STRIFE-XX-XX-DR-AX-1003 Rev P03 (Parameter Plan)

- 08195-PJA-HGN-DR-C-0100 P01 (Road Access Improvements)
- 08195-PJA-HGN-DR-C-0111 P01 (Vehicle Swept Path Analysis)
- Air Quality Technical Note (Ramboll, dated 02/03/2026)
- Acoustics Technical Note (Ramboll, dated 27/02/2026)

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.

4. Temporary Car Parking Phasing Plan

Within 3 months of the date of this planning permission, a Temporary Car Parking Phasing Plan shall be submitted and approved in writing by the Local Planning Authority.

The TCPPP shall include:

- i. Details of the location, number, and layout of temporary parking spaces including how provision accords with the requirements of each commercial phase of development as approved under planning application 22/02771/OUT (or any subsequent approved variations);
- ii. Details of the phasing, timing, and mechanism for the transfer of temporary parking provision into the multi-storey car park (MSCCP) hereby approved;
- iii. Measures to manage, monitor, and control the use of temporary parking, including arrangements to prevent overspill parking on the surrounding highway network;

- iv. Arrangements for the ongoing monitoring and review of parking provision, including mechanisms for implementing corrective measures where necessary.

The TCPPP shall be implemented in accordance with the approved details. The approved temporary parking arrangements shall be retained only until such time as the MSCCP is brought into use and becomes operational, unless otherwise agreed in writing by the Local Planning Authority.

Reason: To ensure that temporary car parking provision is appropriately phased, managed, and integrated with the wider development under 22/02771/OUT (or any subsequent amendments), in the interests of highway safety and efficient movement, in accordance with objectives of Policy TI/3 of the South Cambridgeshire Local Plan (2018).

5. Electric Vehicle Implementation Plan

Prior to commencement of development (above ground) or in conjunction with the submission of the Reserved Matters Application, an Electric Vehicle Charging Implementation Plan shall be submitted to and approved in writing by the Local Planning Authority. The Plan shall include:

- Details of active electric vehicle charging provision during temporary parking phases as may be agreed in conjunction with information provided pursuant to Condition 4 above;
- Confirmation that a minimum of 5% of car parking spaces shall be provided with active electric vehicle charge points prior to first use of the MSCCP;
- The number and location of a minimum 5% of parking spaces to be provided as active electric vehicle charge points;
- Confirmation that 100% of remaining car parking spaces will incorporate passive charging infrastructure including details of demand triggers/threshold for their future activation;
- Details of ducting, cable routes and associated infrastructure to enable future installation of EV charging points;
- Details of electrical capacity, load management systems and connection arrangements; and
- Specifications of all charging equipment proposed including charging rates.

Active and passive car parking spaces shall be provided in accordance with the approved details prior to first use of the MSCCP and maintained thereafter. For the avoidance of doubt, “passive provision” means the futureproofing of available routes for the installation of cable routes and containment to parking bays to

facilitate future EV charging, without the requirement to install chargers, connect to the building's electrical distribution infrastructure, provide additional grid capacity, or undertake reinforcement works.

Reason: In the interests of reducing impacts of developments on local air quality and encouraging sustainable forms of transport in accordance with Policies SC/12 and TI/2 of the South Cambridgeshire Local Plan 2018 and the Greater Cambridge Sustainable Design and Construction SPD 2020.

6. Levels

Prior to commencement of development (above ground) or in conjunction with the submission of the Reserved Matters Application, cross sections showing the finished floor levels of the proposed MSCCP and associated external landscaping 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 in accordance with Policy HQ/1 of the South Cambridgeshire Local Plan 2018.

7. Earthworks

No development (above ground) 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. (South Cambridgeshire Local Plan 2018; Policies HQ/1 and NH/4).

8. Landscape Enhancements

Prior to commencement of development (above ground), or in conjunction with the submission of the Reserved Matters Application, details of the opportunities for landscape enhancements including biodiverse roofs (green and/or brown) and climbing plants in the proposed development shall be submitted to and approved in writing by the Local Planning Authority. The details shall include as follows:

Biodiverse roofs

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

Climbing plants

- e) written specifications (including cultivation and other operations associated with climbing plants and their establishment/installation) including schedules of plants, species, plant sizes and proposed numbers/densities where appropriate; and
- f) A management/maintenance plan.

The enhancement scheme shall be constructed and laid out in accordance with the approved details and all planting/seeding shall be carried out within the first planting season following the practical completion of the roof. The approved scheme shall be maintained as such in accordance with the approved management/maintenance plan.

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

9. Construction Ecological Management Plan

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

- a. Risk assessment of potentially damaging construction activities.
- b. Identification of biodiversity protection zones.
- c. Practical measures (both physical measures and sensitive working

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

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

Reason: To ensure that before any development commences appropriate construction ecological management plan has been agreed to fully conserve and enhance ecological interests. (South Cambridgeshire Local Plan 2018, policies HQ/1 and NH/4).

10. Ecological Enhancement Scheme

Prior to commencement of above ground development, or in conjunction with the Reserved Matters Application, an ecological enhancement scheme shall be submitted to and approved in writing by the Local Planning Authority. The scheme shall include details of bat and bird box installation, and other ecological enhancements. The approved scheme shall be fully implemented prior to first occupation or in accordance with a timescale agreed in writing by the Local Planning Authority.

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

11. Ecological Sensitive Artificial Lighting

No external lighting shall be installed until an ecologically sensitive artificial lighting scheme has been 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 and an artificial lighting impact assessment with predicted lighting levels. The scheme shall:

- a) include details (including luminaires, fittings and any shrouds) of any artificial lighting on the site and an artificial lighting impact

assessment with predicted lighting levels at the site boundaries;

b) unless otherwise agreed, not exceed 0.4 lux level (against an agreed baseline) on the vertical plane at agreed locations;

c) detail all building design measures to minimise light spillage;

d) set out a monitoring and reporting regime for the lighting scheme.

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

Reason: To fully conserve and enhance ecological interests (South Cambridgeshire Local Plan 2018 policies HQ/1 and NH/4).

12. Biodiversity Net Gain (BNG) (Deemed Condition)

Development above ground 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).

13. Sustainable Design (Post Construction Statement)

The development hereby approved shall not be occupied until a post construction statement confirming that the sustainability provisions as set out in *Design and Access Statement (Cambridge North Design Access Statement, Section 5 Energy & Sustainability Statement, Rev P05 dated 3rd March 2026)* accompanying the application have been fully assessed and implemented where appropriate. Any associated renewable and/or low carbon technology shall thereafter be retained and remain fully operational in accordance with the approved details.

Reason: To ensure the development promotes the principles of sustainable construction (South Cambridgeshire Local Plan 2018 Policies CC/1, CC/3, CC/6, CC/7 and CC/8 and the Greater Cambridge Sustainable Design and Construction SPD 2020).

14. Rainwater Harvesting

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

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

15. Surface Water Drainage

Prior to commencement of development, there shall be no laying of services, creation of hard surfaces or erection of a building until a detailed surface water drainage scheme for the site, based on the agreed Flood Risk Statement and Drainage Strategy, PJA, Project Code: 05425 Document Ref: 05425-R-05-B-FRA, Revision B, Dated: 27 February 2026 has been submitted to and approved in writing by the Local Planning Authority. The scheme shall subsequently be implemented in full accordance with the approved details prior to first use of the car park.

Reason: To ensure a satisfactory method of surface water drainage and to prevent the increased risk of flooding (South Cambridgeshire Local Plan 2018, policies HQ1, CC/8 and CC/9).

16. Surface Water (Construction Stage)

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

Reason: To ensure surface water is managed appropriately during the construction phase of the development, or cause detriment to water quality (South Cambridgeshire Local Plan 2018, policies HQ1,

CC/6, CC/7, CC/8 and CC/9; and Greater Cambridge Sustainable Design and Construction SPD 2020).

17. Foul Water Strategy

No development (above ground) shall commence until a 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. 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 (South Cambridgeshire Local Plan 2018 Policies HQ/1, CC/7 and CC/8).

18. Demolition and Construction Environmental Management Plan

Prior to the commencement of the multi-storey car park, a Demolition and Construction Environmental Management Plan (DCEMP) 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. (South Cambridgeshire Local Plan (2018) Policies SC/10 and SC/12; and Greater Cambridge Sustainable Design and Construction SPD 2020).

19. Construction Traffic Management Plan

No demolition or construction works shall commence on site until a traffic management plan has been submitted to and agreed in writing by the Local Planning Authority. The plan should include the following details:

- i. Movements and control of muck away lorries (all loading and unloading shall be undertaken off the adopted public highway)

- ii. Contractor parking; provide details and quantum of the proposed car parking and methods of preventing on street car parking.
- iii. Movements and control of all deliveries (all loading and unloading shall be undertaken off the adopted public highway)

Control of dust, mud and debris, in relation to the operation of the adopted public highway.

Reason: In the interests of maintaining highway safety and efficient function.

20. Site Investigation

No development shall take place until:

- a) The site has been the subject of a detailed scheme for the investigation and recording of contamination, based on the Phase 1 Desk Study, and remediation objectives have been determined through a risk assessment. The resulting Phase 2 Intrusive Site Investigation Report is to be submitted to and approved by the Local Planning Authority.
- b) Detailed proposals for the removal, containment or otherwise rendering harmless of any contamination (the Remediation Method Statement) have been submitted to and approved in writing by the Local Planning Authority.
- c) A Remediation Method Statement containing proposals for the removal, containment or otherwise rendering harmless any contamination, based upon the Phase 2 Intrusive Site Investigation, has been submitted to and approved in writing by the Local Planning Authority.

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

21. Remediation

Prior to the first use of the development, any works specified in the Remediation Method Statement must be completed and a Verification Report is submitted to and approved in writing by the Local Planning Authority.

Reason: To demonstrate that the site is suitable for approved use in the interests of environmental and public safety in accordance with Policy SC/11 of the South Cambridgeshire Local Plan 2018.

22. Unidentified Contamination

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

Reason: To ensure that any unexpected contamination is rendered harmless in the interests of environmental and public safety in accordance with Policy SC/11 of the South Cambridgeshire Local Plan 2018.

23. Bird Hazard Management Plan

Development shall not commence until a Bird Hazard Management Plan has been submitted to and approved in writing by the Local Planning Authority. The submitted plan shall include details of:

- Management of site to include the control of food waste and the installation of self-closing litter bins.
- Signs deterring people from feeding the birds.

The Bird Hazard Management Plan shall be implemented as approved, on completion of the development and shall remain in force for the life of the building. No subsequent alterations to the plan are to take place unless first submitted to and approved in writing by the Local Planning Authority.

Reason: In the interests of maintaining the safe movement of aircraft and the operation of Cambridge Airport. (South Cambridgeshire Local Plan 2018 Policy TI/6).

24. 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: In the interests of maintaining the safe movement of aircraft and the operation of Cambridge Airport. (South Cambridgeshire Local Plan 2018 Policy TI/6).

25. Buildings and Structures Height Limitation

No building or other structure, whether temporary or permanent shall be permitted to be erected on the site at any time which exceeds 51 metres Above Mean Sea Level (AMSL).

Reason: In the interests of maintaining the safe movement of aircraft and the operation of Cambridge Airport. (South Cambridgeshire Local Plan 2018 Policy TI/6).

26. Fire Hydrants

No above ground development should take place until a water scheme for the provision of fire hydrants has been submitted to and agreed in writing with the Local Planning Authority. The development shall be carried out in accordance with the approved water scheme.

Reason: In the interest of ensuring adequate infrastructure is installed and maintained for fire safety purposes. (South Cambridgeshire Local Plan 2018 Policy HQ1).

Informatives

1. East West Railway Safeguarding

The application site is in close proximity to a proposed railway Maintenance Delivery Unit (MDU) and interfaces with the access needed to construct and operate the MDU. The MDU is required to support the East West Rail project (EWR), a rail project of national significance. The Council advises the Applicant to liaise closely with East West Railway Company Limited to agree the timing and detailed implementation of the Applicant's proposed multi-storey commercial car park, including the vehicular access works off Milton Avenue/Cowley Road, to seek to avoid or reduce any conflicts between the two development proposals, and to mitigate any impacts arising.

2. Cranes

Due to the site being within 6km of Cambridge City Airport, the crane operator is required to submit all crane details such as maximum

height, operating radius, name and phone number of site manager along with installation and dismantling dates to the CAA Airspace Coordination and Obstacle Management Service (ACOMS) system.

3. Landscaping and SuDS Design

Information submitted pursuant to planning conditions 9 and 16 of this planning permission shall be provided in accordance with the requirements of *CAST Advice Note 3 'Wildlife Hazards around an Aerodrome'*.

4. 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.

5. Construction Surface Water Maintenance

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

6. 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

7. Fire Safety Water Scheme

Cambridgeshire Fire Authority has indicated that the MSCCP should not be occupied until all fire hydrants are inspected and tested for operational use.

All proposed water schemes and installation inspections can be booked via email to: Hydrants.User@cambsfire.gov.uk.

All cost for the installations of fire hydrants proposed are to be borne by the developer. The number and location of fire hydrants will be determined following a risk assessment and with reference to guidance contained within the “National Guidance Document on the Provision of Water for Fire Fighting” 3rd Edition, published January 2007. Access and facilities for the Fire Service should also be provided in accordance with the Building Regulations Approved Document B5 Vehicle Access. Dwellings Section 13 and/or Vol 2. Buildings other than dwellings Section 15 Vehicle Access.