26/02816/FUL – 50-55 William James House, Cowley Road, Cambridge, Cambridgeshire, CB4 0WX

Application details

Report to: Joint Development Management Committee

Lead Officer: Joint Director of Planning and Economic Development

Ward/parish: East Chesterton

Proposal: Demolition of existing buildings/hardstanding and erection of commercial building(s) (use classes E(g)(ii), E(g)(iii), B2 and B8 to be applied flexibly) with associated substation, servicing, access, parking, landscaping and associated infrastructure works.

Applicant: Realis Cowley PropCo Limited

Presenting officer: Janine Richardson

Member site visit date: N/A

Key issues: 1. Proposed flexible commercial uses

2. Water usage and foul water discharge

Recommendation: Approve the application subject to:

(i) The planning conditions as set out in Section 24 of this report, with delegated authority to officers to carry through amendments to those conditions (including additional/revised conditions as appropriate and necessary)

(ii) The prior completion of a Section 106 Agreement under the Town and Country Planning Act 1990 by **18 February 2027**, with delegated authority to officers to negotiate, settle and complete such an Agreement as referenced in the Heads of Terms within this report, including any other planning obligations considered acceptable and necessary to make the development acceptable in planning terms. If the Section 106 agreement is not completed by this date, then delegated authority shall be given to officers to either refuse the Applications based on a lack of secured mitigation contrary to the adopted Local Plans, or to agree any such extended period for completion of the agreement as appropriate.

1. Reason for Referral

Reason for referral to Planning Committee:

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

Artificial Intelligence (AI)

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

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2. Executive summary

2.1 The full planning application seeks demolition of the existing buildings on site and to replace them with a flexible commercial building comprising 4 units.

2.2 The proposal follows an earlier consent for a four-storey office building granted in 2020, which has since lapsed.

2.3 The principle of development is supported by both the adopted Cambridge Local Plan and the emerging Greater Cambridge Local Plan, which promote employment-led development in this location. The scheme would deliver modern commercial premises in a highly sustainable location, supporting business growth, investment, employment opportunities and the continued development of North East Cambridge as an innovation and employment hub.

2.4 The proposed layout, scale, massing and architectural design are considered high quality and appropriate to the industrial character of Cowley Road. The development would retain key street trees, introduce new landscaping and public realm improvements, deliver over 40%

biodiversity net gain, and incorporate significant sustainability measures including photovoltaic panels, air source heat pumps, rainwater harvesting, and ambitious BREEAM and Energy Performance Certificate (EPC) targets.

2.5 The submitted technical assessments demonstrate that the proposal would not result in unacceptable impacts in respect of highway safety, transport, flooding, drainage, ecology, trees, amenity, contamination, air quality, noise or lighting, subject to conditions. The scheme promotes sustainable travel through reduced car parking provision, significant cycle parking, and travel plan measures.

2.6 The principal issue identified relates to foul water treatment capacity at Cambridge Water Recycling Centre. While officers acknowledge Anglian Water's concerns regarding wider wastewater infrastructure constraints, the additional foul water generated by the development is considered modest and unlikely to result in significant environmental harm. Consequently, this matter attracts only limited weight against the proposal.

2.7 The development would deliver substantial economic, environmental and placemaking benefits, including new employment opportunities, investment in the local economy, high-quality design, biodiversity enhancement, sustainable transport measures and support for the regeneration of the wider area.

2.8 On balance, these benefits significantly outweigh the limited identified harm. Officers therefore conclude that the proposal represents sustainable development, accords with the Development Plan and the NPPF 2026, and recommend that planning permission be granted.

2.9 Officers recommend that the Planning Committee **approve** the application subject to the planning conditions as set out in Section 24 of this report, and the prior completion of a Section 106 Agreement.

Consultee	**Object / No objection / No comment**	**Paragraph Reference**
Anglian Water	Objection	7.5

Cadent Gas	No objection	7.8
Cambridge Water	No comment received	7.9
Cambridgeshire Constabulary	No objection	7.10
County Archaeology	No objection	7.11
County Transport Assessment Team	No objection	7.13
County Minerals and Waste	No response received	7.14
East West Rail	No objection	7.15
Ecology Officer	No objection	7.17
Environment Agency	No comment	7.20
Environmental Health	No objection	7.21
Fire and Rescue Service	No comments received	7.28
Landscape Officer	No objection	7.29
Lead Local Flood Authority (LLFA)	No objection	7.30
Local Highways Authority	No objection	7.32
Public Art Advisory Service	No objection	7.33
Sustainability Officer	No objection	7.34
Tree Officer	No objection	7.36

Urban Design	No objection	7.37
Waste – Shared Service	No objection	7.38

Table 2 - Consultee summary

3. Site description and context

3.1 The application site is located approximately 3.5 kilometres northeast of Cambridge City Centre within the established Cowley Road Industrial Estate, with surrounding land uses comprising a variety of commercial, industrial, leisure and infrastructure operations. The immediate surrounding area is made up of a mixture of office and industrial use buildings.

3.2 The site comprises of previously developed land of approximately 1.21 hectares. Currently on site is a large office unit 'William James House' an existing 3 storey building and a smaller industrial unit, which extends east-west to the southwest corner of the site. The northern part of the site is used for open external storage of vehicles and materials associated with the principal use of the site as a joinery company.

3.3 The access to the site is via Cowley Road which provides direct access to Milton Road and the A14.

3.4 The site backs onto a ditch / watercourse (the First Public Drain) to the north-west of the site. The watercourse has mature hedgerow planting alongside both banks of the watercourse. Further to the north and west of the site is the Anglian Water Wastewater Treatment Works (WWTW) site. To the south of the WWTW and to the west of the site is the City Council owned Cambridge Golf Driving Range.

3.5 Immediately adjacent and to the north of the site is an industrial unit and the recently upgraded Cambridge City Council depot. To the east and south-east on the opposite side of Cowley Road is the Stagecoach depot site. Further to the east is the Cambridge Ely rail line and sidings. Immediately to the south is the Veolia waste transfer station and the Cambridge North Railway Station is located approximately 600 metres to the south.

3.6 The site is not within a conservation area or within proximity of a listed building or heritage asset. It is outside a controlled parking zone. There are no tree preservation orders within or adjacent to the site, but it is noted that there is a substantial hedge / tree belt along the western edge

associated with the First Public Drain that forms the boundary to the golf driving range.

3.7 The site is within an area very low risk of fluvial flooding and some risk from surface water flooding (the central section of the site) as identified by the latest Environment Agency flood risk mapping.

3.8 The site lies within the odour risk area for the neighbouring WWTW.

4. The proposal

4.1 The proposal is for the demolition of existing buildings / hardstanding and erection of commercial buildings falling flexibly within use classes:

- E(g)(i) Office
- E(g)(ii) Research and development of products or processes
  E(g)(iii) Industrial processes
- B2 General industrial
- B8 Storage or distribution

4.2 The existing buildings have a gross internal floorspace of 3,882sqm. The proposed building would have a gross internal floorspace of 7,159sqm. This would result in a net additional gross internal floorspace of 3,277sqm.

4.3 The proposed building would comprise 4 units each with a forecourt area for access, cycle and car parking. At the west end of the site, visitor car parking and covered secured cycle parking is proposed. A substation and landscaped area comprising SuDs, amenity space and biodiversity enhancement is proposed to the west of the building.

4.4 Access and egress to the site is from existing accesses on Cowley Road.

4.5 Additional information has been submitted to address initial concerns raised by the Lead Local Flood Authority, the County Council Transport Assessment Team, Health Impact Assessment, Public Art and Anglian Water. Further consultations have been carried out as appropriate.

5. Relevant site history

Reference	Description	Outcome
18/1782/FUL	Four storey office development (B1 use) with associated car and bicycle parking, plant room, sub station and landscaping.	Approved 02.07.2020

16/2058/FUL	Three storey office development (B1 use).	Approved 03.05.2018

Table 3 - Relevant site history

6. Policy

6.1 National policy

National Planning Policy Framework 2026

National Planning Practice Guidance

National Design Guide 2021

Circular 11/95 (Conditions, Annex A)

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

Conservation of Habitats and Species Regulations 2017

Environment Act 2021

ODPM Circular 06/2005 – Protected Species

Equalities Act 2010

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

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

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

The NPPF (2026) advises that development plan policies (or parts of those policies) which are materially inconsistent with national decision-making policies in this Framework should be given very limited weight. Policy DM4

advises that local planning authorities may give weight to relevant policies in emerging plans according to several factors.

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

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

6.3 **Cambridge Local Plan (2018)**

Policy 1: The presumption in favour of sustainable development
Policy 2: Spatial strategy for the location of employment development
Policy 5: Strategic transport infrastructure
Policy 8: Setting of the city
Policy 14: Areas of major change and opportunity areas – general principles
Policy 15: Cambridge Northern Fringe East and new railway Station Area of Major Change
Policy 28: Carbon reduction, community energy networks, sustainable design and construction, and water use
Policy 29: Renewable and low carbon energy generation
Policy 31: Integrated water management and the water cycle
Policy 32: Flood risk
Policy 33: Contaminated land
Policy 34: Light pollution control
Policy 35: Protection of human health from noise and vibration
Policy 36: Air quality, odour and dust
Policy 40: Development and expansion of business space
Policy 41: Protection of business space
Policy 42: Connecting new developments to digital infrastructure
Policy 55: Responding to context
Policy 56: Creating successful places
Policy 57: Designing new buildings
Policy 59: Designing landscape and the public realm
Policy 60: Tall buildings and the skyline in Cambridge
Policy 69: Protection of sites of biodiversity and geodiversity importance
Policy 70: Protection of priority species and habitats
Policy 71: Trees
Policy 80: Supporting sustainable access to development
Policy 81: Mitigating the transport impact of development
Policy 82: Parking management
Policy 85: Infrastructure delivery, planning obligations and the Community Infrastructure Levy

6.4 **Cambridgeshire and Peterborough Minerals and Waste Local Plan (2021)**

Policy 5: Mineral Safeguarding Areas (MSAS)
Policy 16: Consultation Areas (CAS)

6.5 **Neighbourhood plan**

None

6.6 **Supplementary Planning Documents (SPD)**

Greater Cambridge Health Impact Assessment – Adopted April 2025
Greater Cambridge Planning Obligations SPD – Adopted April 2026
Biodiversity SPD – Adopted February 2022
Sustainable Design and Construction SPD – Adopted January 2020
Cambridgeshire Flood and Water SPD – Adopted November 2016

6.7 **Other guidance**

Biodiversity Checklist for Land Use Planners in Cambridgeshire and Peterborough (2001).
Cambridge and Milton Surface Water Management Plan (2011)
Cambridge and South Cambridgeshire Level 1 Strategic Flood Risk Assessment (2010)

7. Consultations

7.1 **Publicity**

7.2 Neighbour letters – Yes

7.3 Site Notice – Yes

7.4 Press Notice – Yes. Major application.

Anglian Water Services- Objection

7.5 The applicant's foul drainage strategy indicates that the proposed development would result in only a marginal increase in foul water discharge compared with the existing use. However, the key issue is not the magnitude of the increase, but it is whether the receiving Water Recycling Centre (WRC) has sufficient capacity to accommodate any additional foul flows arising from the development.

7.6 The receiving wastewater infrastructure currently has insufficient capacity to accommodate additional flow without an unacceptable risk to the environment and existing customers. Consequently, Anglian Water must consider the cumulative impact of all additional flows entering the wastewater system, regardless of whether the increase arising from an individual development is relatively small.

7.7 Whilst the redevelopment of previously developed land and the efficient use of existing employment sites is supported in principle, our previous objection remains due to the lack of capacity at Cambridge WRC.

Cadent Gas- No objection

7.8 Cadent Gas own and operate medium and low pressure assets in close proximity to the proposal site. Cadent may have a Deed of Easement on the pipeline, which prevents change to existing ground levels, storage of materials and the erection of permanent/temporary buildings. An Informative Note has been recommended.

Cambridge Water – No objection

7.9 No comment received.

Cambridgeshire Constabulary (Designing Out Crime Officer)- No objection

7.10 Detailed advice given on Secure by Design security and standards. Advice on lighting design, secure cycle parking, car parking and theft during construction phases.

County Archaeology- No objection

7.11 The site is located within an area of known archaeological potential, including a significant Roman settlement, in the north east of the city of Cambridge. The preservation of these remains is uncertain due to the relatively high density of development in the area. Medieval and post medieval agricultural systems have been found to the south of the proposed development and Iron age and Roman remains to the south west.

7.12 The site should be subject to a programme of archaeological investigation to safeguard archaeological assets from impacts associated with the development scheme. No demolition/development shall take place until archaeological work has been completed.

County Transport Assessment Team – No objection

7.13 No objection subject to a Travel Plan and Travel Welcome Packs. The development relies on low car parking ratios to achieve low car driver mode share. As a result of this the number of pedestrian, cycle and bus trip to the area will increase significantly. In order to achieve these sustainable mode shares strategic transport improvements are proposed in this area, such as the Waterbeach Greenway scheme, which improve sustainable transport links to this site. A contribution towards Active Travel improvements of £180,063 will be required, secured through a S106.

County Minerals and Waste – No objection

7.14 No comments received.

East West Rail (EWR Co)- No objection

7.15 Under the updated Safeguarding Directions that were adopted on 30th June 2026, relevant local planning authorities must consult EWR Co on planning applications where any of the land falls within the safeguarded area to ensure that the planned route of EWR is protected from conflicting development.

7.16 EWR Co note that the application will not have adverse impacts on the delivery of the railway.

Ecology Officer- No objection

7.17 The principal ecological constraint is the First Public Drain City Wildlife Site adjacent to the north-western boundary of the site. The ditch and scrub provide foraging and commuting habitat for water vole, otter and bats.

7.18 Due to the hydrological connection to the First Public Drain City Wildlife Site, River Cam County Wildlife Site and downstream designated sites, a Construction Ecological Management Plan (CEMP) should be secured.

7.19 The proposed Biodiversity Net Gain (BNG) is considered acceptable. Recommend the statutory biodiversity net gain condition and conditions to secure ecology works and mitigation measures.

Environment Agency- No comment

7.20 No comments as application falls outside consultation requirements.

Environmental Health- No objection

7.21 Contaminated Land – The Phase 1 Desk Study and the preliminary conceptual site model and risk assessment are considered acceptable. Conditions recommended.

7.22 Air quality Assessment – The proposed development will not have adverse impacts on local air quality as a result of trip generation to and from the site. Further information is required on the final EV charge point scheme.

7.23 Demolition and Construction Dust – The Air Quality Assessment submitted is viewed as robust and satisfactory. A Dust Management Plan must be provided prior to the commencement of development.

7.24 Demolition and Construction Noise and Disturbance – Recommend conditions for demolition and construction hours and noise and vibration from piling.

7.25 Operational Noise – Mechanical Plant – Recommend condition requiring the submission of a bespoke noise assessment which will come into effect when more is known about the future occupiers and their individual requirements.

7.26 Odour – Recognise that whilst we do not agree with the results of the TRC Odour Assessment, we do agree with the conclusions it presents in so far as no odour specific mitigation is required.

7.27 Artificial Lighting –Agree that the development is in an area that is low risk and that the lighting / illuminance thresholds provided in ‘Guidance Notes for the Reduction of Obtrusive Light’ will be achieved.

Fire and Rescue Service – No objection

7.28 No comment received

Landscape Officer- No objection

7.29 Supports the proposals, noting that it will be a qualitative improvement to the existing situation. Due to a constructive and collaborative preapplication process, any issues have been resolved successfully.

Recommend conditions for hard, soft landscape and tree pit details, and a landscape maintenance and management plan.

Lead Local Flood Authority (LLFA)- No objection

7.30 Agree that surface water from the proposed development can be managed through the use of tanked permeable paving, attenuation tanks and attenuation basin before discharging via flow control at 1.6l/s into the First Public Drain adjacent to the site. The Applicant has provided a surface water maintenance plan which outlines maintenance requirements, frequencies and adoption details of all surface water drainage features on site.

7.31 Conditions recommended for preventing the increased risk of flooding, improving and protecting water quality, and improving habitat and amenity.

Local Highways Authority- No objection

7.32 Given Cowley Business Park is a private street, no significant adverse effect upon the Public Highway should result from this proposal.

Public Art Advisory Service- No objection

7.33 The submitted Public Art Strategy successfully aligns with local architectural character by proposing integrated façade lettering and a competitive commissioning process. Should include community consultation to shape the art works identity. Recommend condition for a Public Art Delivery Plan (PADP).

Sustainability Officer- No objection

7.34 The development will allow for a 34.49% of energy savings and a total carbon reduction of 30.73% because of the use of renewable and low-carbon technologies, including passive energy efficiency measures, an estimated 660 photovoltaic (PV) panels and air source heat pumps (ASHPs). Consequently, the proposal will achieve a minimum BREEAM Excellent and EPC A rating.

7.35 To effectively monitor water consumption, it is expected that the development will incorporate rainwater harvesting and pulsed water meters will be installed on the mains water supply. Conditions recommended.

Tree Officer

7.36 Welcome the protection methods advocated for retained vegetation and the scheme of substantial new tree planting. Recognise that the presence of retained trees, along with the advised new tree plantings, means there is a potential risk of future issues relating to indirect damage. Support the application subject to conditions.

Urban Design- No objection

7.37 The approach to layout and movement is supported by Urban Design. Also welcome the approach to scale, massing and appearance in this context as a positive contribution to the character of the industrial Cowley Road area. The functional design needs of the scheme have been well integrated and is therefore supported in design terms. Conditions recommended.

Waste Shared Service- No objection

7.38 Guidance offered to ensure that waste storage areas comply with standard requirements. Safe and legal disposal arrangements should be made for bulky items because these cannot be disposed of in regular scheduled bin collections.

Joint Development Control Committee pre-application briefing of 15 July 2026

7.39 A developer led briefing was given to the Joint Development Management Committee on 15 July 2025.

7.40 Members raised questions relating to the circular economy, trip budget, photovoltaics, design and colour, cooling, height of building, vehicle tracking, odour impact zone, roofscape and type of employment.

8. Third party representations

8.1 No representations have been received.

9. Member Representations

9.1 None received

10. Local Groups / Petition

10.1 None received

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

11. Planning background

11.1 Planning permission was granted for a four-storey office development (Use Class B1) with associated car and bicycle parking, plantroom, substation and landscaping in July 2020 (reference 18/1782/FUL). This permission has not been implemented and lapsed in 2023. The permission established a precedent for buildings up to 16m in height with plant room extending up to 18m.

12. Assessment

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

- Principle of development
- Design and landscape
- Trees
- Carbon reduction and sustainable design
- Biodiversity
- Water management and flood risk
- Highway safety and transport impacts
- Other matters
- Planning obligations
- Planning balance
- Recommendation
- Planning conditions

13. Principle of Development

13.1 The site falls wholly within Cambridge City Council jurisdiction, and the relevant adopted development plans are the Cambridge Local Plan 2018 (CLP) and Cambridgeshire and Peterborough Minerals and Waste Local Plan (2021).

13.2 Policy 15 of the CLP identifies the 'Cambridge Northern Fringe and new railway station' as an area of major change. This designates the area for

‘high quality’ mixed-use development primarily for uses such as B1 (now Use Class E), B2 and B8 as well as supporting uses such as commercial, retail, leisure and residential uses (subject to acceptable environmental conditions).

13.3 The emerging policy within the draft Joint Local Plan, North East Cambridge policy S/AMC/NEC: North East Cambridge Area of Major Change requires proposals to support the development of a thriving, well-connected, mixed use innovation district. The important contribution of existing Light industrial, Mid-Tech, Storage and Distributions (E(g)(iii), B2, B8) uses to the economies of the innovation district are recognised. The policy seeks to retain and strengthen these uses with particular support for mid-tech provision that complements and supports research, prototyping, engineering, servicing, logistics and operational activities. Whilst this draft policy can be given limited weight at this time, the proposal is in accordance with this approach.

13.4 The proposals for commercial building(s) (use classes E(g)(ii), E(g)(iii), B2 and B8 to be applied flexibly) are in line with the current Local Plan and the ambitions of the new draft Joint Local Plan.

13.5 The new NPPF (2026) decision making policy E2: Meeting the need for business land and premises, gives substantial weight to a) the economic benefits of proposals for commercial development which allow businesses to invest, expand and / or adapt, especially where this would support the economic vision and strategy for the area.

13.6 NPPF decision making policy S4: Principle of development within settlements, requires development within settlements to be approved unless the benefits of doing so would be substantially outweighed by any adverse effects when assessed against the national decision-making policies in the Framework.

13.7 The proposed development will make effective use of land in a sustainable location in accordance with Policy TR3: Locating development in sustainable locations of the NPPF 2026.

13.8 In principle the redevelopment of the site for the proposed uses is therefore considered acceptable in accordance with Cambridge Local Plan policy 15 and the NPPF (2026).

14. Design and Landscape

Layout and movement

14.1 The approach to the proposed site layout has been largely driven by the concept for a series of industrial ‘yards’ behind the existing belt of street trees along the south-eastern boundary, presenting clusters of commercial activity onto Cowley Road. The buildings have been pushed towards the rear of the site with an easement of a minimum of 2m from the western site boundary and existing trees, allowing for generous and multifunctional yards to the front of the site to accommodate pedestrian access, servicing, operational vehicle movements and cycle and car parking provision.

14.2 Four points of pedestrian access from Cowley Road to the reception area of each of the units intercept the internal one-way access road. The submitted landscape strategy plan shows pedestrian footpaths delineated from the carriageway with resin bonded paving to help prioritise footpath pedestrian movement. The proposed hard and soft landscaping details will be important for ensuring pedestrian and cyclist safety. **Condition 24: Hard and Soft Landscaping** is recommended to ensure that this is appropriate.

14.3 All unit entrances have been located to the front of the buildings in clearly legible locations, creating a positive sense of arrival. First floor office spaces have also been located to the front of the units to create a greater sense of activity and overlooking onto the yards and Cowley Road. An outdoor amenity space with an integrated SuDS feature is proposed to the south of the site and benefits from a level of surveillance from the ground floor reception space of unit A.

14.4 Each unit has a dedicated bin store integrated within the curtilage of each unit, easily accessed by the refuse vehicles from their respective yards. The unit plot ownership is reinforced through the choice of cladding, which matches that of the unit it belongs to.

14.5 The functional design needs of the scheme have been well integrated and the holistic approach to cycle parking, car parking and servicing is therefore supported in design terms.

14.6 Overall, the approach to layout and movement, underpinned by a strong place-responsive concept in a highly constrained site, is supported by Officers.

Scale, massing and appearance

14.7 The proposed scale and massing of the units is consistent with the industrial character of buildings in the surrounding context. The height of the units is up to approximately 19 metres. The approved 2018 scheme allowed for an office building height of approximately 16 metres with the height of the plantroom roof of 18m.

14.8 The massing of proposed warehouse units is broken down by an articulated pitched roof form created by the parapets that conceal the portal frame profile. The roof form has been utilised to provide south-facing PVs, and roof lights have been introduced to provide natural daylight within deep building footprints. The consistent rhythm of openings on the first floor contribute to the active interface onto Cowley Road with brise soleil providing shade for west-facing spaces and adding interest to this principal elevation. The proposed elevations include indicative tenant signage zones which will help to ensure that the consistency in the signage approach and the overall quality and balance of the principal building elevation are maintained in the long-term.

14.9 The proposed material palette is simple and well-coordinated, with robust and uniform material treatment proposed for the ground floor elevations and a contrasting selection of colours above helping to break down the length of the building footprint and giving each unit an identity of its own. **Condition 27: Design details and materials**, and **Condition 28: Sample panel** are recommended to secure further material details; these should include the provision of a design details document and a materials schedule to ensure the that the high quality of the proposed scheme is delivered.

14.10 As such, Officers consider the approach to scale, massing and appearance to be acceptable in this context and that the proposals will have a positive contribution to the character of the Cowley Road Industrial Estate. The design approach will establish an expectation of the quality for future redevelopment of plots in the Industrial Estate and could act as a catalyst for future wider regeneration of the area. Such an approach is in line with the future aspirations for this part of Cowley Road as set out in the current Local Plan and draft Greater Cambridge Local Plan.

Landscaping

14.11 The proposed landscaping has been designed to reinforce the character of Cowley Road with retention and enhancement of the existing trees on site, particularly along the Cowley Road frontage. The proposed

landscape strategy includes areas of ornamental planting comprising a mix of drought-tolerant species, perennials and ornamental grasses.

14.12 To the southern boundary a semi-natural landscape edge is proposed incorporating wildflower grassland, native planting and additional tree planting that reflects the character of the Cowley Road frontage. An outdoor amenity space is proposed within this landscaped area.

14.13 The Council's Landscape Officer supports the landscape proposals which have come about through a constructive and collaborative pre-application process. **Condition 26: Landscape Management and Maintenance Plan** is recommended to ensure the long-term care of the landscape is achieved.

14.14 Overall, the proposed development is a high-quality design that would contribute positively to its surroundings and be appropriately landscaped. The proposal is compliant with policies 55, 56, 57, 58 and 59 of the Local Plan and the NPPF.

15. Trees

15.1 The application is accompanied by an Arboricultural Impact Assessment (AIA) and a tree protection plan (TPP).

15.2 There are existing trees along the front of the site to Cowley Road which are to be retained.

15.3 The Council's Tree Officer has advised that the application documents would establish the protection methods advocated for retained vegetation. Trees T001 and T006 (both Category C trees) are to be removed which is considered acceptable due to the compensatory tree planting proposed.

15.4 Subject to **Condition 34: Tree Site meeting, Condition 35:Tree protection implementation, Condition 36: Foundation design and Condition 25: Hard and Soft Landscaping**, the proposal would accord with policies 59 and 71 of the Local Plan and the NPPF.

16. Carbon reduction and sustainable design

16.1 The application is supported by a Planning Statement, Energy and Sustainability Statement and a Design and Access Statement. These documents outline the proposed approach to sustainable Design and Construction.

16.2 The development will incorporate renewable and low-carbon technologies as a key component of its Energy and Sustainability strategy. The detailed Energy and Sustainability Statement confirms that the recommended sustainability features for the development, resulting from a dynamic energy model, will allow for a 34.49% of energy savings, and a total carbon reduction of 30.73%. This will be achieved by using passive energy efficiency measures, the installing approximately 660 photovoltaic (PV) panels across the roofs of the proposed buildings and air source heat pumps (ASHPs) will provide heating and cooling to the office accommodation.

16.3 The development will achieve a minimum BREEAM Excellent and Energy Performance Certificate (EPC) A rating. It will target achieving an EPC A+ rating and BREEAM Outstanding accreditation, which would exceed the minimum sustainability standards required by Policy 28 of the Cambridge Local Plan and the draft Greater Cambridge Local Plan regulation 19 policy CC/WE, but will be subject to the final use of the building. **Condition 15: BREEAM Design Stage** and **Condition 16: BREEAM Post construction certificate** are recommended to ensure this compliance.

16.4 In addition, the development is targeting the achievement of 5 Wat 01 credits with the inclusion of rainwater harvesting. It is anticipated that pulsed water meters will be installed on the mains water supply, to effectively monitor water consumption. **Condition 17: Rainwater harvesting, Condition 18: Water Calculator and Condition 19 Commercial Water Metering** are recommended to ensure that the details are acceptable and monitored.

16.5 Collectively, these measures demonstrate the Applicants commitment to reducing carbon emissions, improving resource efficiency and supporting the transition to a low-carbon economy. **Condition 20: Implementation of bespoke Sustainability Strategy** is recommended to ensure compliance with the submitted details.

16.6 The application has been subject to formal consultation with the Council's Sustainability Officer who raises no objection to the proposal subject to conditions as detailed above.

16.7 The applicants have suitably addressed the issue of sustainability and renewable energy and subject to the conditions as set out above the proposal is compliant with policies 28 and 29 of the Local Plan and the Greater Cambridge Sustainable Design and Construction SPD 2020.

17. Biodiversity

17.1 In accordance with policy and circular 06/2005 'Biodiversity and Geological Conservation', the application is accompanied by a preliminary ecological appraisal and biodiversity net gain (BNG) assessment which sets out that there will be over 40% BNG.

17.2 The scheme proposes wildflower meadow and buffer strips, native hedgerow creation, native tree planting, SuDs with wet grassland mix and flowering lawn and ornamental planting area.

17.3 The application has been subject to formal consultation with the Council's Ecology Officer, who raises no objection to the proposal and recommends several conditions to ensure the protection of species and the estimated biodiversity net gain is delivered. The submitted lighting strategy has been considered by the Ecology Officer and is considered acceptable. A compliance condition is therefore recommended (**Condition 14 Lighting strategy**).

17.4 In consultation with the Council's Ecology Officer, subject to appropriate conditions (**Condition 21 Ecology compliance, Condition 22 Construction Ecological Management Plan and Condition 23 Ecology Enhancement**), officers are satisfied that the proposed development complies with policy 70 of the Local Plan, the Biodiversity SPD 2022, the requirements of the Environment Act 2021 and 06/2005 Circular advice.

18. Water management and flood risk

Flood Risk

18.1 The site is in Flood Zone 1 and has a low risk of fluvial and tidal flooding. Some areas of the site are at low risk from surface water flooding.

18.2 The applicants have submitted a Flood Risk Assessment and Drainage Strategy. Additional details on the drainage layout and an accompanying technical note were also submitted by the applicant to address initial concerns raised by the Lead Local Flood Authority (LLFA).

18.3 The Local Lead Flood Authority has advised that the submitted documents demonstrate that surface water from the proposed development can be managed through the use of tanked permeable paving, attenuation tanks and attenuation basin before discharging via flow control at 1.6 litres per second into the First Public Drain adjacent to the site. Adequate clearance will be provided between the First Public

Drain by means of a maintenance strip to allow maintenance access to the watercourse.

18.4 A surface water maintenance plan has also been provided by the applicant which outlines maintenance requirements, frequencies and adoption details of all surface water drainage features on site.

18.5 The surface water drainage strategy is therefore considered acceptable. Conditions are recommended to secure the final detailed surface water drainage scheme to be based on the agreed Flood Risk Assessment and Drainage Strategy Report (**Condition 30: Detailed Surface Water scheme**)**. Condition 31: Surface Water run-off** is recommended to ensure that surface water is managed appropriately during the construction phase of the development.

Foul Water

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

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

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

18.9 Anglian Water state that this assessment confirms that their focus is now on upgrading the existing WRC to accommodate future growth. They are continuing to work with their regulators and MHCLG to secure the necessary funding through the relevant regulatory framework (the large gated scheme process - introduced by Ofwat and the Regulators' Alliance

for Progressing Infrastructure Development (RAPID) in March 2026 under the Major Water Infrastructure Programme (MWIP)). However, at the present time, such funding has not been confirmed and in the absence of an agreed strategy for managing growth within this WRC catchment, an objection is raised.

18.10 Wastewater infrastructure capacity has become a strategic issue for many local planning authorities across the south-east of England over the last few years. At a local level, the MHCLG decision in August 2025 not to support the delivery of the Cambridge WRC has resulted in objections being raised by Anglian Water to planning applications within the Cambridge WRC catchment.

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

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

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

Capacity of Cambridge WRC

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

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

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

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

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

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

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

50-55 Cowley Road – Proposed Foul Water Rates

18.19 Calculations of the existing and proposed daily used water discharge rates associated with the application site have been extracted from the updated Foul Drainage Strategy which accompanies the application.

Development	Area of building (m2)	Daily Discharge rates (litres / day)	Dry weather flow litres / second
Existing:	4,398	12,650	0.29
Proposed:	7,159	14,766	0.34
Difference	2,761	2,116	0.05

Table 5 - Existing and proposed foul water flow rates

Assessment of harm

18.20 The proposed development will result in a net increase in wastewater rates of over 2,000 litres/day. Anglian Water has not provided any specific evidence to demonstrate the harm to the environment that the additional foul flows arising from this development would cause to the receiving watercourse.

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

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

18.23 The applicants have suitably addressed the issues of water management and flood risk, and subject to conditions the proposal is in accordance with policies 31 and 32 of the Local Plan and with decision making Policy DM7 of the NPPF, in that decision-makers should assume, unless there is clear evidence to the contrary that separate regulatory regimes will operate effectively.

19. Highway safety and transport impacts

19.1 The application is supported by a Transport Statement, an additional Transport Note (in response to initial queries from the County Transport Assessment team) and a site-wide Travel Plan.

Access

19.2 The proposed access to the site would utilise the existing southern access as an 'in' access and an 'out' access at the most northern existing access. The existing middle access would be removed. Swept path analysis for an articulated lorry have been submitted to demonstrate that larger vehicles can safely turn in the parking bays area for each unit and enter and leave the site.

19.3 The application has been subject to formal consultation with Cambridgeshire County Council's Local Highways Authority officer. It is considered that there should be no significant adverse effect upon the public highway as this part of Cowley Road is a private street. No objections are raised on highway safety grounds.

Transport impacts

19.4 The Transport Statement looks at the development options that will have the most staff on site at the same time and be the highest trip generators for a worst-case scenario.

19.5 The County Council's Transport Assessment Team have assessed the submitted data. The existing use generates 22 two-way vehicular trips in the am peak and 25 in the pm peak. The proposed industrial use would generate 19 car drivers in the am peak and 21 in the pm peak and the storage and distribution 20 in the am and 20 in the pm. Due to the decrease in car parking the number of car drivers would decrease when compared to the existing use.

19.6 In comparison the number of cycle, pedestrian and bus passengers will increase. There would be up to an additional 334 daily 2-way person trips as a result of the proposed development, with the greatest increase being on cycles with 191 additional trips.

19.7 The Local Plan car parking standards identify different maximum numbers of spaces dependent on use class and location in Cambridge. The general approach to the proposals is to reduce the amount of car parking to levels that are acceptable but seek to minimise private car travel.

19.8 Local Plan policy 82 – Parking management, outlines situations where car-capped developments are acceptable. The high accessibility of the site for walking and cycling and good public transport links support a car-capped approach in line with Local Plan policy.

19.9 The emerging Greater Cambridge Local Plan policy S/AMC/NEC for North East Cambridge introduces the concept of an area-wide Trip Budget.

While the proposed development will increase overall floorspace and employee numbers, this is accompanied by a significant reduction in on-site car parking.

19.10 The proposed 51 car parking spaces are forecast to allow between 30% to 55% of staff attending the workplace to drive to the site, depending on the uses that come forward. The County Council Transport Assessment Team have agreed that a car drive mode share of 21% should be achievable in North East Cambridge and therefore consider the proposed mode share targets to be achievable and within the area-wide Trip Budget.

19.11 The Transport Statement demonstrates that the proposed 51 car parking spaces will be sufficient. There is controlled parling in the local area on the surrounding streets which will prevent overspill parking taking place.

19.12 Car parking provision is well-integrated within individual yards, broken down with landscape thresholds and pedestrian accesses into the buildings. Each unit has 11 car parking spaces which includes a dedicated blue badge space near each building entrance for ease of access.

19.13 Six unallocated parking spaces with an additional blue badge bay are provided to the south of the units at the entrance to the site. The total number of car parking spaces proposed is 51 spaces (including the dedicated blue badge spaces).

19.14 The proposed development includes 70 cycle parking spaces. A dispersed approach to cycle parking has been undertaken, providing 10 Sheffield stand spaces to the front of each unit (40 in total) and 30 Sheffield-equivalent spaces in a covered and secure cycle shelter on the southern edge, located to intercept cycle movements at the entry to the site. Flexible floorspace of the proposed units also allows for a fitout of additional internal cycle parking provision subject to tenant needs.

19.15 The Transport Statement states that this provision of cycle parking is sufficient to provide for between 41% and 76% of future employees. It is noted that in the additional trip information submitted that there could be up to 191 2-way daily cycle trips (95 cycles). This would exceed the 70 spaces proposed, although all employees may not be on the site at the same time.

19.16 Officers are confident that the proposed levels of cycle parking paired with the proposed end-of-journey facilities in each of the units will help encourage active travel modes to the site. The level of cycle parking on

the site can be monitored as part of the travel plan and more provision provided, should it be required. **Condition 37: Travel Plan** is recommended to ensure that this is implemented and monitored.

19.17 The details of the cycle parking will need to be finalised taking into account the advice given by the Designing out Crime Officer to ensure the design of the store is safe for all users and prevents cycle theft. Provision for electric bikes and non-standard sized bikes, such as cargo bikes and adapted cycles, should also be provided for. **Condition 29: Cycle parking detail** is recommended to secure further enclosed cycle store details to ensure that this is appropriate.

19.18 Having regard to forecast staffing levels, accessibility by sustainable transport modes and anticipated trip generation, the assessment concludes that the development would not result in an unacceptable impact on the local highway network, in accordance with Policy 81 of the Cambridge Local Plan.

19.19 Subject to conditions and S106 mitigation as applicable, the proposal accords with the objectives of Policy 80 and 81 of the Local Plan and is compliant with NPPF advice.

20. Other Matters

Archaeology

20.1 An Archaeological Desk Base Assessment has been submitted with the application. The site lies in an area of archaeological potential.

20.2 The County Archaeological Officer has reviewed the application and do not object to development from proceeding in this location, subject to a programme of archaeological investigation secured through the inclusion of a condition. **Condition 3: Archaeology** is therefore recommended to ensure that no development is carried out in this area before a programme of archaeological works has been secured in accordance with a written scheme of investigation.

Construction and environmental health impacts

Contaminated land

20.3 A Phase 1 Desk Study and intrusive investigation have been submitted with the application. The Council's Environmental Health Officer is satisfied with the information submitted. Conditions are recommended

Condition 7: Contaminated Land- Phase 4 demonstrating compliance and a bespoke remediation condition is recommended (**Condition 8: Remediation Strategy**) to ensure that any contamination of the site is identified, and appropriate remediation measure are agreed. **Condition 9: Contaminated Land – Unexpected** is recommended for any unexpected contamination encountered during the development works.

Air Quality

20.4 An Air Quality Assessment has been submitted with the application which considers the demolition / construction phase and the operation phase of the proposed development.

20.5 The Council's Environmental Health Officer accepts the conclusions on the operational phase assessment subject to a condition to ensure electric vehicle charge points are secured. **Condition 13: EV Charge Points** is recommended.

20.6 For the demolition and construction phase a detailed dust management plan will be required (**Condition 6: Dust**). To control construction hours to protect local amenity **Condition 4: Noise Construction hours** is recommended. As piled foundations are proposed noise and vibration controls are required (**Condition 5: Piling**).

20.7 An Operational Noise Impact Assessment has been submitted with the application. A compliance condition (**Condition 11: Plant Noise Shell and Core**) is recommended to ensure that the building services plant (shell and core only) are installed and operated in accordance with the principles set out in the assessment. The Council's Environmental Health Officer requires a bespoke noise assessment and when more is known about future occupants their individual requirements for future activities, external plant, hours of use and delivery / despatch requirements. **Condition 12 Noise Assessment -Pre Occupancy** is recommended.

Odour

20.8 An odour assessment has been submitted with the application. The Council's Environmental Health Officer does not agree with the results of the assessment compared to those demonstrated in previous odour assessments in the area and their own assessment for Cambridge Water Recycling Centre. Notwithstanding this, the conclusions that are presented are agreed in so far that the proposal is a low sensitivity / low risk development due to the proposed units being largely open plan with limited first floor office space which faces east, and the proposed outdoor amenity space is limited and low intensity. No specific odour mitigation is therefore considered necessary.

Lighting

20.9 A Lighting Assessment has been submitted with the application. The assessment provides details of the lighting schedule and management (time clocks and photocells) and the development is in an area of low risk from light pollution. The Council's Environmental Health Officer is satisfied that the risk is low and that the requirement lighting / illuminance levels can be achieved if the scheme is implemented as submitted. **Condition 14: Lighting** to ensure compliance is recommended.

Construction and environmental health impacts summary

20.10 Having considered the submitted information, consultation responses, the characteristics of the proposal and context of the site, the development would not give rise to unacceptable impacts on the health, amenity or environmental quality of existing or future occupiers. Subject to the conditions as set out above, the proposal accords with the relevant provisions of the adopted Local Plan and is consistent with Policies DP3 and P2 of the NPPF, which seek to secure high-quality development and ensure that potential risks to human health, living conditions and the environment are appropriately assessed and mitigated.

Minerals and Waste

20.11 The Site is located within a sand and gravel Mineral Safeguarding Area (for sand and gravel) and two Waste Consultation Areas associated with the nearby existing waste management facility and Veolia Cambridge Commercial Waste Depot.

20.12 As the site is within the settlement boundary as identified in the Local Plan Policies map the Mineral Planning Authority do not need to be consulted as set out in Policy 5: Mineral Safeguarding Areas of the Cambridgeshire and Peterborough Minerals and Waste Local Plan 2021 (CPMWLP).

20.13 Policy 16: Consultation Areas of the CPMWLP requires development within a Consultation Area to not prejudice the existing or future use of the Waste Management Area and to not result in unacceptable amenity issues or adverse impacts to human health for the occupiers or users of such new development.

20.14 The proposed use of the site would not prejudice the existing or future use of the waste management facilities. The Councils Environmental Health Officers are satisfied that the proposal is acceptable and would not have an adverse impact on the amenity of the users due to air quality or odour issues associated with the existing uses in the area.

Employment and skills

20.15 While many areas of Greater Cambridge are comparatively affluent, there continue to be concentrations of poverty and deprivation in particular communities in Cambridge. The Cambridge City Council Community Wealth Building Strategy 2024 includes the strategic objective of increasing skill levels and social mobility. Employers can contribute directly to improved outcomes for local residents through adopting positive business practices such as providing local employment, apprenticeships and skills and training programmes.

20.16 The Local Plan supports development that contributes towards and supports economic growth and providing access to local employment opportunities. The proposed development offers the opportunity to contribute towards the provision of local employment, skill and training, as well as supporting local supply chains that would significantly benefit local residents and businesses, aiding local economic resilience.

20.17 The applicant has agreed to the delivery of an Employment and Skills Plan which will be secured through the Section 106 Agreement.

Public Art

20.18 Submitted with the application is a Public Art Strategy. This provides a public art concept in the form of bespoke large-scale architectural lettering integrated into the building façade and outlines a competitive commissioning process. The proposed approach responds to the architectural character of the development and represents a form of integrated public art. This approach is considered acceptable for the industrial use and location of the site.

20.19 **Condition 36: Public Art Delivery Plan** is recommended to ensure delivery of the scheme.

Health Impact Assessment

20.20 A Health Impact Assessment (HIA) has been submitted with the application and updated in response to the Council's Health Specialist Development Officer comments. In the design of the proposal health impacts have been considered such as healthy environments, landscape and amenity space, and vibrant communities with employment opportunities. Internal building arrangements, such as heating and details of kitchen facilities for future occupants should not be controlled through the planning process. Officers support the recommendations as set out in

the submitted HIA being carried out and monitored. **Condition 38: Health Impact** is therefore recommended. Subject to this condition the proposal is in accordance with the Greater Cambridge Health Impact Assessment SPD.

21. Planning obligations (S106)

21.1 The Community Infrastructure Levy Regulations 2010 have introduced the requirement for all local authorities to make an assessment of any planning obligation in relation to three tests. If the planning obligation does not pass the tests then it is unlawful. The tests are that the planning obligation must be:
(a) necessary to make the development acceptable in planning terms;
(b) directly related to the development; and
(c) fairly and reasonably related in scale and kind to the development.

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

21.3 The applicant has indicated their willingness to enter into a S106 planning obligation in accordance with the requirements of the Council's Local Plan and the NPPF.

Heads of terms

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

Obligation	Contribution / Term	Trigger	CIL Reg 122 comments
Transport	Sustainable transport improvements – Waterbeach Greenway or other strategic active travel routes in the area.	TBC	Local Plan policies 80 and 81.
Employment and Skills Plan	Appointment of Skills and Employment Plan co-ordinator	On commencement	Local Plan support development that contributes towards and supports economic growth and providing

			access to local employment opportunities.
Biodiversity Monitoring	Monitoring Contributions and reports	Years 1, 2, 3, 4, 5, 10, 15, 20 25, 30.	As required by Schedule 7A of the Town and Country Planning Act 1990 (inserted by the Environment Act 2021)

Table 6 - Heads of terms for S106 agreement

22. Planning balance

Decision-Making Framework

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

22.2 The proposal has been assessed against the adopted Development Plan, relevant supplementary planning documents, consultee responses, representations received and all other material considerations. Officers have also assessed the proposal against the relevant national decision-making policies contained within the NPPF 2026, including Policies S4, E2, DP3, TR3, TR4, CC2, N2, N3, F4-F8, P2, and HC1 where relevant to the development proposed.

22.3 **Consistency with the Development Plan and NPPF**
The assessment contained within this report concludes that the proposal:

- Accords with the relevant adopted Cambridge Local Plan polices as set out in this report.
- Is consistent with NPPF Policies S4, E2, DP3, TR3, TR4, CC2, N2, N3, F4-F8, and P2.
- Delivers the objectives of NPPF Policy S4 (Development within settlements) and Policy E2 (Meeting the need for business land and premises).
- Is capable of satisfying identified policy requirements subject to the recommended planning conditions and planning obligations.

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

Benefits of the Proposal

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

- Economic benefits arising from construction activity and investment.
- Economic benefits from new jobs and additional commercial premises.
- High-quality design and public art assisting future wider regeneration of the area.
- Biodiversity enhancements and biodiversity net gain.
- Landscape, green infrastructure and tree planting benefits.
- Sustainable drainage and climate resilience measures.
- Highway, accessibility and sustainable transport improvements.

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

Harm and Areas of Policy Conflict

22.7 Notwithstanding the above benefits, officers have identified the following potential adverse impacts:

- Foul water capacity

22.8 For the reasons set out in paragraph 18.21 of this report these adverse impacts attract limited weight against the proposal.

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

Overall Planning Balance

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

22.11 Whilst some limited adverse impact has been identified, this is insufficient, individually to outweigh the identified benefits.

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

23. Recommendation

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

(i) The planning conditions as set out in Section 24 of this report, with delegated authority to officers to carry through amendments to those conditions (including additional/revised conditions as appropriate and necessary).

(ii) The prior completion of a Section 106 Agreement under the Town and Country Planning Act 1990 by **18 February 2026**, with delegated authority to officers to negotiate, settle and complete such an Agreement as referenced in the Heads of Terms within this report, including any other planning obligations considered acceptable and necessary to make the development acceptable in planning terms. If the Section 106 agreement is not completed by this date, then delegated authority shall be given to officers to either refuse the Applications based on a lack of secured mitigation contrary to the adopted Local Plans, or to agree any such extended period for completion of the agreement as appropriate.

24. Planning conditions

Time Limit

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

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

Approved Plans

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

   Site Location Plan 24051-AAM-ZZ-XX-DR-AR-07001 Rev P01
   Existing Site Plan Demolition 24051-AAM-ZZ-DR-AR-07015 Rev P01
   Proposed Ground Floor Plan 24051-AAM-ZZ-00-DR-AR-07100 Rev P01
   Proposed First Floor Plan 24051-AAM-ZZ-01-DR-AR-07101 Rev P01
   Proposed Roof Plan 24051-AAM-ZZ-RF-DR-AR-07110 Rev P01
   Proposed North and East Elevations 24051-AAM-ZZ-XX-DR-AR-07200 Rev P01
   Proposed South and West elevations 24051-AAM-ZZ-XX-DR-AR-07201 Rev P01
   Proposed Site Elevations North and East 24051-AAM-ZZ-XX-DR-AR-07220 Rev P01
   Proposed Site Elevations South and West 24051-AAM-ZZ-XX-DR-AR-07221 Rev P01
   Proposed Sections 24051-AAM-ZZ-XX-DR-AR-07300 Rev P01
   Drainage Layout 40301-BGL-XX-XX-DR-C-00210 Rev P02
   Prelim AIA 12145-D-AIA
   Landscape Strategy L01

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

   Archaeology

3. No demolition/development shall commence until the applicant, or their agents or successors in title, has implemented a programme of archaeological work, commencing with the evaluation of the application area, that has been secured in accordance with a Written Scheme of Investigation (WSI) that has been submitted to and approved by the Local Planning Authority in writing. For land that is included within the WSI, no demolition/development shall take place other than under the provisions of the agreed WSI, which shall include:

   a) The statement of significance and research objectives;
   b) The programme and methodology of investigation and recording and the nomination of a competent person(s) or organisation to undertake the agreed works;
   c) The timetable for the field investigation as part of the development programme;
   d) The programme and timetable for the analysis, publication & dissemination, and deposition of resulting material and digital archives.

Reason: To safeguard archaeological assets within the approved development boundary from impacts relating to any demolitions or groundworks associated with the development scheme and to ensure the proper and timely preservation and/or investigation, recording, reporting, archiving and presentation of archaeological assets affected by this development, in accordance with national policies contained in the National Planning Policy Framework.

Noise Construction Hours

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

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

Piling

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

   Development shall be carried out in accordance with the approved statement.

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

Dust

6. No development shall commence until a scheme to minimise the spread of airborne dust from the site including subsequent dust monitoring during the period of demolition and construction, has been submitted to and approved in writing by the local planning authority.

The development shall be implemented in accordance with the approved scheme.

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

Contaminated Land – Phase 4

7. The development shall not be occupied until a Phase 4 Verification/Validation Report demonstrating full compliance with the approved Phase 3 Remediation Strategy has been submitted to and approved in writing by the Local Planning Authority.

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

Remediation Strategy

8. No development, save for site clearance and demolition down to slab level, shall commence until a Remediation Strategy based upon the recommendations of the 'Intrusive Geoenvironmental and Geotechnical Site Assessment', Reference 720114.0000.0000, Version 2.0 (by TRC and dated 29/07/2026) has been submitted to and approved in writing by the Local Planning Authority.

   Reason: To ensure that any contamination of the site is identified and appropriate remediation measures agreed in the interest of environmental and public safety (Cambridge Local Plan 2018 policy 33).

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

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

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

Materials Management Plan

10. No material for the development shall be imported or reused until a Materials Management Plan (MMP) has been submitted to and approved in writing by the Local Planning Authority. The MMP shall include:

    a) details of the volumes and types of material proposed to be imported or reused on site
    b) details of the proposed source(s) of the imported or reused material
    c) details of the chemical testing for ALL material to be undertaken before placement onto the site.
    d) results of the chemical testing which must show the material is suitable for use on the development
    e) confirmation of the chain of evidence to be kept during the materials movement, including material importation, reuse placement and removal from and to the development.

    All works will be undertaken in accordance with the approved MMP.

    Reason: To ensure that no unsuitable material is brought onto the site in the interest of environmental and public safety in accordance with (Cambridge Local Plan 2018 Policy 33).

Plant Noise Compliance Condition (Shell and Core Only)

11. The building services plant (shell and core only) as approved shall be installed and operated in accordance with the principles, design and specifications, including operational noise levels, contained within the submitted document ‘‘Operational Noise Impact Assessment; Cowley Yard, Cowley Road, Cambridge, CB4 0WX’, Revision C01 (Sweco, 17/07/2026). The plant / equipment shall be maintained and retained thereafter.

    Reason: To protect the amenity of nearby properties (Cambridge Local Plan 2018 policy 35: noise and vibration).

Noise Impact Assessment – Pre-Occupancy

12. No individual unit shall be occupied until a Noise Impact Assessment for that unit has been submitted to and approved in writing by the Local Planning Authority. The assessment shall:

a) identify all fixed plant, machinery, equipment, loading activities and other noise-generating operations associated with the proposed occupier;
b) assess the impact of noise upon nearby noise-sensitive receptors in accordance with BS 4142:2014+A1:2019 (or as superseded);
c) identify any mitigation measures necessary to ensure that adverse impacts upon local amenity are avoided.
Any approved mitigation measures shall be implemented in full prior to occupation of the unit and shall thereafter be retained and maintained for the lifetime of the development.

Reason: To protect the amenity of the adjoining properties.
(Cambridge Local Plan 2018 policy 34)

Air Quality - EV Charge Points

13. No permanent connection to the electricity distribution network shall be undertaken until a dedicated electric vehicle charge point scheme has been submitted to and approved in writing by the Local Planning Authority. The scheme shall provide:

(i) Dedicated slow electric vehicle charge points with a minimum power rating output of 7kW for at least one of the approved parking spaces for each unit.

(ii) At least one Rapid electric vehicle charge point or at least one Fast electric vehicle charge point should a Rapid charge point not be technically feasible.

(iii) The rapid and/or fast electric vehicle charge point parking spaces to be exclusively reserved for electric vehicle charging.

(iv) Additional passive electric vehicle charge provision of the necessary infrastructure including capacity in the connection to the local electricity distribution network and electricity distribution board, as well as the provision of ducting to parking spaces for all remaining car parking spaces to facilitate and enable the future installation and activation of additional active electric vehicle charge points as required

The approved scheme shall be fully installed before the use is commenced and retained as such.

Reason: In the interests of encouraging more sustainable modes and forms of transport and to reduce the impact of development on local air

quality (Cambridge Local Plan 2018 policies 36 and 82 and the Greater Cambridge Sustainable Design and Construction SPD 2020).

External Lighting - Compliance Condition

14. The external lighting scheme as approved shall be implemented in accordance with the detail presented in the submitted document ‘External Lighting Assessment’, Reference 6882-CBC-MP-RP-E-000001, Revision P01 (by Cudd Bentley Consulting, 13/07/2026). The scheme as approved shall be maintained and retained thereafter.

    Reason: To protect the amenity of the adjoining properties and to fully conserve and enhance ecological interests. (Cambridge Local Plan 2018 policies 34, 57, 59 and 70)

BREEAM – Design Stage

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

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

BREEAM – Post Construction Certificate

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

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

Rainwater Harvesting

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

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

Water Calculator

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

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

Commercial – Water metering

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

Reason: To ensure that the development makes efficient use of water and promotes the principles of sustainable construction in accordance with Policy 28 of the Cambridge Local Plan 2018, the Greater Cambridge Sustainable Design and Construction SPD 2020, the Written Ministerial Statement on Addressing water scarcity in Greater Cambridge: update on government measures (March 2024) Joint Ministerial Statement on addressing Water Scarcity in Greater Cambridge.

Bespoke Sustainability Strategy

20. The development hereby approved shall not be occupied until a post construction statement confirming that the provisions as set out in the Cudd Bentley Consulting Energy and Sustainability Statement 6882-CBC-IC-RP-S-000001 Rev P03 dated 22.07.2026 have been fully implemented.

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

Ecology compliance

21. Prior to the occupation of the development, the ecological mitigation shall be carried out in full in accordance with the details contained in SWECO Ecological Impact Assessment 65217145-SWE-XX-XX-T-J-0001 Rev C02 dated 21.07.2026. The ecological measures shall thereafter be retained for the lifetime of the development.

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

Construction Ecological Management Plan

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

    a. Risk assessment of potentially damaging construction activities.
    b. Identification of biodiversity protection zones.
    c. Practical measures (both physical measures and sensitive working practices) to avoid or reduce impacts during construction (may be provided as a set of method statements).

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

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

Reason: To ensure that before any development commences appropriate construction ecological management plan has been agreed to fully conserve and enhance ecological interests. (Cambridge Local Plan 2018 policies 57, 59 and 70).

Ecology Enhancement

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

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

Hard and Soft Landscaping

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

    a) proposed finished levels or contours; car parking layouts, other vehicle and pedestrian access and circulation areas;
    b) hard surfacing materials;
    c) Street furniture and artifacts (including refuse and cycle storage);

d) planting plans; written specifications (including cultivation and other operations associated with plant and grass establishment); schedules of plants, species, plant sizes and proposed numbers/densities where appropriate;
e) boundary treatments indicating the type, positions, design, and materials of boundary treatments to be erected (including gaps for hedgehogs);
f) an implementation programme.

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

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

Tree pits

25. No development, save for site clearance and demolition down to slab level, shall take place until full details of all tree pits, including those in planters, hard paving and soft landscaped areas have been submitted to and approved in writing by the local planning authority and these works shall be carried out as approved. All proposed underground services will be coordinated with the proposed tree planting, and the tree planting shall take location priority.

    Reason: In the interests of visual amenity and to ensure that suitable hard and soft landscape is provided as part of the development. (Cambridge Local Plan 2018; Policies 55, 57 and 59).

Landscape Management and Maintenance Plan

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

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

Design details and materials

27. No development shall take place above ground level (except for demolition) until details of all the materials for the external surfaces of buildings to be used in the construction of the development have been submitted to and approved in writing by the local planning authority. The details shall include colours, joints and interfaces of all materials; external features such as vertical profiled metal cladding, vertical metal cladding, doors, windows and reveal depths, expanded metal mesh brise soleil and ventilation panels, external metalwork including metal signage, projected metal plate string course, roof cladding, flashing and coping details.

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

    The development shall be carried out in accordance with the approved details**.**

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

Sample Panel

28. No external materials above ground level shall be laid until a sample panel at least 1.5 metres wide and 1.5 metres high has been constructed on site detailing the choice of the main external cladding and the details submitted to the local planning authority in the accompanying design details report, and until the sample panel and report have been approved in writing by the local planning authority. The development shall be carried out in accordance with the approved details. The approved sample panel shall be retained on site for the duration of the works for comparative purposes.

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

Cycle Parking

29. The development shall not be occupied or the permitted use commenced, until details of facilities for the covered, secure parking of cycles for use in connection with the development have been submitted to and approved in writing by the Local Planning Authority. The details shall include the means of enclosure, materials, type and layout of the cycle store. A cycle store proposed with a flat / mono-pitch roof shall include plans providing for a green roof. Any green roof shall be planted / seeded with a predominant mix of wildflowers which shall contain no more than a maximum of 25% sedum planted on a sub-base being no less than 80 millimetres thick. The cycle store and green roof as appropriate shall be provided and planted in full in accordance with the approved details prior to occupation or commencement of use and shall be retained as such.

    Reason: To ensure appropriate provision for the secure storage of bicycles, to encourage biodiversity and slow surface water run-off (Cambridge Local Plan 2018 policies 31 and 82).

Detailed surface water scheme

30. No laying of services, creation of hard surfaces or erection of a building shall commence until a detailed surface water drainage scheme for the site, based on the agreed Flood Risk Assessment & Drainage Strategy Report, Burrows Graham, Ref: 40301, Rev: 2, Dated: 21st July 2026 has been submitted to and approved in writing by the Local Planning Authority. The scheme shall subsequently be implemented in full accordance with the approved details prior to occupation of the first dwelling.

    Reason: To prevent the increased risk of flooding, to improve and protect water quality, and improve habitat and amenity. (Cambridge Local Plan 2018 policies 31 and 32).

Surface Water run-off

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

Reason: To ensure surface water is managed appropriately during the construction phase of the development, so as not to increase the flood risk to adjacent land/properties or occupied properties within the development itself; recognising that initial works to prepare the site could bring about unacceptable impacts. (Cambridge Local Plan 2018 policies 31 and 32).

Tree protection

32. Prior to commencement of development, including demolition, and in accordance with BS5837 2012, a phased tree protection methodology in the form of an Arboricultural Method Statement (AMS) and Tree Protection Plan (TPP) shall be submitted to and agreed in writing by the local planning authority before any tree works are carried out and before any equipment, machinery or materials are brought onto the site for the purpose of development (including demolition).

    In a logical sequence the AMS and TPP will consider all phases of construction in relation to the potential impact on trees and detail tree works, the specification and position of protection barriers and ground protection and all measures to be taken for the protection of any trees from damage during the course of any activity related to the development, including supervision, demolition, foundation design (allowing for tree root growth and accounting for heave and subsidence), storage of materials, ground works, installation of services, erection of scaffolding and landscaping. The development shall be carried out fully in accordance with the approved AMS and TPP.

    Reason: To ensure that trees to be retained will be protected from damage during any construction activity, including demolition (Cambridge Local Plan 2018 Policy 71 and Section 197 of the Town and Country Planning Act 1990).

Tree site meeting

33. Prior to the commencement of any site clearance, a pre-commencement site meeting shall be held and attended by the site manager and the arboricultural consultant to discuss details of the approved AMS. A record of this meeting shall be provided to the Council prior to any development or site clearance commencing.

    Reason: To ensure that trees to be retained will be protected from damage during any construction activity, including demolition (Cambridge Local Plan 2018 Policy 71 and Section 197 of the Town and Country Planning Act 1990).

Tree protection implementation

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

    Reason: To ensure that trees to be retained will be protected from damage during any construction activity, including demolition (Cambridge Local Plan 2018 Policy 71 and Section 197 of the Town and Country Planning Act 1990).

Foundation design – tree protection

35. No development shall commence, save for site clearance and demolition down to slab level, until detailed plans and an associated report for the foundation design of the development have been submitted to and approved in writing by the Local Planning Authority. The plans and report shall demonstrate that the foundation design accounts for tree variety and age, soil type, root growth (including root barriers) and ground movement. The development shall be carried out in accordance with the approved details.

    Reason: In order to ensure the tree roots are suitably protected from development and that the design of the foundations are appropriate (Cambridge Local Plan 2018, policy 71).

Public Art Delivery Plan (PADP)

36. No development, save for site clearance and demolition down to slab level, shall commence until a Public Art Delivery Plan (PADP), informed by and in accordance with the ‘Allies and Morrison Cowley Yard Public Art Strategy dated 01 October 2026’, has been submitted to and approved in writing by the Local Planning Authority. The PADP shall include:
    a) Details of the proposed public art interventions, including the design, materials, finishes and graphic signage, and how these will contribute to the artistic quality and character of the development;
    b) Details of any artist involvement and public engagement, as appropriate to the nature and scope of the proposed interventions;
    c) Details of how the public art will be delivered, including a timetable for delivery;

d) Details of how the proposed public art will be integrated into the development;
e) Details of the arrangements for the future maintenance, repair and, where necessary, replacement of the public art.

The approved PADP shall be fully implemented in accordance with the approved details and timetable. Once in place, the public art shall not be moved or removed otherwise than in accordance with the approved maintenance arrangements.

Reason: To secure the timely delivery, integration and maintenance of public art that enhances the quality and character of the development, in accordance with Cambridge Local Plan policies 55 and 56 and the Cambridge City Council Public Art SPD (2010).

Travel Plan

37. The site wide travel plan as approved shall be implemented in accordance with the detail presented in the submitted document 'Site Wide Travel Plan, KMC Transport Planning, Cowley Road, Cambridge, Reference 25307, dated July 2026.'

The Travel Plan shall be implemented and monitored as approved upon the occupation of the development.

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

Health Impact

38. The development shall be carried out in accordance with the recommendations set out in Table 8.1 of Section 8 of the approved Health Impact Assessment 'Cowley Road Health Impact Assessment, Stantec, dated September 2026 file 330910189 Rev 03'. The HIA shall be monitored in accordance with the measures set out in Table 7.1 of Section 7.

Reason: To ensure that the development actively promotes healthy, inclusive and safe communities, minimises impacts of public health, and reduces health inequalities in accordance with the Greater Cambridge Health Impact Assessment Supplementary Planning Document (April 2025) and the NPPF 2026.

Biodiversity Net Gain

39. Development may not be begun unless:

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

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

Background papers:

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

• Cambridge City Local Plan 2018