



Joint Development Control Committee - Cambridge Fringes

Date: Wednesday, 14 March 2018

Time: 10.30 am

Venue: Committee Room 1 & 2, The Guildhall, Market Square, Cambridge, CB2 3QJ

Contact: democratic.services@cambridge.gov.uk, tel 01223 457013

Agenda

Member Development Programme
9.30 to 10.30 AM - Committee Room One Discharges of Planning Conditions: Update

- 1 Apologies
- 2 Declarations of Interest
- 3 Minutes (PAGES 3 - 6)

All Committee Members may vote on this item

- 4 S/4478/17/FL - Land adj Cambridge North Station, Cowley Road (PAGES 7 - 62)

All Committee Members may vote on this item

- 5 S/4317/FL - 699 Newmarket Road (PAGES 63 - 80)

All Committee Members may vote on this item

- 6 17/2111/FUL - NIAB Huntingdon Road (PAGES 81 - 132)

All Committee members are welcome to attend the pre-application briefing

- 7 Transport Briefing: Land North of Cherry Hinton

Joint Development Control Committee - Cambridge Fringes Members:

Cambridge City Council: Cllrs Blencowe (Vice-Chair), Baigent, Bird, Holt, Price and Tunnacliffe, Alternates: Gawthrop, T. Moore and Smart

Cambridgeshire County Council: Cllrs Bradnam, Harford, Hudson and Richards, Alternates: Adey, Joseph, Nethsingha and Wotherspoon

South Cambridgeshire District Council: Cllrs Bard (Chair), Cuffley, de Lacey, Nightingale, Turner and Van de Weyer, Alternates: Bygott, Cattermole, Corney, Lockwood, Davies, Stonham and Wotherspoon

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JOINT DEVELOPMENT CONTROL COMMITTEE - CAMBRIDGE FRINGES

24 January 2018

10.30 - 11.00 am

Present: Councillors Bard (Chair), Blencowe (Vice-Chair), Baigent, Bird, Holt, Price, Tunnacliffe, Bradnam, Harford, Hudson, Richards and de Lacey

Officers Present:

New Neighbourhoods Development Manager: Sharon Brown

Legal Advisor: Keith Barber

Trainee Planner: Aaron Coe

Committee Manager: Emily Watts

FOR THE INFORMATION OF THE COUNCIL

18/1/JDCC Apologies

Apologies were received from Councillors Cuffley, Turner, Nightingale and Van de Weyer.

18/2/JDCC Declarations of Interest

No declarations of interest were made.

18/3/JDCC Minutes

The minutes of the meeting held on 13 December 2017 were approved as a correct record and signed by the Chair.

18/4/JDCC 17/1461/REM: Cycleway/footway - Land Adjacent to Cambridge Guided Busway and Adjacent to existing plantation within abode 1 (Parcels 10, 11 and 12), Clay Farm, Trumpington, Cambridge.

South Cambridgeshire District Councillors could not vote on the following item so the Vice-Chair took the Chair.

The Committee received a reserved matters application pursuant to outline approval 07/0620/OUT for the construction of a new cycleway and footway on land adjacent to the Cambridge Guided Busway (CGB) route and Abode 1 residential development.

The Committee noted the amendment presented in the amendment sheet.

Steve Walters (Applicant's Agent) addressed the Committee in support of the application.

The Committee made the following comments in response to the report.

- i. Raised concern over a 90 degree bend in the path, this could be an issue for cyclists who were travelling at speed to slow down sufficiently. Asked whether anything was in place to warn cyclists to be prepared.
- ii. Sought clarification regarding whether the route linked to Shelford Road.
- iii. Over the last few years there had been instances where the Guided Buses had derailed on an area within the proposed route, asked whether a crash barrier should be installed to protect cyclists.
- iv. Referred to lighting in section 2.4 on page 8 of the agenda. Stated that there had been issues in other areas where LED lighting had been installed on cycle routes but were not maintained so they were ineffective. Asked whether the City Council would take responsibility for the maintenance.
- v. Asked whether there was any demand from the public to link the route up to Shelford Road and if so could it be incorporated into this proposal.
- vi. Stated a preference of that putting the LED lights on the edges of the pathways, if they were put in the middle they could dazzle cyclists.
- vii. Raised concern over the amount of trees being removed to build the route, asked whether these could be replaced in another location.

In response to Members' questions the Trainee Planner said the following:

- i. Confirmed that the Cycling and Walking officer had seen the plans for the angle of the path, she was content with the proposals and did not think any extra precautionary warning was necessary.
- ii. Confirmed that the route had never linked to Shelford Road.
- iii. Affirmed that no discussion about a crash barrier had been undertaken.
- iv. Confirmed that the City Council would adopt and maintain the link and LED lighting.
- v. Explained that the main purpose of this proposal was to serve the 301 residents within the Abode development. A cut through in a different area of the development already linked it to Shelford Road.
- vi. Confirmed the planned location for the LED lights was on the edge of the pathways.

The New Neighbourhoods Development Manager highlighted that complaints from residents of Royal Way had been received because of the slow delivery

of this route so there was demand to deliver. The New Neighbourhoods Development Manager also confirmed that she would refer the request to replace the removed trees elsewhere in the development.

The Committee:

Resolved unanimously to grant the application for planning permission in accordance with the officer recommendation, for the reasons set out in the officer report, and subject to the conditions recommended by the officers.

The meeting ended at 11.00 am

CHAIR

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JOINT DEVELOPMENT CONTROL COMMITTEE (CAMBRIDGE FRINGE SITES)

Report by: Joint Director of Planning and Economic Development

Date: 14 March 2018

Application Number	S/4478/17/FL	Agenda Item	
Date Received	20 December 2017	Officer	Katie Christodoulides
Target Date	21 March 2018		
Parish	Milton		
Site	Land adjacent to Cambridge North Station, Cowley Road, Cambridge		
Proposal	Erection of building comprising office B1 (a) floorspace and ancillary ground floor retail (A1/A3) floorspace, a cycle storage pavilion, associated landscaping, access and a 125 space car park		
Applicant	Brookgate Land Limited		
Recommendation	Approval		
Application Type	Major	Departure:	No

The above application has been reported to the Planning Committee for determination by Members in accordance with the Scheme of Delegation for the Joint Development Control Committee for the Cambridge Fringes.

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SUMMARY	<ol style="list-style-type: none"> 1) This amended application addresses the previous reason for refusal through the revised design of the cycleway and building threshold. 2) The scheme complies with the general vision and development objectives of successful regeneration of the Cambridge Northern Fringe East area. 3) The design and appearance of proposed office is appropriate for the context and will make a positive contribution to the character and appearance of the area, creating attractive, high quality spaces. 4) In terms of contaminated land, odour, air quality, construction and plant noise, officers are content that the safeguards are in place to protect the amenities of the area. 5) The development achieves an appropriate level of car and cycle parking.
RECOMMENDATION	APPROVAL

1.0 SITE DESCRIPTION/AREA CONTEXT

- 1.1 The site is located in the southern corner of the former Chesterton Sidings site within Cambridge Northern Fringe East (CNFE), adjacent to the new Cambridge North Station.
- 1.2 Planning permission was secured in February 2015 for the reconfiguration and consolidation of the existing mineral processing and transfer operation and other works associated with the relocation of the former railway sidings. This realignment and freeing up of land enabled the provision of the Cambridge North Station in the south-eastern corner of the former Chesterton Sidings site.
- 1.3 The Cambridge North Station comprises the station building adjacent to the railway line with a 1,000 space covered cycle park located to the south, Station Square to the west and a 450-space car park to the north.
- 1.4 The proposed site forms a triangular shape, measuring 0.7 hectares in area and is bound to the south by the Guided Busway, to the east by the Station Square, to the north by the station access road and to the west by the remainder of the former Chesterton Sidings site. The site has been cleared for the works associated with the Cambridge North Station, which was previously former railing sidings, characterized by open mosaic habitats interspersing between areas of aggregate storage and rail tracks.
- 1.5 Cambridge Northern Fringe East (CNFE) has been identified for redevelopment within successive local plans and is currently identified as an Area of Major Change under Policies SS/4 and 14 of the emerging South Cambridgeshire and Cambridge City Council Local Plans. These policies encourage high quality mixed use development, primarily employment led in CNFE which is to be established through the development of an Area Action Plan (AAP) for the site.
- 1.6 The site lies within Flood Zone 1 and within two designations by the adopted Cambridgeshire and Peterborough Minerals and Waste Site Specific Proposals Plan, 2012, including the Cambridge Waste Water Treatment Works and Transport Safeguarding Zone.
- 1.7 The site lies within Milton Parish and the administrative boundary of South Cambridgeshire District Council.

2.0 THE PROPOSAL

- 2.1 Full planning permission is sought for the erection of a building comprising of 9,723m² of floor space for B1 (office) use, with 742m² of ancillary retail (A1/A3) floorspace, 396m² of cycle storage and 267m² of back of house use. In addition the proposal seeks permission for associated landscaping, public realm improvements and a 125 space car park.

- 2.2 The application represents a resubmission of refused application S/2403/17/FL which was refused for the following reason;

'The section of the proposed cycle route directly adjacent to the office building, by reason of its proximity to the building, relative to the lack of set back of the building and insufficient curtilage for the ground floor retail units, and its design, including inadequate width, would fail to provide an acceptable layout and would therefore result in unacceptable conflicts between pedestrians and cyclists, contrary to Policy TR4 of the South Cambridgeshire District Council Development Control Development Plan Document July 2007'.

- 2.3 The proposed changes to this scheme follow the refused application S/2403/17/FL. The changes comprise the footprint of the office building being moved 1.3 metres to the west and 2.5 metres to the north west. This is to allow for a 3.4m pedestrian space adjacent to the retail units and a 3m wide two way segregated cycleway.

- 2.4 The application is accompanied by the following supporting information:

1. Design and Access Statement
2. Planning and Consultation Statement
3. Archaeological Desk Based Assessment
4. Archaeological Watching Brief and Test Pit Evaluation Report
5. Updated Townscape View Analysis September 2017
6. Transport Assessment and Framework Travel Plan June 2017
7. Transport Assessment Addendum September 2017
8. Transport Technical Note- Cycle Parking Provision November 2017
9. Transport Technical Note-Accessible Car Parking Provision November 2017
10. Framework Construction Traffic Management Plan June 2017
14. Proposed Surface Water Drainage and Construction Details
15. Noise Assessment June 2017
16. Noise Assessment Addendum August 2017
17. Ecological Impact and Ecological Statement
18. Landscape Design Statement
20. Surface and Foul Water Drainage Strategy June and August 2017
23. Sustainability Statement
24. Phase 1 Geotechnical and Geo-environmental Preliminary Risk Assessment
25. Health Impact Assessment
26. Utilities Statement
27. Odour Assessment
28. Air Quality Assessment

3.0 RELEVANT SITE HISTORY

- 3.1 S/2403/17/FL- Erection of building comprising office B1 (a) floorspace and ancillary ground floor retail (A1/A3) floorspace, associated

landscaping and public realm improvements and a 125 space car park – (REFUSED).

- 3.2 S/3102/15/FL / 15/2317/FUL – A new 450 sq m station building and associated infrastructure, including 450 space rail station car park, 1000 cycle park, main vehicular access road to the station and creation of access route to the Guided Busway, pedestrian and cycle links to surrounding areas and extension to the Cambridge Guided Busway into the site along the alignment of the former St Ives Branch Line - (APPROVED).
- 3.3 S/1236/15/FL / 15/0994/FUL - Proposed Development for a new 450 sq m station building (including passenger waiting facilities, toilets, staffed ticket office, shop unit(s), amenity space, rail staff accommodation and facilities), two main line platforms (254m with the provision for extension to 270m in length and capable of accommodating a 12 car train) and a bay platform, a pedestrian cycle bridge linking the station building and platforms over the main line, a landscaped 450 space car park and 1000 cycle park, new pedestrian and cycle links to surrounding areas, and the extension of the bus lane and cycle route from the Cambridge Guided Busway into the site along the alignment of the former St Ives Branch Line - (APPROVED).
- 3.4 S/1497/13/CM - Proposed Development for a new 450 sq m station building (including passenger waiting facilities, toilets, staffed ticket office, shop unit(s), amenity space, rail staff accommodation and facilities), two main line platforms (270m in length and capable of accommodating a 12 car train) and a bay platform, a pedestrian cycle bridge linking the station building and platforms over the main line, a landscaped 450 space car park and 1000 cycle park, new pedestrian and cycle links to surrounding areas, and the extension of the bus lane and cycle route from the Cambridge Guided Busway into the site along the alignment of the former St Ives Branch Line – (APPROVED).

4.0 PUBLICITY

Advert (Major/Departure) – Yes
Site Notice – Yes
Adjoining Owners/Occupiers – Yes

5.0 POLICY

National Planning Policy Framework (2012) and National Planning Practice Guidance (2014) and Circular 11/95 – The Use of Conditions in Planning Permissions (Annex A)

- 5.1 The National Planning Policy Framework (NPPF) sets out the Government’s economic, environmental and social planning policies for England. These policies articulate the Government’s vision of sustainable development, which should be interpreted and applied

locally to meet local aspirations. The document was published on 27 March 2012 and immediately became a material consideration for planning applications. It replaces PPGs and PPSs, and other guidance. The document encourages positive, balanced decisions, emphasizes the primacy of the Development Plan and local decision making.

Local Development Plan Policy

5.2 Local Development Framework, Core Strategy, Development Plan Document 2007

ST/3 Re-Using Previously Developed Land and Buildings

5.3 Local Development Framework, Development Control Policies 2007

DP/1 Sustainable Development
DP/2 Design of New Development
DP/3 Development Criteria
DP/4 Infrastructure and New Development
DP/6 Construction Methods
DP/7 Development Frameworks
SF/6 Public Art and New Development
NE/1 Energy Efficiency
NE/2 Renewable Energy
NE/3 Renewable Energy Technologies in New Development
NE/4 Landscape Character Areas
NE/6 Biodiversity
NE/9 Water and Drainage Infrastructure
NE/11 Flood Risk
NE/12 Water Conservation
NE/14 Lighting Proposals
NE/15 Noise Pollution
NE/16 Emissions
CH/2 Archaeological Sites
TR/1 Planning for More Sustainable Travel
TR/2 Car and Cycle Parking Standards
TR/3 Mitigating Travel Impact
TR/4 Non-motorised Modes

5.4 South Cambridgeshire LDF Supplementary Planning Documents (SPD)

District Design Guide - Adopted March 2010
Biodiversity- Adopted January 2009
Landscape in New Developments – Adopted March 2010
Public Art- Adopted January 2009
Health Impact Assessment- Adopted March 2011
Open Space in New Developments-Adopted January 2009

5.5 Cambridge Local Plan 2014 Proposed Submission

Policy 60
Appendix F Tall Buildings and the Skyline

5.6 Cambridgeshire and Peterborough Minerals and Waste Core Strategy 2011

CS23 Sustainable Transport of Minerals and Waste
CS31 Waste Water Treatment Works Safeguarding Areas

5.7 Cambridgeshire and Peterborough Minerals and Waste Site Specific Proposals Plan 2012

SSP T2C – Cambridge Northern Fringe (Aggregates Railhead)

Emerging Planning Policy

- 5.8 Planning applications should be determined in accordance with policies in the adopted Development Plan and advice set out in the NPPF. However, after consideration of adopted plans and the NPPF, policies in emerging plans can also be given some weight when determining applications. For South Cambridgeshire, therefore, the emerging Local Plans can be taken into account, especially those policies where there are no or limited objections to it. However it is likely, in the vast majority of instances, that the adopted development plan and the NPPF will have considerably more weight than emerging Local Plan.

For the application considered in this report, the following policies in the emerging plans that carry limited weight are:

5.9 South Cambridgeshire Emerging Local Plan Policies

S/3 Presumption in Favour of Sustainable Development
S/5 Provision of New Jobs and Homes
S/7 Development Frameworks
SS/4 Cambridge Northern Fringe East and land surrounding the proposed Cambridge Science Park Station
CC/1 Mitigation and Adaptation to Climate Change
CC/3 Renewable and Low Carbon Energy in New Developments
CC/4 Sustainable Design and Construction
CC/6 Construction Methods
CC/8 Sustainable Drainage Systems
CC/9 Managing Flood Risk
HQ/1 Design Principles
HQ/2 Public Art and New Development
NH/2 Protecting and Enhancing Landscape Character
NH/4 Biodiversity
NH/14 Heritage Assets
E/9 Promotion of Clusters
SC/2 Health Impact Assessment
SC/10 Lighting proposals

SC/11 Noise Pollution
SC/12 Contaminated Land
SC/13 Air Quality
SC/15 Odour and Other Fugitive Emissions
T1/1 Chesterton Rail Station and Interchange
TI/2 Planning for Sustainable Travel
TI/3 Parking Provision
T1/8 Infrastructure and New Developments

5.10 **Status of Proposed Submission - Cambridge Northern Fringe East Area Action Plan**

South Cambridgeshire District Council and Cambridge City Council have finished examination of their Local Plans by Laura Graham on behalf of the Secretary of State. The Authorities have included in their plans an intention to produce an Area Action Plan (AAP) to guide re-development of land within the Cambridge Northern Fringe East Area within which the proposed development is situated. The consultation on the Issues and Options Report closed on 2 February 2015. With papers presented to the Joint Strategic Transport and Spatial Planning Committee on 16th November 2015 to take forward two potential options for the development. The AAP is still under preparation; however it will establish the quantum of development, site capacity, viability, time scales and phasing of development within the action plan area. Once adopted, this will form part of the Development Plan for South Cambridgeshire District Council. Policy 14 of the emerging Cambridge Local Plan and Policy SS/4 of the emerging South Cambridgeshire Local Plan aim to create a vibrant and successful employment led, mixed use neighbourhood, shaped as a whole by the community. Given the status of the emerging AAP, it can only be given very limited weight.

5.11 **Cambridge City Emerging Local Plan Policies**

Policy 14: Northern Fringe East and land surrounding the proposed Cambridge Science Park Station Area of Major Change

6.0 **INTERNAL CONSULTATIONS**

The views of the consultees are summarised as follows:

6.1 **Urban Design Officer** – Recommends approval subject to conditions in terms of materials and detailed design for the canopy. The proposal is similar to the application submitted under reference S/2403/17/FL. The proposed office design has not changed in appearance. The footprint of the office has been positioned further to the west and northwest to allow for more spill out space from the retail units and a 3 metre wide segregated cycleway to the east side of the building.

6.2 **Environmental Health**– No objections and conditions are recommended in regard to a construction environmental management

plan, odour, lighting, renewable energy strategy and waste management.

- 6.3 **Environmental Health (Contamination)** – Previous comments remain, a copy of the preliminary risk assessment has been received and consideration of the implications of the proposals. The site had a mixed history of potentially contaminative uses, mostly historical railway land. A condition is recommended requiring further work in terms of investigation and recording of contamination, a remediation statement and verification report.
- 6.4 **Air Quality Officer-** The Air Quality Assessment and Transport Assessment has been reviewed and there are no objections to the proposed development on the basis of impacts to or from air quality. Recommends the addition of conditions in regard to electric vehicle charging, low NOx boilers and Combined Heat and Power for heating and hot water.
- 6.5 **Ecology Officer-** The applicant has submitted an updated application following the previous refused scheme. The ecological constraints have not changed, the applicant has provided a updated Ecological Impact and Enhancement Statement. Previous comments still stand and satisfied that planting in the green/brown roof provides an extensive native species mix of habitats and the rain gardens at street level provide a more urban structural function. Requests conditions in regard to nesting and roosting boxes on the building, the planting schedule and monitoring and management for the habitats.
- 6.6 **Traveller Liaison Officer-** No comments received.

6.7 EXTERNAL CONSULTATIONS

The views of the consultees are summarised as follows:

- 6.8 **Cambridgeshire County Council (Archaeology Officer)**
No objections or requirements for this development.
- 6.9 **Cambridgeshire County Council (Transport Assessment Team)** – No objections subject to a mitigation package for installation of footway links between new path and Cowley Road, a new footway on Cowley Road between the access road and the Cowley Road industrial access, cycle improvements on Fen Road between Moss Bank and Fallowfields, contribution towards the cost of signage wayfinding to Cambridge North and contribution towards the cost of TP+ membership for future tenants of the building.
- 6.10 **Cambridgeshire County Council (Lead Highways Development Management Engineer)** – Although not affecting the public highway or the safety of highway users whilst on the public highway, the following comments are made. The proposed segregated cycleway crosses a

desire line between the retail units and the office and station. As the development builds out, it is anticipated that other pedestrian generators will be added behind this block. Disabled users of the square may therefore experience difficulty crossing the cycleway as it will carry vehicles moving at speed that generate very little noise or other warning of their approach, whilst the riders of the vehicle will have right of way. If the ground floor shops seek external tables and chairs this would obstruct the passage of pedestrians and may force them into the passage of cyclists moving at speed. Several doors on the north-west face of the building open outwards across a footway, which is a hazard for passers-by.

- 6.11 **Lead Local Flood Authority** – No comments received.
- 6.12 **Minerals and Waste Officer**- No comments received.
- 6.13 **Cambridge City Council as An adjoining LPA:**
- 6.14 **Cambridge City Urban Design Officer** - No comments received.
- 6.15 **Cambridge City Council Planning Policy Officer**- No comments received.
- 6.16 **County Council, Senior Project Officer (Cycling)** - The changes to the cycle route through and around the site including a segregated 3 metre cycle route are welcomed. Concerns remain with the location of the visitor cycle parking in front of the retail units which reduces pedestrian area to a width of just over a metre. This cycle parking should be relocated. It would be preferable to locate the cycle route further to the east with a narrower footway adjacent to the drop off to provide a much wider pedestrian area in front of the retail units. The surfacing of the cycleway should be a reddish colour. The proposed buff coloured blocks will not give enough of a contrast to the surrounding York stone. The additional staff cycle parking is welcomed but the aisle widths for the double decker racks does not accord with guidance.
- 6.17 **Drainage Officer** – Nothing further to add, comments made previously still stand, there have been no changes to the drainage scheme.

Previous comments on refused application S/2403/17/FL:

If the application is considered to be part of the Cambridge North Station site and is conditioned adequately to ensure that surface water attenuation will be retained for the lifetime of the development then on technical grounds I would have to accept the submitted information as not causing an increase in flood risk.

- 6.18 **Landscape Officer**– Supports the proposal. The development is acceptable subject to conditions recommended in regard to hard and soft landscaping, tree pit details and green roof details. The current

proposals mirror the previous application which is supported with conditions. The proposed scheme represents a betterment for the cycle path which traverses the frontage of the building. This has affected slightly the landscape surrounding but not in way that is considered harmful.

- 6.19 **Sustainability Officer**– The proposal is acceptable subject to conditions in regard to design stage certification, post construction certification, renewable and low carbon energy implementation.
- 6.20 **Cambridgeshire Constabulary (Architectural Liaison Officer)** – Supports the application with the changes proposed and advises that provision of a security needs assessment following consultation with the developer can be done.
- 6.21 **Historic England**– Does not wish to offer any comments. The views of the specialist conservation and archaeological adviser are relevant.
- 6.22 **Cambridgeshire Fire and Rescue Service** – No comments.
- 6.23 **Environment Agency**–The majority of the site is overlain by River Terrace deposits, considered as a secondary aquifer. Recommends conditions in regard to a remediation strategy, if contamination is found, a scheme for surface water disposal, no use of penetrative methods and informatives in terms of surface water drainage, foul drainage, pollution prevention and conservation.
- 6.24 **Camcycle**- Are happy that this application has responded to the prior objection and subsequent refusal by greatly improving the application with a safe curtilage in front of the building and increased cycle parking capacity inside. The separate cycleway with a dedicated footway in front of the building will enhance safety for all people of all abilities walking and cycling. A number of problems have identified which can be addressed through revisions or condition. These are the spaces between the Sheffield stands within the cycle parking area. There is an inaccessible row of 16 Sheffield cycle spaces that has no aisle, the double stacker rows should be 2.5 metre aisles rather than 2.2 metres. The site plan shows sharp turns in the proposed alternative cycle way, the cycle ways on either side of the side road along Milton Avenue at the northern corner of the site which are not lined up. Trees appear to be planted too close to the cycleway.
- 6.25 **Highways England**- Recommends that planning permission not be determined before 2 March 2018.
- 6.26 **Cambridge Past, Present & Future** – Recommends refusal on the grounds of the development being premature as they have come forward before the completion of the Area Action Plan for the Cambridge Northern Fringe East (AAP) as proposed in the emerging Local Plan.

7.0 PARISH COUNCIL AND NEIGHBOUR REPRESENTATIONS

- 7.1 **Milton Parish Council** – Has no recommendation.
- 7.2 **Fen Ditton Parish Council (neighbouring parish)** – No comments received.
- 7.3 No representations have been received from local residents.

8.0 ASSESSMENT

8.1 The issues are as follows:

1. Principle of development
2. Environmental Impact Assessment
3. Visual and Historic Impact
4. Neighbour Amenity
5. Accessibility
6. Transport and Access
7. Car and cycle parking
8. Proposed Revisions to Cycle Routes
9. Refuse/ Servicing
10. Trees and Landscaping
11. Ecology
12. Renewable Energy/ Sustainability
13. Flooding/Drainage
14. Noise
15. Air Quality
16. External lighting
17. Ventilation
18. Contamination
19. Public Art
20. Archaeology
21. Fire Safety
22. Prematurity

9.0 Principle of the development

9.1 The site lies within the Development Framework for Cambridge North Fringe and Chesterton Fen Road. Policy DP/7 Development Frameworks of the Development Control Policies, DPD permits the development and redevelopment of unallocated land and buildings within development frameworks. The emerging South Cambridgeshire and Cambridge City Local Plans, Policies SS/4 and 14 identify Cambridge Northern Fringe East as an area for major change which will enable the creation of a revitalised, employment focussed area centred on a new transport interchange, with the area allocated for high quality mixed use development, primarily employment within Use Classes B1 (Business), B2 (General Industry) and B8 (Storage or Distribution) as well as a range of supporting uses, commercial, retail and residential.

- 9.2 A joint Area Action Plan (AAP) is being prepared in accordance with these policies in which the amount of development, site capacity, viability, time scales and phasing of development will be established. An Issues and Options Report was subject to public consultation from December 2014 to February 2015, papers were presented to the Joint Strategic Transport and Spatial Planning Committee in November 2015 to take forward two potential options for the development of CNFE. The two refined options that have been formulated are Option 2A 'Medium Level of Redevelopment' and Option 4A 'Maximum Level of Redevelopment'. Following this, there have been delays in the Local Plan examination process and delays to the AAP progress therefore timeframes for its publication remain uncertain.
- 9.3 The National Planning Policy Framework seeks a presumption in favour of sustainable development. The site lies adjacent to Cambridge North Station and is highly sustainable in terms of transport links in addition to the rail links the site benefits from good bus links, the Guided Bus, cycle and pedestrian links serving the local and wider area. The site lies close to local services and Cambridge City Centre. The emerging policies and the NPPF seek to re-use land that has been previously developed to achieve each of the economic, social and environmental dimensions of sustainable development.
- 9.4 This proposal comes forward as part of the first phase of redevelopment of the former Chesterton Sidings site. The rationale put forward by the application is to create a place with activity around the new station, acting as a catalyst for the regeneration of the wider site for the future. It is recognised that this proposal comes forward ahead of the adoption of the AAP, alongside the current proposed hotel scheme. As a result, little weight can be given to the AAP. Notwithstanding the above, it is considered that these schemes will meet the purpose of the CNFE AAP by providing high quality employment led mixed use development which will help to meet the long term growth needs of Cambridge. Given the size and scale of the proposal, and that it would provide employment and retail within the existing station area which is of an appropriate size and scale to not impact significantly on the area and wider area, the proposal coming forward at this early stage is considered appropriate. Further redevelopment of the area is expected and this would be following the adoption of the AAP.

10. Environmental Impact Assessment

- 10.1 A Screening Opinion was issued by South Cambridgeshire District Council on 26:04:2017. The Screening Opinion concluded that the proposed development was not EIA development as it was unlikely to have significant effects on the environment.

11. Visual Impact

Context of site and building height

- 11.1 The proposed building lies to the east of the station square, forming a triangular shaped footprint matching the site's shape. The proposed office building comprises of seven storey's, organised into three parts consisting of the base for retail, the middle section for offices and the upper section which is set back from the rest of the façade and designed to give a top to the building. The proposed scale of the office building, and adjacent public spaces have been designed to relate to the scale of the square, proposed hotel, and similar spaces within Cambridge City at Cambridge Station, and the Market Square. The proposed context of the site and building heights have been modelled physically and virtually to ensure the relationships between the buildings and spaces are appropriate. The proposed seven storey office building would relate to the northern seven storey wing of the proposed hotel, helping to define and frame the station square, being an appropriate scale for the size of this space, and reinforcing the civic presence.
- 11.2 The proposal will measure 26 metres in height excluding the plant which totals 29 metres. It is acknowledged that the proposed height of the office will be larger than the surrounding buildings, matching the height of the northern wing of the recently approved hotel. It is considered this height is appropriate for the buildings in order to frame the station square and be of a sufficient scale to do this. The proposed height provides a city form that establishes a new urban status for this area. The proposed height is considered acceptable.
- 11.3 A Townscape View Analysis document was submitted in which a visual assessment has been taken from 12 viewpoints. It is observed from this document that views of the office will be possible from certain viewpoints, with the proposal from viewpoint 12 at Ditton Meadows being partially visible with limited visibility of the upper floors and roof canopy. The visibility of the development in this location is predominantly due to site clearance that has taken place at a site located between the application site and the river which has resulted in a gap where the application site and the existing station building are visible. Significant landscaping mitigation has been secured under the Hayling House, Fen Road application 16/0617/FUL secures mitigation landscaping which officers consider will mitigation and minimise the views of the Hotel from Ditton Meadows. Within a number of the views there are obstructions which include trees, vegetation, houses and buildings. It is considered that the proposal would not have a significant visual impact in long distance views, resulting in limited visual harm on any of the key viewpoints and heritage assets from around the site.

- 11.4 The massing and height of the building is appropriate to its context and complies with Policies DP/2 and DP/3 of the Local Development Framework.

Historic Impact

- 11.5 The site lies outside of any designated heritage assets. 500 metres to the south east of the site within Cambridge City Council administrative boundary lies the Central Cambridge Conservation Area which forms Stourbridge Common and Ditton Meadows which are designated Green Belt and City Wildlife and Local Nature Reserves. An additional landscape view point from the south western point of Ditton Meadows was requested, and provided given the clear view of the station from this heritage asset.
- 11.6 400 metres to the east and south of the site lies the River Cam which forms the boundary to Fen Ditton Conservation Area. Within Fen Ditton lies Grade I and II* listed buildings. Historic England have raised concern that the proposal would introduce modern buildings of a greater scale which would result in harm to the historic significance of the Conservation Area, and the relationship between Fen Ditton Conservation Area, Stourbridge Common and Cambridge visually.
- 11.7 The proposal has been assessed in terms of its impact on these heritage assets and it is acknowledged (as discussed above) that views of the proposed office building will be seen from a limited part of Ditton Meadows. Officers consider that the Hotel will not be visible from Fen Ditton Conservation area; therefore there is no significant impact on Fen Ditton Conservation area. The proposal will not be significantly high or viewable when viewed in relation to existing trees, landscaping and the existing station. The proposal would lead to less than substantial harm, with the public benefits of the scheme being the economic improvement to the area through provision of services and employment, social improvement of leisure and retail facilities and environmental improvements of re-use of previously developed land, ecological enhancements, sustainable design and accessibility by non-car means of travel. The proposal would therefore accord with Policies DP/1, DP/2 and DP/3 of the Local Development Framework and paragraphs 128, 131 and 134 of the National Planning Policy Framework.

Design and use of materials

- 11.8 The proposed design of the building maximises the triangular form of the site by being triangular in shape, with the truncated north east corner and curved canopy which completes the form of the site.
- 11.9 The proposed materials of the building consist of brick, timber and bronze coloured aluminium, with glass strip fenestration to the offices. There will be concrete clad columns running vertically up the building

and the roof canopy which provides a contrast to the earthy characteristics of the bricks. The fenestration is broken with vertical louvres to provide solar shading to the east and west facades. The brickwork is enhanced by panels of perforated brickwork which adds interest and light to both interior and exterior views. The elevations of the office have a strong horizontal emphasis with strip windows to the upper floors on the east, north and west frontages with the contrast of large vertical element of glazed curtain walling on the entrance façade.

- 11.10 The proposed roof is designed to be a combination of a green roof and provides areas of photovoltaic panels which provide some of the renewables for the building. The curved canopy and roof overhang will be illuminated on the east façade with uplighters on the station square to provide an illumination and glow at the top of this building.
- 11.11 The proposal is considered to be a high quality design, which would enhance the character of the local area, and would compliment the proposed adjacent hotel building. As a result, the proposal would contribute to the activity within the Square, adding to the vitality of the station. The design of this resubmitted application remains similar to the previous refused application S/2403/17/FL, with the office entrance being relocated further south. The proposal would accord with Policies DP/2 and DP/3 of the Local Development Framework.

Cambridgeshire Quality Panel

- 11.12 The Cambridgeshire Quality Panel reviewed the scheme on 8th February and 10th April; 2017. The scheme was amended between the two Quality Panel meetings.

Issues and Recommendations of Quality Panel.

Quality Panel issues and recommendations	Officer Response
Concern raised regarding the complexity of the loading bay, cycle area next to the guided bus way and alternative positioning should be considered for the cycle storage.	Additional cycle storage has been provided within the building with some accommodated outside adjacent to the building.
Concern about the potential overheating on the western elevation.	The office will achieve BREEAM excellent rating with aspiration for outstanding.
There is a need to protect the building through the planning application stage to ensure the applicants ambition is delivered. It is important that the design standard is set high to show future phases what is expected and	Officers have worked with the applicant to ensure that the quality of the materials and articulation of elements will deliver a quality development. Conditions are proposed for the detailing and materials.

<p>delivered.</p> <p>Questioned whether it was possible for the office to move slightly further north to widen the pavement for pedestrians.</p>	<p>Due to the irregular shape of the site and the arrangement of the building it has not been possible to relocate the building slightly further north. The footpath is located outside of the application site and was secured under the Station building application which has been implemented.</p>
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Please see Appendix 2 For full Quality Panel Response.

- 11.13 The proposal is considered to be a high quality design, which would enhance the character of the local area, adding to the existing station area. Conditions 2 and 3 are recommended to require design details to be submitted for approval. The proposal would accord with Policies DP/2 and DP/3 of the Local Development Framework.

External Spaces

- 11.14 The proposal seeks a number of landscaping and public realm improvements.
- 11.15 Specimen trees are proposed to be planted along the east elevation between the building and the car drop off and to the west along the guided bus route. This will help to frame views of the building, create a visual separation from vehicles and provide shelter for the adjacent benches. It will also provide a high quality piece of public realm to the station square. Underground planting along the Guided Busway will consist of evergreen shrubs, grasses and low herbaceous planting, forming rain gardens.
- 11.16 A green gateway is proposed when approaching the Square from the Boulevard with a specimen tree proposed outside the office entrance to enclose and frame this space; this is mirrored on the opposite side of the road. Concerns were raised in regard to the trees within the public square being planted too close to the proposed cycleway resulting in a hazard for cyclists. The proposed tree pits and street lights would be at a minimum of 0.5 metres from the edge of the cycleway and this is considered a sufficient setback.
- 11.17 The proposals would comply with Policies DP/1 and DP/2 of the Local Development Framework.

12 Neighbour Amenity

- 12.1 The nearest neighbouring properties lie 120 metres to the north east at Sunningdale Caravan Park, with neighbouring properties 70 metres from the site to the south west along Long Reach Road. An industrial estate lies to the south east. Concern has been raised regarding the

design and height of the office from these neighbouring properties being overbearing and reflection of noise from the facades of the buildings on residents. The proposal will be evident in open views towards the station from these properties, however given this distance, the proposal is not considered to be significantly overbearing to these residents. Noise reflection from buildings has been assessed and detailed in the Noise impact Assessment and Addendum in which noise has not been considered to result in significant harm.

- 12.2 The proposal would accord with Policy DP/3 of the Local Development Framework.

13. Accessibility

- 13.1 The proposal will provide 3 no. blue badge parking spaces to the north west, adjacent to the building, which will have level pavement access to the main office entrance. 3 no blue badge parking spaces are additional proposed within the ground level car park for the office building.

- 13.2 Wheel chair compliant lifts and disabled facilities will be accessible from all levels.

- 13.3 Access to the retail units within the scheme will allow level access for users.

- 13.4 The proposal has been reviewed by the City Council's Disability Officer and the Disability Consultative Panel. The Panel raised no objections to the scheme in principle; comments were made in terms of the excavation or firefighting lifts are included in the design as can be used as an emergency.

- 13.5 The proposal would accord with Policy DP/2 of the Local Development Framework.

14. Transport and Access

- 14.1 The highway network in the vicinity of the Cambridge Science Park is at capacity, there is significant congestion currently occurring along Milton Road and Kings Hedges Road, the A10 and A14 especially in peak periods. Cambridge Northern Fringe East and the Cambridge Science Park is being taken into considerations in the A10 Transport Corridor Study which runs from Cambridge to Ely and is due to completed by the end of the year.

- 14.2 It is anticipated that the development will add an additional 56 vehicles in the AM peak onto the highway network, of which 48 will be arrivals and 32 departures in the AM peak and 15 arrivals and 41 departures in the PM peak. Rather than increasing the capacity of the highway network the County Council's strategy has been to improve the quality

and capacity of the sustainable transport networks leading into and within the City.

- 14.3 Vehicular access to the site will be along Milton Avenue which provides the main vehicular route from Cowley Road. The primary pedestrian access and exit to the building is in the north east corner. A Transport Assessment and Travel Plan have been submitted with the application. As part of the delivery of Cambridge North Railway Station, there have been vast improvements to walking, cycling and public infrastructure and services to the area. The Proposed Transport Assessment predicts that the two-way traffic flow from the proposal during peak hours is less than 1% of that on Milton Road. The impact of vehicular trips on the highway network has been assessed and the network is at capacity in the peak periods with other committed developments included. The development traffic flows do have an impact at several junctions and mitigation for Milton Road and the A14 Junction was requested.
- 14.4 The applicant has put forward proposals for non-car mode mitigation, in which the proposals will build on the existing infrastructure delivered as part of the Cambridge North Station to improve connectivity of the site and surrounding area. These include a new footway on the northern side of Cowley Road between the Business Park and Cambridge North Station, a new footway and cycleway bridge across the First Public Drain to improve north and south links along Cowley Road, improved signage and wayfinding to Cambridge North and the surrounding site and cycle improvements on Fen Road. The Transport Assessment Team support these proposals. The proposed Cowley Road footway and new pedestrian and cycleway bridges will be secured by S106 financial contributions and the improved wayfinding and cycle improvements on Fen Road will be secured by Section 278.
- 14.5 Therefore, although it is recognised that there is significant pressure on the local transport network arising from a cumulative number of emerging proposals within the local areas including Waterbeach, the Science Park and the remainder of the CNFE AAP area, this proposal is considered to provide sufficient mitigation to address its own impacts. The proposal would therefore accord with Policies DP/2 and DP/3 of the Local Development Framework.

15. Car and cycle parking

Car Parking

- 15.1 The proposal will provide 125 car parking spaces, within the temporary surface car park sited north of the proposed office. These spaces will be for office employees. The proposed level of car parking will be lower than the maximum parking standards under Policy TR/2 of the Local Development Framework which requires a maximum of 324 spaces. The proposal seeks to provide 125 car parking spaces for the office within the shared parking facility for the proposed hotel. This provision

would be reduced over time as more sustainable travel patterns are established and encouraged. The 125 spaces are proposed for the first 10 years of the operation of the office with this provision proposed to reduce after the tenth year of operation to 60 car parking spaces. A similar car parking strategy has been established at nearby City Centre and village locations. It is acknowledged that the proposed parking levels are significantly lower than the required provision; however this level is considered in relation to the close proximity of the office to the station, connectivity to the Cambridge Guided Bus, other bus routes and cycle routes connecting to the wider area. The proposed level of parking is considered acceptable in line with Policy TR/2 of the Local Development Framework.

- 15.2 Car parking will be in the proposed new temporary surface car park. This will comprise of open graded crushed rock. The threshold between the temporary car park and station square is proposed to be asphalt. The proposed lifespan of the asphalt is ten years following which planning permission would be required for any new car parking area as part of the wider development.

Cycle Parking

- 15.3 The proposed ground floor of the office building will house 325 bicycle spaces with provision of cyclist changing and showering facilities. 216 bicycle spaces will be on stackers with 106 bicycle spaces on Sheffield stands and 3 spaces for cargo bikes. In addition to this, a further 30 cycles spaces are proposed on stands along the eastern facade of the office building for visitors of the retail units, totalling 355 cycle spaces. Officers note the outstanding concerns raised by the County Project Officer regarding the location of the visitor cycle parking. While the cycle parking does reduce space for pedestrians on the eastern frontage a sufficient area is maintained for circulation.

16. Proposed Revisions to Cycle Route

- 16.1 The proposed changes to this scheme follow the refused application S/2403/17/FL. The changes comprise of the footprint of the office building being moved 1.3 metres to the west and 2.5 metres to the north west. To the east of the proposed office building, this allows for a 3.4 metre wide dwell space immediately outside the retail units to enable pedestrians to enter and exit the building, a 3 metre wide two way segregated cycleway which can link with the cycle way adjacent to Milton Avenue and a 2.7 metre wide landscaping strip and pedestrian area adjacent to the station drop-off area. Immediately outside the office entrance to the north east would be a 3.8 metre wide dwell space, a 3 metre wide segregated cycleway and a 4.6 metre landscaping strip. A larger cycle store at the rear of the proposed building is proposed in which the footprint of the office and retail floor space has been reduced to allow this.

- 16.2 The proposed 3 metre wide segregated cycleway will be constructed of a buff coloured concrete block paving units laid stretcher bond enclosed by silver-grey conservation kerbs, surrounded by yorkstone paving.
- 16.3 The Walking and Cycling Officer has commented on the proposed revisions and supports the provision of a segregated 3 metre wide cycle route. Comments are made in relation to the location of the visitor cycle parking area to the front of the retail units which is considered would reduce the pedestrian area. Condition 42 is recommended to ensure that final details of cycle parking location and provision are submitted for approval. The Walking and Cycling Officer also commented on the surfacing of the cycleway. It is considered that the proposed cycleway which will be clearly demarcated through different materials and treatment will be sufficient. The Development Management Engineer has commented that the proposed segregated cycleway crosses a desire line with the retail units, office and station, disabled users may experience difficulty crossing the cycleway, external tables and chairs may obstruct pedestrians and doors on the north west elevation with open outward doors creating a potential hazard.
- 16.4 The segregated cycleway would overcome the previous reason for refusal under application S/2403/17/FL. The dwell space, cycleway and landscaping strip allows for good visibility for cyclists and pedestrians. Condition 41 is recommended to restrict table and chairs outside the retail units. All doors to the proposed office and retail units would open inwards. CamCycle commented that the separate cycle and footway would enhance safety for cyclists and pedestrians. In addition, they comment on the size requirements within the proposed cycle parking area to allow for use, Condition 42 is recommended to ensure that final details of cycle parking location and provision are submitted for approval, in which the layout of the cycle parking can be amended. As part of the S106 Agreement, it is proposed to align the cycleway.
- 16.5 The proposed revised scheme would overcome the previous reason for refusal by the building being moved to allow for sufficient space and a set back from the building to provide appropriate segregation for pedestrians and cyclists avoiding conflict.
- 16.6 The proposal would accord with Policies DP/2, DP/3 and TR/2 of the Local Development Framework.

17. Refuse/ Servicing

- 17.1 The site will be serviced via a dedicated service bay located on the Link Road to the north of the office building. Direct access will be available to the core and recycling storage area from this bay.

17.2 The proposal will comply with Policy DP/3 of the Local Development Framework.

18. Trees and Landscaping

18.1 The proposals seek to provide specimen trees along the eastern elevation between the building and car drop off within Station Square. This will provide a visual separation and soften the appearance.

18.2 A specimen tree under planted with groundcovers with a bench in front is proposed outside the office entrance with this being mirrored on the opposite side of the road. The proposal will provide a green gateway when approaching the Square from the Boulevard.

18.3 Along the Cambridge Guided Bus Way, to the west of the office building is proposed to consist of under planting comprising evergreen shrubs, grasses, low herbaceous planting forming rain gardens.

18.4 On the proposed roof of the office is proposed an extensive green roof which will be laid around the central plant space and would provide a wildlife habitat, food sources and assist with rainwater attenuation.

18.5 Conditions 12, 13, 17, 18 are recommended in regard to hard and soft landscaping, tree pit details and green roof details. The proposals will create a high quality environment, enhancing the street scene and environment in accordance with Policies DP/1 and DP/2 of the Local Development Framework.

19. Ecology

19.1 There are no designated sites of international or national ecological importance within the site or within 2 km of its boundary. There are six Local Nature Reserves (LNR) within 2km with Bramblefields LNR being within 250km of the proposed office site. Bramblefields comprises of a mixture of grassland, scrub and a pond. There are 16 non-statutory sites located within 2km radius of the site; including three County Wildlife Sites and 13 City Wildlife Sites. The closest is the River Cam County Wildlife Site (CWS).

19.2 The site comprised of a mix of scrub and open ground habitats. The site currently consists of bare ground, hardstanding and compacted hard core. This follows from the site being a construction site for work to Cambridge North Station; therefore a new ecological baseline is evident from the historical baseline condition. Prior to clearance the site had the potential to support open mosaic habitats, a diverse invertebrate assemblage, amphibians, reptiles, breeding birds and limited potential for bats and hedgehogs. The proposal seeks to include recreation of habitat on various roof areas on the office, bat and bird boxes, tree planting, and provision of SUDs features such as rain gardens.

19.3 The Ecology Officer has recommended conditions 17, 18 and 19 in regard to planting, provision of bird and bat boxes and a 15 year monitoring schedule.

19.4 The proposals will therefore comply with Policies DP/3 and NE/5 of the Local Development Framework.

20. Renewable Energy/ Sustainability

20.1 The proposal will use air source heat pumps and photovoltaics to meet the 10% saving of CO² emissions in accordance with Policies NE/1 and NE/3 of the Local Development Framework. The development proposes to minimise energy demand by building an air tight building with good thermal properties and glazed windows with solar control glazing. The proposed office building is targeting a BREEAM rating of 'Excellent'. Sustainable design and construction is proposed through water efficient services, reduce, reuse and recycle to waste, responsible sourcing of materials and thermal comfort analysis has been undertaken to consider the impact of climate change.

20.2 The proposed approach to the use of renewable and low carbon energy is acceptable, and in accordance with the National Planning Policy Framework and Policy DP/1 of the LDF.

21. Flooding/Drainage

21.1 The River Cam lies to the east of the site and the First Public Drain which provides surface water drainage for the whole of the CNFE and surrounding area. A Surface and Foul Water Drainage Strategy has been submitted with the application, which details surface water runoff management based on the use of Sustainable Drainage Systems (SuDS), an allowable limiting discharge rate of 3.3l/s/ha (existing mean annual peak rate of runoff for the greenfield site), with discharge attenuated and controlled surface water flows into the first public drain. It is proposed to construct a new onsite gravity surface water drainage system to serve the proposed development site which will connect into the existing surface water drainage infrastructure already installed for the Cambridge North station.

21.2 The Drainage Officer and Lead Local Flood Authority have confirmed they do not object to this proposal and subject to condition (29) being added in regard to surface water attenuation being retained for the lifetime of the development, the proposal is acceptable as not causing an increase in flood risk.

21.3 The proposal would accord with Policies NE/8, NE/9, NE/10, NE/11 and NE/12 of the Local Development Framework.

22. Noise

- 22.1 The A14 lies to the north of the site, with the railway line, sidings and the minerals and waste operations nearby creating noise which will impact on the proposal. A Noise Assessment was submitted with the application, which identifies the main sources of noise from transportation from the railway, Cambridge Guided Busway, road traffic on the A14 and on-site vehicle movements. Concern is raised regarding the possibility of noise from these sources being reflected off the brick and glass facades of the proposed office, towards the residential properties at Sunningdale Caravan Park. The Environmental Health Officer has requested that additional detailed noise modelling is carried out to assess the impacts from the noise reflections from the building and additional traffic from the development.
- 22.2 Following submission of the Noise Assessment Addendum, the Environmental Health Officer has confirmed that the information submitted is sufficient to demonstrate the adverse effects from noise will either be negligible or remain unchained at nearby receptors. The concerns regarding potential reflection of noise towards nearby residential premises and increased traffic generation are therefore negligible.
- 22.3 Conditions (23), (24) and (25) are recommended to ensure noise is minimised through details to be submitted for a construction environmental management plan, submission of a noise assessment for noise from commercial and retail activities, restrictions on delivery times for the proposed commercial premises and a noise assessment of plant and equipment for any renewable energy sources.
- 22.4 The proposals will comply with Policies NE/15 of the Local Development Framework.

23. Odour

- 23.1 The site is located close to Cambridge Water Recycling Centre (WRC), which has the potential for odours to affect the proposed development. This area is currently subject to a separate Ratification Study commissioned by the two district councils to ensure the acceptability of overall development within the AAP area. An Odour Assessment has been submitted with this application. The Odour Assessment concludes that the predicted concentrations for the proposed developments, each of the three receptors for the office, retail and hotel are less than $1.5 \mu\text{g}/\text{m}^3$. As a result the predicted odour concentrations meet the most stringent criterion applied for assessment of site suitability for residential use and suggests a low potential for adverse odour impacts. Conditions 24 and 25 are recommended which requires the prior to the commencement of development, the submission and approval of details of the mechanical ventilation and odour filtration system.

23.2 The proposals will comply with NE/16 of the Local Development Framework.

24. Air Quality

24.1 An Air Quality Assessment and Transport Assessment have been submitted in regard to air quality. The Air Quality Officer has raised no objections to the proposal on the basis of impacts to or from Air Quality, subject to conditions (38) and (39) in regard to electric vehicle charging, low NOx boilers and combined heat and power.

24.2 The proposals will comply with Policy NE/16 of the Local Development Framework.

25. Lighting

25.1 The proposal will be situated a significant distance from the neighbouring properties at Long Reach Road and Chesterton Fen Road. The Landscape Officer raised concern regarding the visual impact and night time views of the illuminated canopy. Condition (5) is recommended to ensure the proposed lighting scheme is appropriate to protect residents from nuisance, and to ensure the visual impact of lighting in the area is appropriate.

25.2 The proposals will comply with Policy NE/14 of the Local Development Framework.

26. Ventilation

26.1 Condition (25) is recommended to ensure the control of odour from the proposed A1 and A3 kitchen extract systems.

26.2 The proposals will comply with Policy NE/16 of the Local Development Framework.

27. Contamination

27.1 The site has been mainly used for railway land, but has a history of potentially contaminative uses. A Phase 1 Geotechnical and Geo-Environmental Risk Assessment has been undertaken and the Contamination Land Officer has recommended condition (26) to require a Phase two investigation to further characterise the site and test the conceptual model.

27.2 The proposals will comply with Policy DP/3 of the Local Development Framework.

28. Public Art

28.1 A scheme for public art has not been put forward as part of the application. Condition (40) has been recommended to require a phased scheme for the delivery of public art to be submitted for approval.

29. Archaeology

29.1 A Desk Based Assessment, Watching Brief and Test Pit Evaluation Report have been undertaken. Archaeological works undertaken for the wider site Cambridge North Station indicated that this part of the former railway sidings is unlikely to contain significant archaeological remains and as a result no archaeological works are necessary for the proposal.

29.2 The proposals will comply with Policy CH/2 of the Local Development Framework.

30. Fire Safety

30.1 A condition (37) is recommended to require adequate provision is made for fire hydrants.

31. Consideration of Prematurity

31.1 The representation received from Cambridge Past Present and Future (CPPF) considers that the determination of the application prior to the completion to the Joint Area Action Plan for Cambridge Northern Fringe East (CNFE AAP) would be premature. The representation states that if this development would proceed it would predetermine the style for the rest of Cambridge Northern Fringe East prior to the AAP being agreed which would be contrary to the purpose of the AAP and by definition the Local Plan.

31.2 It is not considered that the positive determination of the present application would be premature. CPPF's primary concern is that this proposal would be contrary to the AAP and Local Plan. It is acknowledged that this proposal is ahead of the AAP being adopted however the redevelopment of the site is provided for in the emerging South Cambridgeshire and Cambridge City Local Plans through Policies SS/4 and 14, in which this area is allocated for high quality mixed use development, primarily for employment.

31.3 Notwithstanding that it is not considered that the determination of the current application is premature, the NPPG states that arguments that an application is premature are unlikely to justify a refusal unless it is clear that the adverse impacts of granting permission would significantly and demonstrably outweigh the benefits, taking into account the NPPF policies and other material considerations. It states that such circumstances will generally be limited to situations where both the development is so substantial or significant that granting permission would undermine the plan-making process by

predetermining decisions about the scale, location or phasing of new development central to an emerging plan and where the emerging plan is at an advanced stage, but is not yet formally adopted. It is difficult to conclude that the granting of permission would have any significant impact on decisions about new development.

- 31.4 It is therefore considered that the argument that the application is premature should not be held and that the application should be determined expeditiously

32. Planning Obligations (s106 Agreement)

- 32.1 The Community Infrastructure Levy (CIL) Regulations 2010 (as amended)

have introduced the requirement for all local authorities to make an assessment of any planning obligation in relation to three tests. Each planning

obligation needs to pass three statutory tests to make sure that it is;
(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.
In bringing forward my recommendations in relation to the Planning Obligation

for this development I have considered these requirements.

- 32.2 In line with the CIL Regulations, councils can pool no more than five S106 contributions towards the same project. The new 'pooling' restrictions were introduced from 6 April 2015 and relate to new S106 agreements. This means that all contributions now agreed by the council must be for specific projects at particular locations, as opposed to generic infrastructure types within the city of Cambridge.

- 32.3 Only transport related obligations arise from the submission of the planning application. The complete package of highway mitigation is detailed below:

- Financial contribution towards footway links between the Chesterton Public Means of Access pedestrian and cycle route on the southern side of the First Public Drain (secured and delivered through the Cambridge North Station application) and Cowley Road. (2 x bridges) - £26,415
- Financial contribution towards provision of the footway links on the northern side of Cowley Road. - £126,792
- Wayfinding signage to the Cambridge North - £15,849
- Financial contribution towards cycle improvements on Fen Road (between Moss Bank and Fallowfields). - £59,698
- Financial contribution towards TP+ membership. - £15,849

The total cost of the works proposed above is £463,000 however this scheme along with approved application S/2372/17/FL both contribute towards these highway mitigation measures.

32.4 Officers have agreed with Cambridgeshire County Council and the applicants that these contributions will be agreed through a Section 106 Agreement and Section 278 Agreement for securing these mitigation measures.

32.5 Subject to the completion of a S106 planning obligation to accord with the sought County Council Transport mitigation measures detailed above in paragraph 32.3, I am satisfied that the proposal would accord with Policy DP/3.

33. CONCLUSION

33.1 The previous reason for refusal has been addressed through the reconfigured building threshold and cycle route. The application accords with the Development Plan and is recommended for approval.

34. RECOMMENDATION

APPROVE subject to the following conditions:

1. The development hereby permitted shall be begun before the expiration of 3 years from the date of this permission.
(Reason - To ensure that consideration of any future application for development in the area will not be prejudiced by permissions for development, which have not been acted upon.)
2. Prior to the commencement of the development of the office building, sample panels of a minimum size of 1 metre by 1 metre of the general brickwork, feature brickwork and hit and miss brickwork to be used shall be erected on site to establish the detail of mortar colour, detail of bonding, coursing, colour and type of jointing shall be agreed in writing with the local planning authority. The quality of finish and materials incorporated in any approved sample panel(s), which shall not be demolished prior to completion of development, shall be maintained throughout the development.
(Reason - To ensure the appearance of the development is satisfactory in accordance with Policy DP/2 of the adopted Local Development Framework 2007.)
3. Prior to the commencement of the development, hereby approved, with the exception of below ground works, full details of the external materials to be used in the construction of the external surfaces of the buildings hereby permitted have been submitted to and approved in writing by the Local Planning Authority. Development shall be carried out in accordance with the approved details.

(Reason - To ensure the appearance of the development is satisfactory in accordance with Policy DP/2 of the adopted Local Development Framework 2007.)

4. Prior to the commencement of the development hereby approved, with the exception of below ground works, the following shall be submitted and agreed in writing by the Local Planning Authority.
 - Details of the appearance of the plant enclosure which shall include sections and elevations at a scale of not less than 1:20 together with product information. This may include the submission of samples of mesh/louver types and the colour(s) of the components.
 - A lighting strategy including information on all external light fittings and timings of operation
 - A Signage strategy. The approved signage strategy shall thereafter be retained and all external signage shall conform to the strategy unless otherwise agreed in writing by the local planning authority.The development shall be carried out in accordance with the approved details. (Reason - To ensure the appearance of the development is satisfactory in accordance with Policy DP/2 of the adopted Local Development Framework 2007.)

5. Prior to the commencement of the development hereby approved, with the exception of below ground works, the following shall be submitted and agreed in writing by the Local Planning Authority.
 - Details of boundary treatments to the temporary car park and the space between Milton Avenue and the temporary car park.
 - A scheme for amenity landscaping between the temporary car park and Milton Avenue. The development shall be carried out in accordance with the approved details. (Reason - To ensure the appearance of the development is satisfactory in accordance with Policy DP/2 of the adopted Local Development Framework 2007.)

6. Prior to the commencement of the development hereby approved, with the exception of below ground works, full details of both hard and soft landscape works, all tree pits including any planters, hard paving and soft landscaped areas shall be submitted to and approved in writing by the Local Planning Authority. These details shall include indications of all existing trees and hedgerows on the land and details of any to be retained, together with measures for their protection in the course of development. The details shall also include specification of all proposed trees, hedges and shrub planting, which shall include details of species, density and size of stock.

(Reason - To ensure the development is satisfactorily assimilated into the area and enhances biodiversity in accordance with Policies DP/2 and NE/6 of the adopted Local Development Framework 2007.)

7. All hard and soft landscape works shall be carried out in accordance with the approved details. The works shall be carried out prior to the

occupation of any part of the development or in accordance with a programme agreed in writing with the Local Planning Authority. If within a period of five years from the date of the planting, or replacement planting, any tree or plant is removed, uprooted or destroyed or dies, another tree or plant of the same species and size as that originally planted shall be planted at the same place, unless the Local Planning Authority gives its written consent to any variation.

(Reason - To ensure the development is satisfactorily assimilated into the area and enhances biodiversity in accordance with Policies DP/2 and NE/6 of the adopted Local Development Framework 2007.)

8. The approved building shall be constructed to meet the approved overall BREEAM 'excellent' rating. Prior to commencement of development, or within 6 months of commencement, a BRE issued Design Stage Certificate shall be submitted to, and approved in writing by, the Local Planning Authority. Where the interim certificate shows a shortfall in credits for BREEAM 'excellent', a statement shall be submitted identifying how the shortfall will be addressed.

(Reason- In the interests of reducing carbon dioxide emissions and promoting principles of sustainable construction and efficient use of buildings in accordance with Policy DP/1 of the adopted Local Development Framework 2007).

9. Prior to the occupation, or within 6 months of occupation, a certificate following a post-construction review shall be issued by an approved BREEAM Assessor to the Local Planning Authority, indicating that the approved BREEAM 'excellent' rating has been met. In the event that 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 unless otherwise agreed in writing by the Local Planning Authority.

(Reason- In the interests of reducing carbon dioxide emissions and promoting principles of sustainable construction and efficient use of buildings in accordance with Policy DP/1 of the adopted Local Development Framework 2007).

10. The approved renewable and low carbon energy technologies shall be fully installed and operational prior to the first occupation of the development and shall thereafter be retained and remain fully operational in accordance with a maintenance programme, which shall be submitted to and agreed in writing by the local planning authority. Any gas fired CHP should meet an emissions standard of:

Spark ignition engine: less than 150 mgNO_x/Nm³

Compression ignition engine: less than 400 mgNO_x/Nm³

Gas turbine: less than 50 mgNO_x/Nm³

No review of this requirement on the basis of grid capacity issues can take place unless written evidence from the Distribution Network

Operator confirming the detail of grid capacity and its implications has been submitted to, and accepted in writing by, the local planning authority. Any subsequent amendment to the level of renewable/low carbon technologies provided on the site shall be in accordance with a revised scheme submitted to and approved in writing by, the local planning authority.

(Reason- In the interests of reducing carbon dioxide emissions and to ensure that the development does not give rise to unacceptable pollution in accordance with Policies NE/3 and NE16 of the adopted Local Development Framework 2007).

11. Prior to the commencement of the development hereby approved, with the exception of below ground works, full details of green and brown roofs shall be submitted to and approved in writing by the Local Planning Authority and these works shall be carried out as approved. The details shall include details of build-ups, make up of substrates, planting plans for biodiverse roofs, methodologies for translocation strategy and drainage details where applicable. The development shall be carried out in accordance with the approved details.

(Reason - To ensure the development is satisfactorily assimilated into the area and enhances biodiversity in accordance with Policies DP/2 and NE/6 of the adopted Local Development Framework 2007.)

12. Prior to the commencement of the development hereby approved a scheme for the provision of bird and bat nest boxes shall be submitted to and approved in writing by the Local Planning Authority; the development shall not be occupied until the nest boxes have been provided in accordance with the approved scheme.

(Reason - To achieve biodiversity enhancement on the site in accordance with adopted Policies DP/1, DP/3 and NE/6 of the adopted Local Development Framework 2007.)

13. A Landscape and Ecological Management Plan (LEMP) shall be submitted to, and approved in writing by, the local planning authority prior to the commencement of development. The content of the LEMP shall include the following.

- a) Description and evaluation of features to be managed.
- b) Ecological trends and constraints on site that might influence management.
- c) Aims and objectives of management.
- d) Appropriate management options for achieving aims and objectives.
- e) Prescriptions for management actions.
- f) Prescription of a work schedule (including an annual work plan capable of being rolled forward over a fifteen-year period).
- g) Details of the body or organisation responsible for implementation of the plan.
- h) Ongoing monitoring and remedial measures (to be rolled out over a 15 year period with at least 5 monitoring events).

The LEMP shall also include details of the legal and funding mechanism(s) by which the long-term implementation of the plan will be secured by the developer with the management body(ies) responsible for its delivery. The plan shall also set out (where the results from monitoring show that conservation aims and objectives of the LEMP are not being met) contingencies and/or remedial action will be identified, agreed and implemented so that the development still delivers the fully functioning biodiversity objectives of the originally approved scheme. The approved plan will be implemented in accordance with the approved details. (Reason - To achieve biodiversity enhancement on the site in accordance with adopted Policies DP/1, DP/3 and NE/6 of the adopted Local Development Framework 2007.)

14. No power operated machinery (or other specified machinery) shall be limited to 0800 hours to 1800 hours Monday to Friday and 0800 hours to 1300 hours on Saturday and at no time on Sundays, Bank or Public Holidays unless otherwise previously agreed in writing by the Local Planning Authority in accordance with any agreed noise restrictions. (Reason - To minimise noise disturbance to adjoining residents in accordance with Policy NE/15 of the adopted Local Development Framework 2007.)

15. Collection from and deliveries to any non-residential premises including the office, any retail, food or commercial uses shall only be carried out between 0800 hours to 1800 hours Monday to Friday, 0800 hours to 1300 hours on Saturdays and at no time on Sundays, bank or public holidays. (Reason - To minimise noise disturbance to adjoining residents in accordance with Policy NE/15 of the adopted Local Development Framework 2007.)

16. A noise assessment shall be completed and a scheme be submitted for the insulation of the building(s) and/or associated plant / equipment including any renewable energy provision sources such as any air source heat pump or wind turbine or other attenuation measures as necessary, in order to minimise the level of noise emanating from the said building(s) and/or plant shall be submitted to and approved in writing by the Local Planning Authority. The scheme as approved shall be fully implemented before the use hereby permitted is commenced and shall thereafter be maintained in strict accordance with the approved details. (Reason - To minimise noise disturbance to adjoining residents in accordance with Policy NE/15 of the adopted Local Development Framework 2007.)

17. No development shall commence, with the exception of below ground works, until details of equipment and systems for the purpose of

extraction and/or filtration and/or abatement of fumes and/or odours for the non-residential uses has been submitted to and approved in writing by the Local Planning Authority. No development shall commence until the approved schemes have been implemented in full and subject to a programme of maintenance and retained thereafter.

(Reason -To minimise disturbance to adjoining residents in accordance with Policy NE/16 of the adopted Local Development Framework 2007.)

18. Prior to the commencement of development, with the exception of below ground works, details of the mechanical ventilation and odour filtration system for the purpose of extraction and filtration odours associated with the wastewater treatment works, shall be submitted to and approved in writing by the Local Planning Authority. The details shall include location of air intake and outlet points, specifications and drawings (including location plans) for the odour control technology to be installed, and an Odour Management Plan for the building, which should incorporate full details of the maintenance and repair requirements for the odour control system. The extraction/filtration and odour control scheme shall be installed in accordance with the approved scheme before the use hereby permitted is commenced and shall thereafter be retained as such.

(Reason -To minimise disturbance to adjoining residents in accordance with Policy NE/16 of the adopted Local Development Framework 2007.)

19. No development approved by this permission shall be commenced until:

a) The application site has been subject to a detailed scheme for the investigation and recording of contamination and remediation objectives have been determined through risk assessment and agreed in writing by the Local Planning Authority.

b) Detailed proposals for the removal, containment or otherwise rendering harmless any contamination (the Remediation method statement) have been submitted to and approved in writing by the Local Planning Authority.

c) The works specified in the remediation method statement have been completed, and a validation report submitted to and approved in writing by the Local Planning Authority, in accordance with the approved scheme.

d) If, during remediation works, any contamination is identified that has not been considered in the remediation method statement, then remediation proposals for this contamination should be agreed in writing by the Local Planning Authority.

(Reason- To ensure that risks from land contamination to the future users of the land and neighbouring land are minimised, together with those to controlled waters, property and ecological systems, and to ensure that the development can be carried out safely without unacceptable risks to workers, neighbours and other offsite receptors in accordance with Policy DP/1 of the adopted Local Development Framework 2007).

20. If, during development, contamination not previously identified is found to be present at the site then no further development (unless otherwise agreed in writing with the local planning authority) shall be carried out until the developer has submitted a remediation strategy to the local planning authority detailing how this unsuspected contamination shall be dealt with and obtained written approval from the local planning authority. The remediation strategy shall be implemented as approved. (Reason- To protect and prevent the pollution of controlled waters from potential pollutants associated with current and previous land uses in accordance with Policy DP/1 of the adopted Local Development Framework 2007 and the National Planning Policy Framework (NPPF), paragraphs 109, 120, 121 and Environment Agency Groundwater Protection: Principles and Practice (GP3).

21. No development approved by this planning permission shall take place until a remediation strategy that includes the following components to deal with the risks associated with contamination of the site shall each be submitted to and approved, in writing, by the Local Planning Authority: 1. A Preliminary Risk Assessment (PRA) including a Conceptual Site Model (CSM) of the site indicating potential sources, pathways and receptors, including those off site.

2. The results of a site investigation based on (1) and a detailed risk assessment, including a revised CSM.

3. Based on the risk assessment in (2) an options appraisal and remediation strategy giving full details of the remediation measures required and how they are to be undertaken. The strategy shall include a plan providing details of how the remediation works shall be judged to be complete and arrangements for contingency actions. The plan shall also detail a long term monitoring and maintenance plan as necessary.

No occupation of any part of the permitted development shall take place until a verification report demonstrating completion of works set out in the remediation strategy in (3) shall be submitted to and approved, in writing, by the Local Planning Authority. The long term monitoring and maintenance plan in (3) shall be updated and be implemented as approved.

(Reason- To protect and prevent the pollution of controlled waters from potential pollutants associated with current and previous land uses in accordance with Policy DP/1 of the adopted Local Development Framework 2007 and the National Planning Policy Framework (NPPF),

paragraphs 109, 120, 121 and Environment Agency Groundwater Protection: Principles and Practice (GP3).

- 22 Prior to the commencement of any development, a scheme for the provision, implementation and maintenance of surface water and foul water drainage shall be submitted to and approved in writing by the Local Planning Authority. The scheme shall be constructed and completed in accordance with the approved plans prior to the occupation of any part of the development.

(Reason - To ensure a satisfactory method of surface water and foul drainage, to prevent the increased risk of flooding and reduce the risk of pollution to water environment in accordance with Policies DP/1 and NE/11 of the adopted Local Development Framework 2007.)

23. Prior to importation or reuse of material for the development (or phase of) a Materials Management Plan (MMP) shall be submitted to and approved in writing by the Local Planning Authority. The MMP shall:

a) Include details of the volumes and types of material proposed to be imported or reused on site.

b) Include details of the proposed source(s) of the imported or reused material

c) Include an inspection and sampling strategy for the testing of excavation formations;

d) Include a stockpile validation strategy

e) Include details of the chemical testing to be undertaken before placement of material onto the site.

f) Include details of arisings processing

g) Include a verification plan providing details of the data that will be collected in order to demonstrate that the works set out in a) to g) are complete and identifying any requirements for longer-term monitoring of pollutant linkages, maintenance and arrangements for contingency action; and, 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 document.

(Reason- To protect and prevent the pollution of controlled waters from potential pollutants associated with current and previous land uses in accordance with Policy DP/1 of the adopted Local Development Framework 2007 and the National Planning Policy Framework (NPPF), paragraphs 109, 120, 121 and Environment Agency Groundwater Protection: Principles and Practice (GP3).

- 24 Using penetrative piling methods shall not be permitted other than with the express written consent of the local planning authority, which may be given for those parts of the site where it has been demonstrated that there is no resultant unacceptable risk to groundwater. The development shall be carried out in accordance with the approved details.

(Reason- To protect and prevent the pollution of controlled waters from potential pollutants associated with current and previous land uses in

accordance with Policy DP/1 of the adopted Local Development Framework 2007 and the National Planning Policy Framework (NPPF), paragraphs 109, 120, 121 and Environment Agency Groundwater Protection: Principles and Practice (GP3).

25. Unless otherwise agreed in writing by the local planning authority, a Waste Management & Minimisation Strategy (WMMS), including the completed RECAP Waste Management Design Guide Toolkit and supporting reference material, addressing the management of municipal waste generation during the occupation stage of the development shall be submitted. No development shall take place until the strategy has been approved in writing by the Local Planning Authority and thereafter implemented in accordance with the approved details unless otherwise approved in writing by the Local Planning Authority and thereafter implemented in accordance with the approved details unless otherwise approved in writing by the Local Planning Authority.

The Waste Management & Minimisation Strategy (WMMS) must demonstrate how waste will be managed in accordance with the requirements of the RECAP Waste Management Design Guide Supplementary Planning Supplementary Planning Document 2012 and the principles of the waste hierarchy, thereby maximising waste prevention, re-use and recycling from domestic households and commercial properties and contributing to sustainable development. The WMMS should include:

- i. A completed RECAP Waste Management Design Guide Toolkit and supporting reference material
- ii. A detailed Waste Audit to include anticipated waste type, source, volume, weight etc. of municipal waste generation during the occupation stage of the development
- iii. Proposals for the management of municipal waste generated during the occupation stage of the development, to include the design and provision of permanent facilities e.g. internal and external segregation and storage of recyclables, non-recyclables and compostable materials; access to storage and collection points by users and waste collection vehicles
- iv. Arrangements for the provision, on-site storage, delivery and installation of waste containers prior to occupation of any dwelling
- v. Proposals for the design and provision of temporary community recycling (bring) facilities, including installation, ownership, on-going management and maintenance arrangements
- vi. Arrangements for the efficient and effective integration of proposals into waste and recycling collection services provided by the Waste Collection Authority
- vii. A timetable for implementing all proposals
- viii. Provision for monitoring the implementation of all proposals

The approved facilities shall be provided prior to the occupation, use or opening for business of any building that will be used for residential, commercial or employment purposes and shall be retained thereafter unless alternative arrangements are agreed in writing by the local planning authority.

(Reason - To ensure that waste is managed sustainably during the occupation of the development in accordance with Policy P1/3 of the Cambridgeshire and Peterborough Structure Plan (2003).

26. Prior to commencement of development (including any pre-construction, demolition or enabling works) pursuant to this outline permission, a site wide Construction Environmental Management Plan (CEMP) shall be submitted to and approved in writing by the Local Planning Authority.

The Construction Environmental Management Plan shall include:

a. Contractors access arrangements for vehicles, plant and personnel including the location of construction traffic routes to and from the site, details of their signing, monitoring and enforcement measures

b. Details of Haul Roads within the site

c. A plan specifying the area and siting of land to be provided for parking, turning, loading and unloading of all vehicles visiting the site and siting of the contractors compound during the construction phase to be agreed on phase basis

d. Delivery times for construction purposes

e. Dust management and wheel washing measures

f. Noise and vibration impact assessment method, monitoring and recording statements in accordance with provisions of BS 5228:2009+A1:2014 Code of practice for noise and vibration control on construction and open sites – Parts 1 - Noise and 2 - Vibration

g. Concrete crusher if required or alternative procedure

h. Details of odour control systems including maintenance and manufacture specifications along with any service schedules that need to be adhered too

i. Maximum noise and mitigation levels for construction equipment, plant and vehicles

j. Site lighting

k. Screening and hoarding details

- l. Access and protection arrangements around the site for pedestrians, cyclists and other road users
- m. Procedures for interference with public highways
- n. External safety and information signing notices
- o. Liaison, consultation and publicity arrangements, including dedicated points of contact
- p. Complaints procedures, including complaints response procedures
- q. Membership of the considerate contractors scheme

All development shall take place in accordance with the approved Construction Management Plan unless formally agreed in writing with the Local Planning Authority.

The CEMP shall be implemented in accordance with the approved details unless otherwise approved in writing by the Local Planning Authority.

Construction and demolition works shall be limited to 0800 hours to 1800 hours Monday to Friday and 0800 hours to 1300 hours on Saturday and at no time on Sundays, Bank or Public Holidays, unless agreed in writing by the local planning authority or in accordance with agreed emergency procedures for deviation.

Deliveries and collections for demolition and construction purposes shall only be carried out between 0800 hours to 1800 hours Monday to Friday, 0800 hours to 1300 hours on Saturdays and at no time on Sundays, bank or public holidays, unless otherwise agreed in writing by the local planning authority in advance.

(Reason – To protect the amenities of nearby residential properties in accordance with Policies NE/15, NE/16 and DP/6 of the adopted Local Development Framework 2007).

- 27. No development shall take place, with the exception of underground enabling works, until a Car Parking Management Plan detailing the allocation of parking spaces and details for the future control and monitoring of parking for the office and retail scheme within the car park has been submitted to and approved by the Local Planning Authority. The development shall be carried out thereafter in accordance with the approved details Car Parking Management Plan. (Reason – To ensure that parking management of the site in the interests of highway safety in accordance with Policy DP/3 of the adopted Local Development Framework 2007.)

28. No occupation shall take place until a scheme for the provision and location of fire hydrants to serve the development to a standard recommended by the Cambridgeshire Fire and Rescue Service has been submitted to and approved in writing by the Local Planning Authority. The development shall not be occupied until the approved scheme has been implemented.
(Reason - To ensure an adequate water supply is available for emergency use.)
29. Prior to commencement of works, with the exception of below ground works, on the development, a comprehensive EV Charging Plan should be submitted to and approved in writing by the Local Planning Authority. The Plan should include the details of the number, location, installation and management of EV charging points having regard to parking associated with various planning class uses and the provision of cabling infrastructure. Prior to occupation of the development, the evidence of the implemented charging points should be submitted to and approved in writing by the LPA.
(Reason-In the interest of reducing carbon dioxide emissions, in accordance with Policies NE/1, NE/2 and NE/3 of the adopted Local Development Framework 2007.)
30. Prior to commencement of works on the development, with the exception of below ground works, details of the boilers shall be submitted to the local planning authority for approval. Prior to occupation of the development and following installation, emissions certificates shall be provided to the council to verify CHP and boiler emissions and the manufacturers NOx emission test certificate or other evidence to demonstrate that every installed boiler meets the approved emissions standard shall be submitted to and approved in writing by the Local Planning Authority.
(Reason: In the interest of reducing nitrogen dioxide and particulate matter emissions in accordance with Policy NE/16 of the adopted Local Development Framework 2007 and the National Planning Policy Framework.
31. Prior to occupation of the building, a scheme for the delivery of public art will be submitted to the Local Planning Authority for approval. The approved scheme shall be fully implemented prior to the bringing into use of the approved development.
(Reason- In the interests of high quality design in accordance with Policy SF/6 of the adopted Local Development Framework 2007.)
32. There shall be no tables and chairs sited outside of the front of the office and retail units within the cycle and pedestrian route.
(Reason - To avoid obstruction of the pedestrian and cycle way and in the interests of highway safety and convenience in accordance with Policy TR/2 of the adopted Local Development Framework 2007.)

33. Notwithstanding the details shown on the approved plans, full details of cycle parking provision to be made for office and retail staff and visitors shall be submitted to and approved by the Local Planning Authority prior to the commencement of the installation of any cycle parking facilities.
(Reason - To ensure adequate provision of cycle facilities in accordance with Policy TR/2 of the adopted Local Development Framework 2007.)
34. Prior to occupation of the development, plans to show the location and specification of off-gauge bicycle parking spaces to be provided within the site shall be submitted to and approved by the Local Planning Authority. The agreed off-gauge cycle parking details shall be fully constructed and finished prior to occupation. (Reason: In the interests of sustainable travel in accordance with Policy DP/1, DP/2, DP/3, TR/1, TR/2 and TR/4 of the adopted Local Development Framework 2007).
35. No development shall take place until full details of the proposed cycle route to the north of the office including its alignment, surfacing materials and associated flush and dropped kerbs have been submitted to, and approved in writing by, the Local Planning Authority.
(Reason - In the interests of highway safety in accordance with Policy DP/3 of the adopted Local Development Framework 2007.)
36. Prior to the first occupation of the approved development a detailed signage strategy shall be submitted to and approved in writing by the Local Planning Authority. This strategy shall detail the use of directional and wayfinding signs to link the site to the wider area. Signage on site shall be constructed in accordance with the approved details. The signage scheme shall be implemented prior to the bringing into use of the approved development.
(Reason: To provide attractive, direct and safe walking and cycling routes from the development to the wider area in accordance with Policies DP/1, DP/2 and DP/3 of the adopted Local Development Framework 2007.)
37. Within six months of the occupation of the approved development, a full Travel Plan shall be submitted to and approved in writing by the Local Planning Authority. The Travel Plan shall specify the methods to be used to discourage the use of the private motor vehicle and the arrangements to encourage use of alternative sustainable travel arrangements such as public transport, car sharing, cycling and walking. The Travel Plan shall be implemented as approved upon the occupation of the development and monitored in accordance with details to be agreed in writing by the Local Planning Authority.
(Reason – In the interests of encouraging sustainable travel to and from the site in accordance with Policies TR/1 and TR/2 of the adopted Local Development Framework 2007)

38. The development hereby permitted shall be carried out in accordance with the following approved plans:

Site Plans:

A01-02 Rev 02

A01-03 Rev 02

Diagrams:

A11-00 Rev 02

A11-01 Rev 02

A11-02 Rev 03

A20-NE Rev03

A20-EE Rev03

A20-WE Rev 03

A20-FE Rev03

A21-AA+ BB Rev03

A30-01 Rev 02

A30-02 Rev 02

A30-03 Rev 02

A30-04 Rev 02

630_02(CD)101 Rev P1

630_02(DP) 100 Rev P3

630_02(DP)101 Rev P3

630_02(MP)100 Rev P5

630_02(MP)101 Rev P5

630_02(MP)102 Rev P3

630_02(MP)103 Rev P3

630_02(SC)100 Rev P3

630_02(SC)101 Rev P3

630_02 (SC) 102 Rev P2

MMD-318305-C-DR-03-XX-3255 rev P2

Other Documents:

Surface and Foul Water Drainage Strategy June 2017
(318305/BNI/AR/CHG)

Transport Assessment 30 June 2017 (318305/TA01/C)

Transport Assessment Addendum September 2017(318305/TA03/A)

Framework Travel Plan 29 June 2017

Framework Construction Traffic Management Plan 29 June 2017

Transport Technical Note- Cycle Parking Provision November 2017

Transport Technical Note- Accessible Car Parking Provision November 2017
Air Quality Assessment 30 June 2017
Odour Assessment 247323-00 29 June 2017
Utilities Summary by NOVEUS
Archaeological Watching Brief And Test Pit Evaluation Report OAE Report No. 1401 April 2015
Archaeological Desk Based Assessment OAE Report No. 1353 April 2015
Letter from Oxford Archaeology East May 2017
Health Impact Assessment December 2017
Noise Assessment 30 June 2017
Noise Assessment Addendum August 2017
Phase 1 Geotechnical and Geo-environmental Preliminary Risk Assessment June 2017
Drainage Technical Note November 2017
Planning and Consultation Statement
Ecological Impact and Enhancement Statement December 2017
Design and Access Statement 30 June 2017
Design and Access Statement Addendum 1 September 2017
Design and Access Statement Addendum December 2017
Sustainability and Renewable Energy Statement December 2017
Ventilation Report 23 June 2017
Landscape Design Statement 630.02(RP) 003 December 2017
Townscape View Analysis June 2017
Updated Townscale View Analysis – Updated and Amended September 2017

(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.)

Informatives:

Below Ground Works

Below ground works for the purpose of the above conditions is defined as earth movement and site preparation.

This is because below ground works will not prejudice the discharge of conditions worded as ‘Prior to commencement of works on the development, with the exception of below ground works.’

Road Traffic Noise Insulation Scheme:

To satisfy the noise insulation scheme condition for the office building envelope and traffic noise, the developer must ensure that the floorspace within the office are acoustically protected by a noise insulation scheme, which complies with the internal noise levels set out within British Standard 8233:2014 “Sound Insulation and noise reduction for buildings-Code of Practice” derived from the World Health Organisation Guidelines for

Community Noise: 2000. Where sound insulation requirements preclude the opening of windows for rapid ventilation and thermal comfort / summer cooling, acoustically treated mechanical ventilation or passive attenuated free areas may also need to be considered within the context of this internal design noise criteria. Compliance with Building Regulations Approved Document F 2006: Ventilation will also need consideration.

General Noise Impact Informative:

Any noise / vibration assessment and or noise insulation scheme required should have due regard to current government / industry standards, best practice and guidance and South Cambridgeshire District Council's Supplementary Planning Document - "District Design Guide: High Quality and Sustainable Development in South Cambridgeshire", Adopted March 2010: Chapter 10 - Environmental Health & in particular Appendix 6: Noise" downloadable from:

<http://www.scams.gov.uk/content/district-design-guide-spd>

Commercial Use Noise informative:

To satisfy the Commercial Use Operational Noise Impact/Insulation condition, the noise level from all powered plant, vents and equipment, associated with this application that may operate collectively and having regard to a worst case operational scenario (operating under full power / load), should not raise the existing lowest representative background level dB LA90,1hr (L90) during the day between 0700 to 2300 hrs over any 1 hour period and the existing lowest background level dB LA90, 15mins (L90) during night time between 2300 to 0700 hrs over any one 15 minute period by more than 3 dB(A) respectively (i.e. the rating level of the plant needs to match or be below the existing background level), at the boundary of the premises subject to this application (or if not practicable at a measurement reference position / or positions in agreement with the LPA) and having particular regard to noise sensitive premises. The appropriate correction factors need to be applied to any characteristic acoustic features in accordance with BS4142 2014.

This is to guard against any creeping background noise in the area and to protect the amenity of the area, preventing unreasonable noise disturbance to other premises.

To demonstrate this requirement it is recommended that the agent/applicant submits a noise prediction survey/report in accordance with the principles of BS4142: 2014 "Method for rating industrial noise affecting mixed residential and industrial areas" or similar. In addition to validate /verify any measured noise rating levels, noise levels should be collectively predicted at the boundary of the site having regard to neighbouring residential premises.

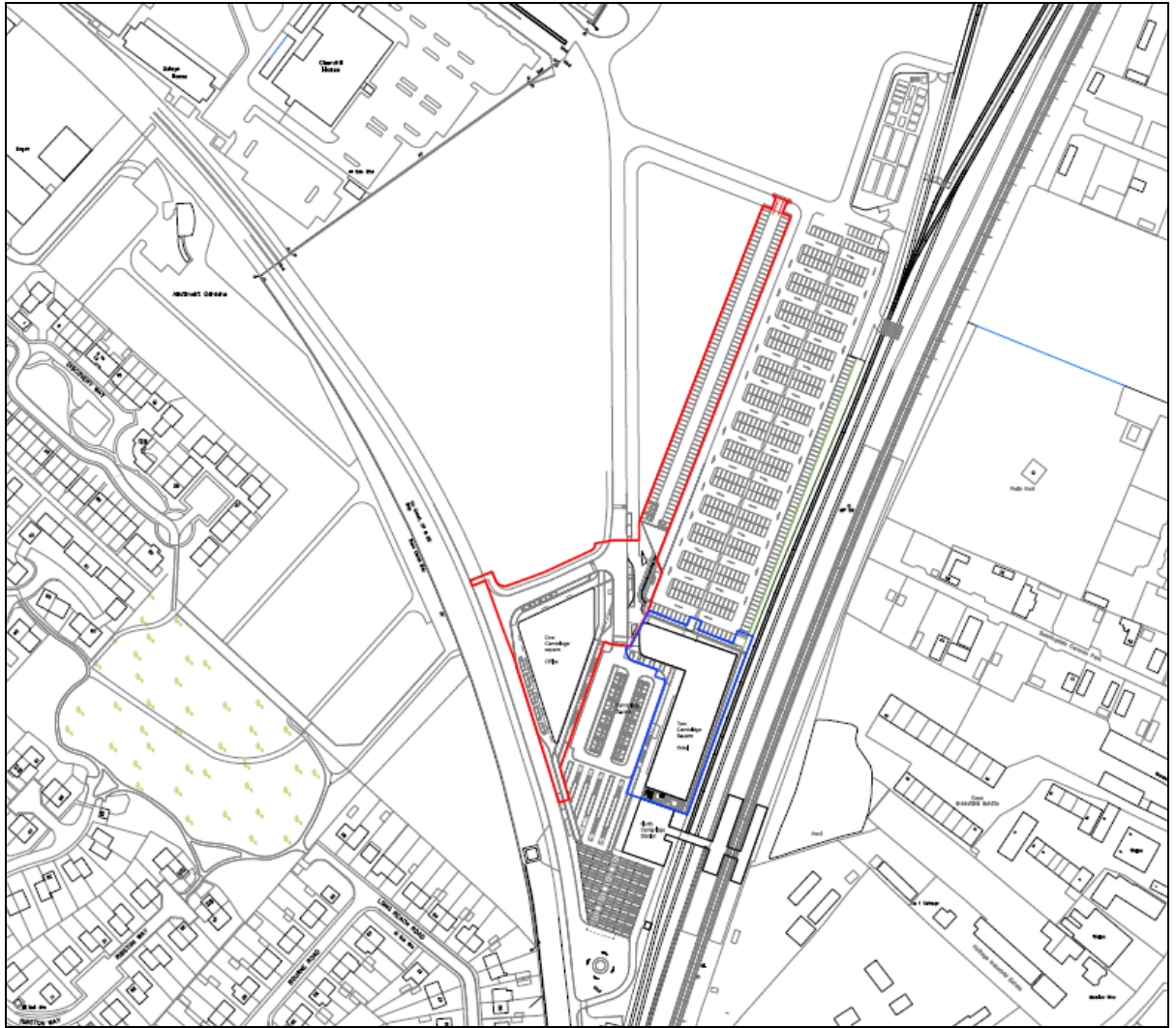
Such a survey / report should include: a large scale plan of the site in relation to neighbouring noise sensitive premises; with noise sources and measurement / prediction points marked on plan; a list of noise sources; details of proposed noise sources / type of plant such as: number, location, sound power levels, noise frequency spectrums, noise directionality of plant,

noise levels from duct intake or discharge points; details of noise mitigation measures (attenuation details of any intended enclosures, silencers or barriers); description of full noise calculation procedures; noise levels at a representative sample of noise sensitive locations (background L90) and hours of operation. Any report shall include raw measurement data so that conclusions may be thoroughly evaluated and calculations checked. Any ventilation system with associated ducting should have anti vibration mountings.

General Informative:

The applicant should contact the Environmental Health and Licensing Team, South Cambridgeshire District Council, for advice concerning the proposed premises design/layout, Food and Occupational Safety/Welfare Regulations/requirements, Food Premises Registration and Licensing, Tel No: 01954 713111. Due regard should be given to the South Cambridgeshire District Council Supplementary Planning Document - "District Design Guide: High Quality and Sustainable Development in South Cambridgeshire", Adopted March 2010: Chapter 10- Environmental Health & associated appendices <http://www.scambs.gov.uk/content/district-design-guide-spd>

APPENDIX 1-LOCATION PLAN



APPENDIX 2- QUALITY PANEL MINUTES

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CAMBRIDGESHIRE QUALITY PANEL

REPORT OF PANEL MEETING

Scheme: CB4 Station Area, Phase 1a – Hotel, Office and Retail Development

Date: Monday 10th April, 2017

Venue: Room 128, Shire Hall, Cambridgeshire County Council, CB3 0AP

Time: 09:30 – 12:30

Quality Panel Members

Robin Nicholson – Chair

David Prichard

Meredith Bowles

Luke Engleback

Lynne Sullivan

David Taylor

Panel secretariat and support

Alokiir Ajang – Cambridgeshire County Council

Local Authority Attendees

Elizabeth Moon – Urban Design Consultant, South Cambridgeshire District Council

Katie Christodoulides – Senior Planning Officer, South Cambridgeshire District Council

Applicant and Representatives

Alison Wright - Bidwells

Neil Waterson - Bidwells

Michael Richter - Formation Architects

John Drew - Perkins + Will

Robert Myers - Robert Myers Associates

Andrew Rawlings - Mott MacDonald

Ivan Bennett - Brookgate Land Limited

1. Scheme description and presentation

Architect/Designer Formation Architects and Perkins + Will

Applicant Brookgate Land Limited

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Planning status Pre-determination stage



2. Overview

The site sits within the administrative area of South Cambridgeshire District Council and forms a part of the Cambridge Northern Fringe East area. The Cambridge North railway station is due to open in May 2017 and it will be a catalyst for the area and the surrounding developments coming forward.

The first phase to be delivered and presented to the Quality Panel is Station Square which comprises of plots 1 and 2 and are proposed for hotel (plot 1), office (plot 2) with supplementary retail and café/restaurant development. The Panel previously reviewed the the scheme on 8th February 2017 and made a number of recommendations. These included the following:

- Explore opportunities to promote well-being, related to the public space and internal routes in both buildings.
- Establish an overall statement for climate ambition. The development should aim to achieve near-zero carbon.
- The Panel questioned the building edges in relation to the coherence and functioning of the public space.
- Spatially and functionally, it is important that the square and its ground floor uses are integrated and welcome the wider public.
- The spaces and uses in the square are poorly resolved, there is an opportunity to be more creative to ensure long-term value.
- A strong sense of place is required, establishing a new civic character.
- The landscaping is important to the character of the architecture within the scheme, the Panel suggest looking at this holistically, exploring planting along with building massing.
- Consider air quality in the public space: cars and smokers.
- Consider effective shading to building facades where appropriate.

3. Cambridgeshire Quality Panel views

Introduction

The Panel's advice reflects the issues associated with each of the four 'C's' in the Cambridgeshire Quality Charter. The comments below include both those raised in the open session of the meeting and those from the closed session discussions.

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Community

The Panel felt there was a great improvement since the last meeting and the applicant explained how they were looking into creating community gardens to encourage social cohesion and ownership.

The Panel were anxious about opportunities for anti-social behaviour in the pocket park garden and wondered how this could be overlooked; they recommended looking at ways to make it more active and potentially having railings to close it at night.

Health and well-being was discussed and the applicant explained how there is the opportunity for "wild bits" within the site. The Panel asked what was planned to happen on the square and commented that there is a need to consider creative ways to integrate health and well-being. The Panel suggested further greening of the disabled parking area and increasing the tree cover in the square, since markets can happen under trees.

The Panel asked about the location of community and other amenities and whether this will be included in the masterplan. The Panel commented that the shops within the scheme were likely to be extremely successful.

Connectivity

The Panel understood the challenges posed by the station and circulation pattern and they appreciated the applicant's efforts to deal with the consequences.

The conflicting movement in the square was starting to be addressed but there is a need to further address potential conflicts in the public square and to anticipate the movement of other users in this space.

There are two main cycle routes – a visitor cycle route through the square and a fast cycle route; the applicant explained how the bike park is within the red line of the application but outside the station lease. The applicant described how they want the shared public space to encourage people to slow down and if they want to go faster there is the option to use the west route. The Panel supported the idea that cyclists have the choice to do their own thing but recommended a more detailed analysis of the cycle routes to see if it would be beneficial to explore other routes through the scheme such as, through the car-park.

The Panel questioned the positioning of the strategic route along the guided busway and they felt the cycle store should be accommodated within the office building.

The Panel was pleased that the car provision was 50% of the average provision but asked whether the applicant had considered making it multi-storey later.

People will cycle over the disabled area, so there is a need for better control over the square and arrival space.

CONFIDENTIAL



Character

The applicant was inspired at the previous meeting by the Panel's recommendation regarding the landscape and subsequently they have incorporated additional tree planting in the square and rain gardens along the road.

There is no longer a seating area outside the hotel and the applicant said they intend to create an "urban forest" within this open space however, the Panel were anxious about the pocket park/ urban forest as this space could potentially become untidy and unused.

The Panel felt the massing had been addressed and it was commented that the hotel design was starting to show real promise although the ground floor canopy was a bit mean and could refer to the station design. Furthermore they suggested that a hotel bar on the top floor could enjoy the great views east towards Fen Ditton.

At the last meeting the applicant agreed with the Panel that the office building needs more of a "top" to strengthen the character of the elevation. In response, an extra floor has been added to the design for completeness, to act as a "chandelier" to the top and a projecting overhang. The Panel supported both these but felt that the hotel did not need a similar projecting overhang.

The Panel would like to see the west elevation and warned of the potential for overheating – the applicant said they are happy to provide this.

In regards to materiality, the Panel felt that great progression had been made to transform the buildings into something that feels solid and has presence. The details will be essential to the success of the design, for example the quality of the brickwork and the hotel window reveals. So it is critical to include as much detail as possible into the planning application and the approval.

Climate

The applicant discussed their ambitions to go beyond BREEAM excellence and how they were looking at natural ventilation systems. The hotel will have photovoltaics (PVs) above the green roof.

The applicant described the complicated triangular shaped site for the office building and how they have sliced off the corner of the office to allow the space for a glass canopy with PVs. However the Panel felt the glazed wall above the office entrance was rather weak.

The Panel were pleased to see that the trees were no longer confined and a stronger arrangement of trees was presented. The Panel suggested mitigating some of the heat through careful tree positioning – Ostrya Zelkova tree could be an option as it has a good leaf mass index which is important.

The Panel recommended looking at precedent by living roof experts such as Dusty Gedge or Gary Grant.

CONFIDENTIAL



The Panel encourages as much greenery in the scheme as possible – there is scope to introduce this into the centre island with the disabled bays as a means to reduce urban heating in a south-facing square and to mitigate pollution at exhaust level.

4. Conclusion

The Panel thanked the applicant for coming back to the Quality Panel however, there are still concerns about traffic and movement and queried how the masterplan has evolved and who is in control. The Panel asked whether the applicant can really deliver the quality intended and noted that it would have been useful to have seen the scheme in the context of the wider masterplan.

The Panel made the following recommendations, further details can be found above:

- The Panel questioned whether the hotel canopy could be more meaningful if it referred to the station design.
- The Panel were concerned about the complexity of the loading bay, cycle area next to the Guided Busway and the cycle storage - consider alternative positioning.
- There is a concern about potential overheating on the western elevation, the Panel are interested to see what the solution will be.
- The lit roof projection works well on the office but the hotel does not need it.
- The Panel applauded the use of living roofs and suggested the applicant to consider an alternative tree species to Birch.
- There is an opportunity to green the whole square to make this space more comfortable. The Panel recommended looking at precedent by living roof experts.

There is a need to protect the building in the Planning Application to ensure the applicant's ambition is the building that is delivered. It was noted it will be a challenge for the Local Authority to lock in the detail.

It is important that the design standard is set high to show future phases what is expected and then delivered; the Panel is concerned that the material reality of CB1 is not as shown on the CGIs.

After the meeting the Panel realised they had not discussed the east elevation of the hotel and felt it should be more like the west elevation. They then wondered whether the office could slide slightly further north to widen the pavement for pedestrians. And subsequently one member asked whether there was a way that the rounded southern nose of the office could be used as a good place to meet.

APPENDIX 3- VISUALS OF THE PROPOSED SCHEME

VIEW FROM STATION SQUARE



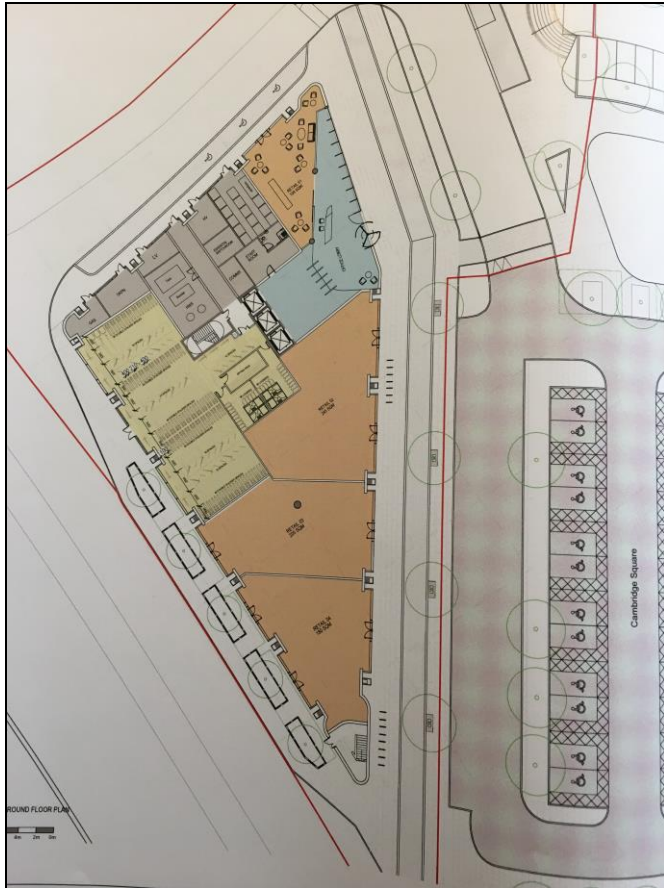
VIEW FROM MILTON AVENUE



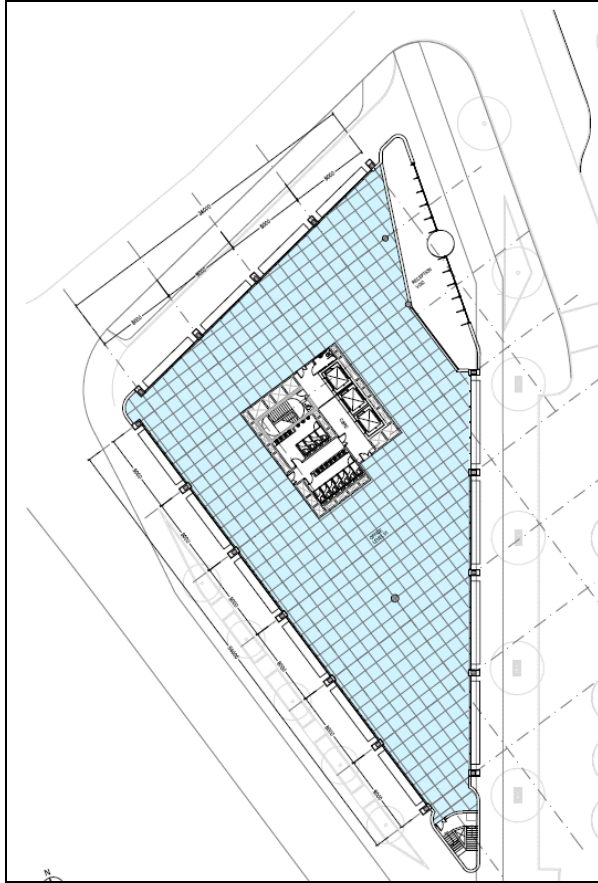
VIEW FROM GUIDED BUSWAY



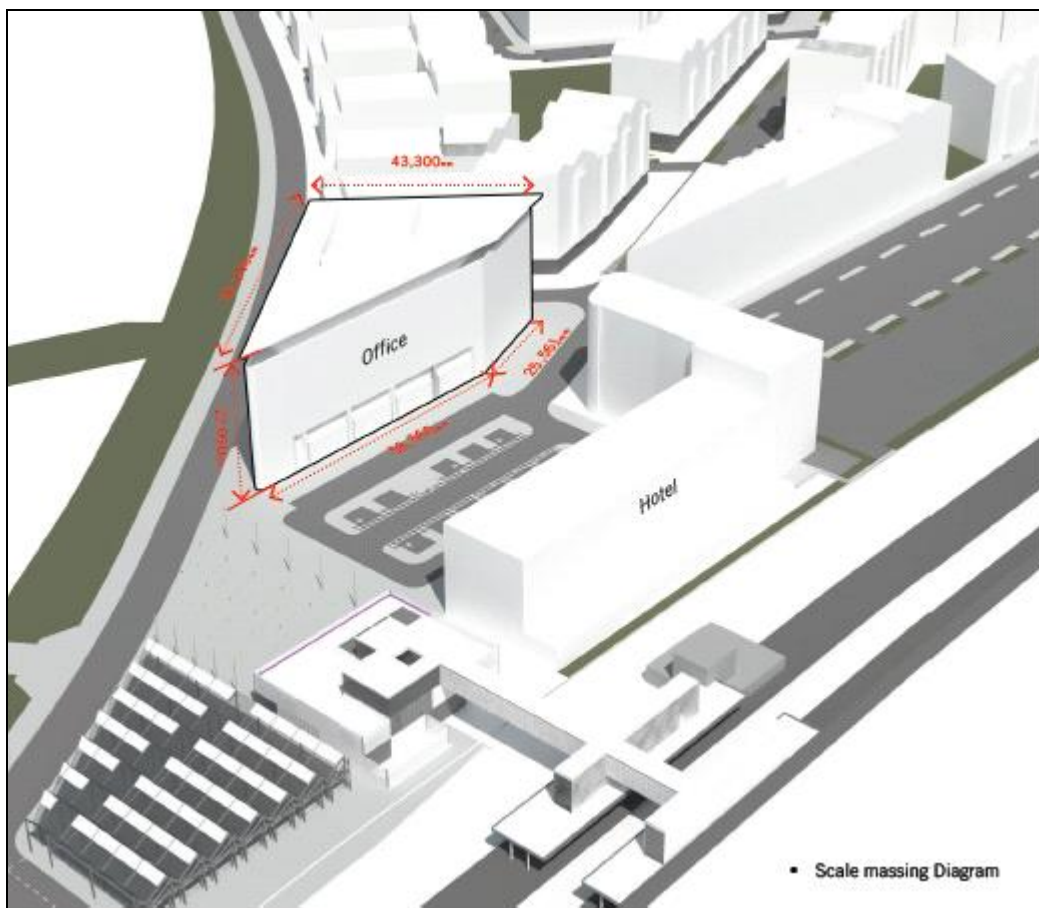
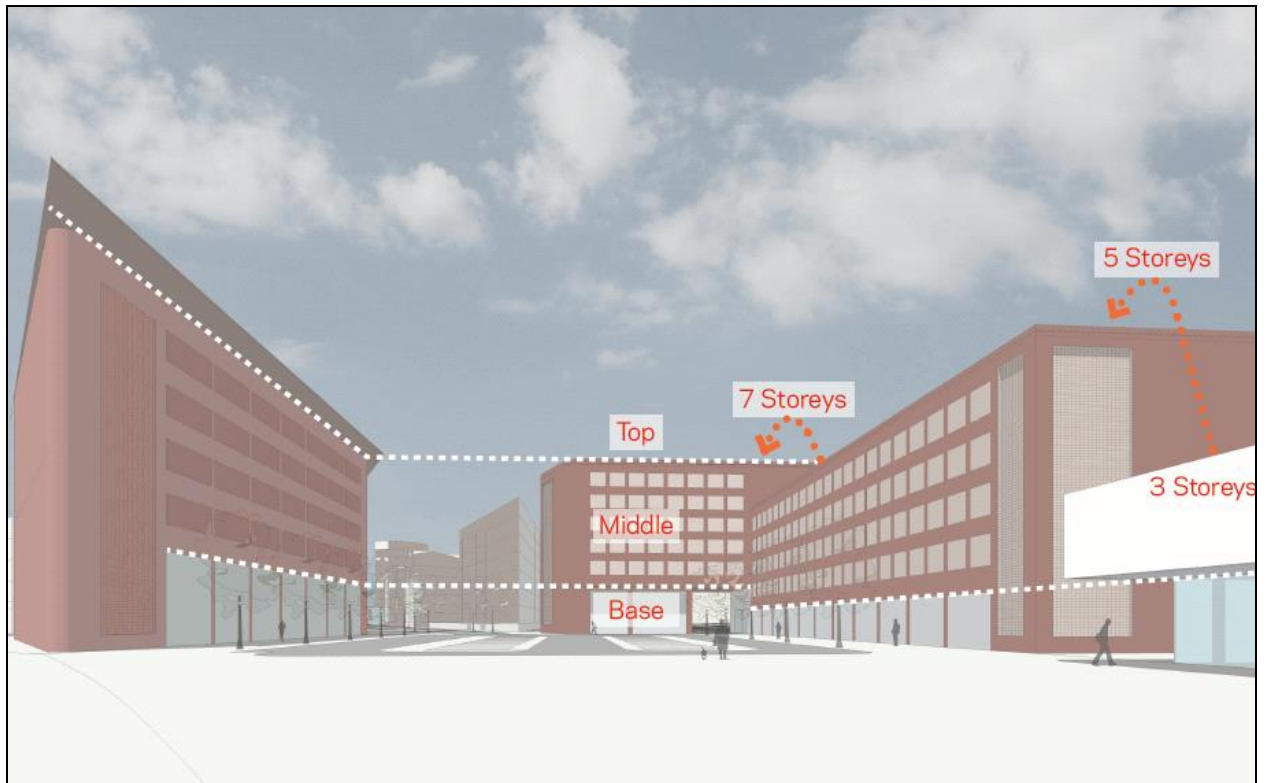
GROUND FLOOR PLAN



FIRST FLOOR PLAN



DESIGN APPROACH TO HEIGHT AND MASSING



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JOINT DEVELOPMENT CONTROL COMMITTEE (CAMBRIDGE FRINGE SITES)

Report by: Joint Director of Planning and Economic Development

Date: 14th March 2018

Application Number	S/4317/17/FL	Agenda Item	
Date Received	30/11/17	Officer	Edward Durrant
Target Date	15/03/18		
Parishes/Wards	Fen Ditton		
Site	699 Newmarket Road, Cambridge, CB5 8SQ		
Proposal	Construction of new car showroom, ancillary office accommodation & external display and parking forecourts together with canopied and semi enclosed washbay and photography booth		
Applicant	Marshall Motor Group		
Recommendation	Approval		
Application Type	Full (Major)	Departure:	No

The above application has been reported to the Planning Committee for determination by Members in accordance with the Scheme of Delegation for the Joint Development Control Committee for the Cambridge Fringes.

SUMMARY	The development accords with the Development Plan for the following reasons: The proposal forms part of the relocated car showrooms as identified in the approved Wing parameter plans.
RECOMMENDATION	APPROVAL

APPENDICES

Ref	Title
1	Site plan/plans

1.0 SITE DESCRIPTION/AREA CONTEXT

- 1.1 The site previously accommodated the recently demolished Aircraft Design building (B1(b)) that sat between the new Jaguar/Land Rover showroom to the west and the car showrooms of the Crescent to the east. The site edged red includes land up to the grass verge on the northern side of Newmarket Road, in which several mature trees are located. These trees are the subjects of tree preservation orders. To the north of the site there is the Marshall North Works site that accommodates a range of large industrial buildings.
- 1.2 The site edged red includes the access road along the frontage of the site that uses the existing accesses onto Newmarket Road to the east and west of the proposed car showroom. There is no soft landscaping of any merit within the site and the boundaries are not defined by any natural features. There are views into the site from Newmarket Road.
- 1.3 To the south of Newmarket Road is Cambridge Airport, which has a number of large hangars and commercial buildings along its Newmarket Road frontage. The art-deco airport building to the south of Newmarket Road is grade II listed. The nearest residential properties are those within the Fisons Estate.
- 1.4 The site, which has a site area of 0.63ha, is located solely within the parish of Fen Ditton, within South Cambridge District but lies in close proximity to the City Council boundary. The site falls within the Cambridge East Area Action Plan 2008 (CEAAP) area, and is identified to accommodate car showrooms in the approved parameter plans that form the masterplan for the Wing development.

2.0 THE PROPOSAL

- 2.1 Although the site falls within site boundary of the approved Wing development it has been submitted as a full stand-alone application rather than a reserved matters application pursuant to the outline consent. Marshall, the owner of the Wing site, is made up of a number of different companies and whilst Wing is being promoted by the Property Group this application has been submitted by the Motor Group. As the Motor Group is not in a position to discharge all of the strategic, site wide conditions that would be necessary prior to, or concurrently with a reserved matters application, it has been submitted as a full application. Notwithstanding this, the application has been considered alongside the Wing proposals and the development would not prejudice the objectives of Wing or a wider Cambridge East development, should the airport relocate.
- 2.2 The planning application seeks approval for the erection of a new Ford store car showroom as part of the relocation works that will facilitate the Wing development by consolidating the existing car showrooms into a 4ha area to the southwest of the site. The proposals include associated landscaping, staff and customer parking and areas of hard standing for the display of vehicles.

The existing vehicular accesses from Newmarket Road would be retained to serve the new showroom.

2.3 The two storey showroom building sits centrally within the site with operational parking to the north and customer parking to the east. The areas to the south and west of the building would be for the display and sale of used Ford cars. There are also two small canopies area to the northwest of the building that are to be used as a wash bay and a photography bay.

2.4 The application is accompanied by the following supporting information:

1. Energy Statement
2. Drainage Strategy
3. Design and Access Statement
4. External lighting proposal
5. Transport Assessment
6. Ground investigation and geo-environmental report
7. Archaeological Evaluation

Amended Plans/Additional Information

2.5 Since the original application was submitted additional information has been submitted to provide further details of surface water drainage and trip rates from the previous B1 use of the site.

3.0 SITE HISTORY

Reference	Description	Outcome
S/2682/13/OL	Outline application for up to 1,300 dwellings and associated facilities and infrastructure (Wing)	Approved 2016
S/3410/17/PN	Prior notification for the demolition of the Aircraft Design building	Approved 2017

4.0 PUBLICITY

Advertisement:	Yes
Adjoining Owners:	Yes
Site Notice Displayed:	Yes

5.0 POLICY

5.1 Relevant Development Plan policies

PLAN	POLICY NUMBER
South Cambridgeshire Local Development	DP/1, DP/2, DP/3, ET/5, NE/1, NE/2, NE/6,

Framework 2007	NE/8, NE/9, NE/14, TR/2, TR/3
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5.2 Relevant Central Government Guidance, Supplementary Planning Documents and Material Considerations

Central Government Guidance	National Planning Policy Framework March 2012 National Planning Policy Framework – Planning Practice Guidance March 2014 Circular 11/95 - The Use of Conditions in Planning Permissions.
Supplementary Planning Guidance	Cambridgeshire and Peterborough Waste Partnership (RECAP): Waste Management Design Guide Supplementary Planning Document - 2012 Trees & Development Sites - 2009 Biodiversity – 2009 District Design Guide – 2010 Landscape in New Developments - 2010
Area Guidelines	Cambridge East Area Action Plan 2008 (CEAAP)

5.3 Status of Proposed Submission – South Cambridgeshire Local Plan

Planning applications should be determined in accordance with policies in the adopted Development Plan and advice set out in the NPPF. However, after consideration of adopted plans and the NPPF, policies in emerging plans can also be given some weight when determining applications. For South Cambridgeshire, therefore, the emerging revised Local Plan as published for consultation on 19 July 2013 can be taken into account, especially those policies where there are no or limited objections to it. However it is likely, in the vast majority of instances, that the adopted development plan and the NPPF will have considerably more weight than emerging policies in the revised Local Plan.

6.0 CONSULTATIONS

Comments on application as submitted

Environmental Health Officer (Contaminated Land)

- 6.1 Has no objection subject to a condition requiring further details of a site specific scheme for the investigation and mitigation of contamination.

Environmental Health Officer (Air Quality)

- 6.2 Has no objection and states that the proposed use does not require an air quality assessment.

Environmental Health Officer

- 6.3 Has no objection subject to a condition limiting the hours of construction activity and deliveries being attached to any consent.

Sustainability Consultant

- 6.4 Has read through the Energy Statement provided in support of this planning application and confirms that the developer offers a building compliant with local energy and carbon policy.

Highways England

- 6.5 Has no objection.

Cambridgeshire County Council (Highways Development Management)

- 6.6 Has no objection subject to a condition requiring a construction traffic management plan being attached to any consent.

Cambridgeshire County Council (Transport Assessment Team)

- 6.7 Originally requested that further information be submitted with regards to the number of trips generated by the proposed car showroom.

Sustainable Drainage Engineer

- 6.8 Has no objection subject to a condition requiring a surface water strategy being attached to any consent.

Lead Local Flood Authority

- 6.9 Originally objected to the application due to the drainage strategy relying primarily on a pumped solution, which raised concerns about capacity and future maintenance.

Ecology Officer

- 6.10 Has previously commented on the prior notification application and, given the limited landscaping and use of the site, does not consider it necessary to secure ecology mitigation measures.

Trees and Landscape Officer (SCDC)

- 6.11 Has no objection subject to a condition being attached to any consent to require tree protection measures around the protected trees on Newmarket Road.

Landscape Officer (SCDC)

- 6.12 Has no objection subject to conditions be attached to any consent requiring tree protection, permeable paving, secure cycle parking and boundary treatment details.

Landscape Officer (City Council)

- 6.13 Has suggested the use of permeable paving for the display areas and questioned the relationship of the new showroom with the Wing development. Is also please to see that existing trees around the site are to be retained and suggested that additional planting be considered to mitigate the impact of parked vehicles.

Urban Design Officer (SCDC)

- 6.14 Was involved in the pre-application response to the applicant and has no objection to the application.

Urban Design Officer (City Council)

- 6.15 Has suggested that the Design and Access Statement should provide further details on how the proposal accords with the parameter plans and emerging design code for Wing. It was also suggested that the materials of the showroom should match those of the adjacent Jaguar/Land Rover showroom and that the windows could be set into the elevations. They also questioned how the occupiers would deal with solar gain and request that electric vehicle charging points and visitor cycle parking near the main entrance be provided.

Police Architectural Liaison Officer

- 6.16 Has no objection.

Comments on application as revised

Lead Local Flood Authority

- 6.17 Has no objection following the submission of additional information relating to the where the different surface water across the site drains to.

Cambridgeshire County Council (Transport Assessment Team)

- 6.18 Has no objection following confirmation that the level of trips generated by the proposed development would be less than the previous B1(b) office use.
- 6.19 The above responses are a summary of the comments that have been received. Full details of the consultation responses can be inspected on the application file.

7.0 REPRESENTATIONS

7.1 Fen Ditton Parish Council – No comments.

7.2 No third party representations have been received.

8.0 ASSESSMENT

8.1 From the consultation responses and representations received and from my inspection of the site and the surroundings, I consider that the main issues are:

1. Principle of development
2. Compliance with Wing parameter plans
3. Context of site, design and external spaces
4. Landscaping
5. Renewable energy and sustainability
6. Residential amenity
7. Contaminated land
8. Transport matters
9. Highway safety
10. Ecology
11. Surface water drainage
12. Car and cycle parking
13. Public art

9.0 Principle of Development

9.1 The application is a full planning application which falls within the CEAAP development area. This application has been considered within the context of the Development Plan, which is the legal starting point for the determination of planning applications. For this application the Development Plan consists of the CEAAP, SCDC Core Strategy DPD and SCDC Development Control Policies DPD. The National Planning Policy Framework is a material consideration in the determination of this application. The proposal is considered to be in accordance with the development plan.

9.2 Moreover, the relocation of the existing car showrooms into the site identified in the Wing parameter plans is part of the relocation works that are necessary to deliver a comprehensive development across the Wing site. This will result in the construction of new homes in one of the most sustainable locations in the district near to public transport routes and employment.

10.0 Compliance with Wing parameter plans

10.1 The case for the retention of the car showrooms was established in the wording of CEAAP Policy CE/3 (The Site for Cambridge East). The application site forms part of the 4.0ha site identified to accommodate the relocated car showrooms in the approved Wing parameter plans and would not impact upon the delivery of housing or the primary road network of the Wing development.

10.2 The Design and Access Statement references the Wing application but does not specifically reference the parameter plans or design code. Notwithstanding this, officers have assessed the application against the approved parameter plans (primarily land use, access and building heights) and it would accord with all of them. It also complies with the emerging design code for the Wing site. However, as this application has been submitted as a standalone full application it has to be considered on its merits. The details of the road to the east of the site will come forward as part of one of the infrastructure applications for Wing and is not to be delivered by the Marshall Motor Group. The landscaping within this street will be considered once an infrastructure application for this part of the site has been submitted.

11.0 Context of site, design and external spaces

11.1 The design of the showroom building and areas surrounding it are influenced by the corporate branding of Ford, with the Ford store being their most prestigious form of car showroom. The western and northern elevations are more of the functional sides of the building with less elevational treatments and fenestration. The main public facing elevations contain the greatest amount of glazing and face towards Newmarket Road to the South and the new primary road serving Wing that will be constructed to the east. The areas to the south and east of the building will be for the display of vehicles. Whilst from an urban design perspective it would have been preferable to have the building nearer to the new primary road it is accepted that vehicle display areas are an integral part of car showrooms.

11.2 The layout of the site follows the general theme of the car showrooms along the Newmarket Road frontage with the buildings being set back behind display vehicles. There is a strong building line that is defined by the present Volvo and Jaguar/Land Rover showrooms. The building line that the Ford store would create to the north is consistent with the indicative built form shown in the Wing parameter plans. At the pre-application stage there were proposals for a standalone building at the front of the site, this was omitted from the submission plans following advice from officers. Also at the pre-application stage the applicant made it clear that the design of the building and materials were both part of the Ford branding, and that they would not be prepared to change either.

11.3 Following the City Urban Designer's comments these the applicant reiterated that fact that they are not in a position to change the design or materials of the building. Given the different branding between Jaguar/Land Rover and Ford it is accepted that there should be a difference between the external materials of the two showrooms. Although setting the windows in would give greater definition to the openings, the proposals are considered to be acceptable without the suggested amendment.

12.0 Landscaping

- 12.1 As with the adjacent showroom sites it is difficult to accommodate any significant soft landscaping as its accommodation often conflicts with the commercial realities of selling vehicles. To the front of the site there are trees that are the subject of tree preservation orders. Although the building is set back from these the block paving to the south will come near to the trees. Although there is mention of tree protection in the submission documents it is considered appropriate to attach a condition requiring tree protection measures to be approved and implemented as requested by the SCDC Landscape Officer and Trees Officer.
- 12.2 Although the Landscape Officer has requested that boundary treatment details be conditioned most of the frontage of the site will be open to allow views of the vehicles for sale. Moreover, the eastern frontage will only be completed as part of the infrastructure works for the Wing road network. Therefore, the boundary treatment, if there is any to the east, or landscaping, will be considered as part of the reserved matters application for the eastern road when it is submitted.

13.0 Renewable energy and sustainability

- 13.1 The Energy Statement provided in support of this planning application suggests a number of passive and energy efficiency measures. Based upon the information provided in this Energy Statement, the developer offers a building compliant with local energy and carbon policy. A condition will be used to require compliance with the measures identified in the Energy Statement.
- 13.2 In response to the City Council's Urban Design Officer's suggestion that the siting for electric charging points to applicant has pointed out that electric charging points are already shown on the layout plan to the north of the building. It is therefore not necessary to condition further details of these.

14.0 Residential amenity

- 14.1 There are no residential properties in close proximity to the proposed building. Although there will be residential properties to the east of the site once Wing is fully built out these will be the other side of the primary road and the use of the site as a car showroom would not have an adverse impact on amenity of nearby occupiers. Notwithstanding this there is still the potential for an impact upon amenity through unrestricted construction activities, primarily relating to the western access that leads to the site and falls within the site edged red. It is therefore considered appropriate to attach a condition limiting the hours of construction activities and deliveries in accordance with the Environmental Health Officer's recommendation.
- 14.2 A scheme of external lighting has been submitted with the application and is considered acceptable. There would be no light spillage that would impact upon residential amenity either existing or future.

15.0 Contaminated land

- 15.1 The site forms part of the wider North Works Site, where contaminated land is known to exist. A prior notification application has been approved for the removal of the existing building, with the necessary safeguards in place for the recording and mitigation of contaminated land. The environmental health officer has requested a condition for this application, which is considered necessary in order to ensure that any contaminated land that is found during the works is mitigated.

16.0 Transport matters

- 16.1 A Transport Assessment was submitted with the application and after reviewing it the County Council asked for further information in relation to trips generated from the previous office use and the proposed car showroom. The applicant responded with trip data, which the County Council accepted demonstrated that the car showroom would generate less traffic than the previous use of the site. The impact upon the highway network was therefore considered acceptable.

17.0 Highway safety

- 17.1 Further to the above comments the access to the site is an existing one and as it has been demonstrated that the development will not have a greater impact upon the highway network there are no highway safety implications. Notwithstanding this there is the potential for disruption as a result of construction activities. It is therefore considered reasonable to attach a condition requiring a construction traffic management plan.

18.0 Ecology

- 18.1 The Council's Ecologist recognises that on this particular site requesting bird or bat boxes would only be likely to result future calls for them to be removed due to droppings on the display vehicles. The proximity of the airport also adds complications for any measure that would attract birds or bugs, which could impact upon the safe operation of the airport. Therefore it is accepted that it would not be necessary to require any measures to enhance the biodiversity of the site. In response to the suggestion that a brown roof be provided the applicant has confirmed that the design is mandated by Ford, and that they would not permit the use of a brown roof. Again, although the application is stand alone from the Wing development there will be ecological enhancements as a result of Wing that will increase the biodiversity value of the wider site.

19.0 Surface water drainage

- 19.1 Initially the Lead Local Flood Authority (LLFA) requested that additional information be submitted with regards to surface water and requested that sustainable drainage methods be used rather than a pumped solution. The Council's Drainage Consultant also requested that a condition be attached to

any consent requiring details of sustainable drainage for the site. Following the submission of the additional information the LLFA has removed its objection. Notwithstanding this the surface water condition requested by the drainage consultant is still necessary to ensure the delivery of a sustainable drainage system for the site. This system is likely to include permeable paving as requested by the two landscape officers.

20.0 Car and cycle parking

20.1 For a building that will be surrounded by parked cars the level of staff, customer and display parking is a matter that is best managed by the operators of the site. The site is well connected with cycle routes and a regular bus route along Newmarket Road, therefore staff members would have alternatives means to travel to work. Moreover, given the desire to attract customers to the site it is unlikely that customer parking will be reduced. In both cases it is considered unlikely that visitors to the site (both staff and customers) not being able to park on site would result in unrestricted parking on the surrounding streets.

20.2 Presently there is very little detail of the cycle parking. Therefore it is considered appropriate to request further details to ensure that an undercover facility is provided so that staff and customers visiting the site can leave their cycles securely parked in an area that is protected from the elements.

21.0 Public art

21.1 Although policy SF/6 of the local plan encourages public art no requirement for public art was considered necessary to make the adjacent Jaguar/Land Rover showroom acceptable. Moreover, although the applicant has been keen to play down the relationship with the Wing application there is a requirement for a public art strategy as part of the outline consent, which could result in some art being installed in the public realm near the site.

22.0 CONCLUSION

22.1 The planning application seeks approval for the erection of a new showroom following the demolition of the existing buildings on the site. The proposed development will in no way prejudice or delay the development of Wing or any wider Cambridge East development. The proposal complies with the adopted Development Plan and is therefore recommended for approval.

23.0 RECOMMENDATION

APPROVE subject to the following conditions:

1. The development hereby permitted shall be begun before the expiration of 3 years from the date of this permission.
Reason: To ensure that consideration of any future application for development in the area will not be prejudiced by permissions for development, which have not been acted upon.

2. The development, hereby permitted, shall be carried out in accordance with the following approved plans and documents:
1640/200Q - Proposed Ford store Site Plan;
1640/201K - Proposed Floor Plans Showroom Ground & First;
1640/202F - Proposed Showroom Elevations;
1640/203B - Proposed Ford store Site Plan Context Plan;
1640/205A - Showroom Roof Plan;
1640/206 - Location Plan;
1640/207 - Proposed Wash bay Canopy;
1640/208 - Proposed Photography Canopy;
1640/209 - Section Through Showroom; and
40259-QODA-00-00-DR-E-0901 Rev P – Proposed External Lighting.
REASON: To facilitate any future application to the Local Planning Authority under Section 73 of the Town and Country Planning Act 1990.
3. No demolition or construction works shall commence on site until a traffic management plan has been agreed with the Planning Authority in consultation with the Highway Authority. The principle areas of concern that should be addressed are:
- i. Movements and control of muck away lorries (all loading and unloading should be undertaken off the adopted public highway)
 - ii. Contractor parking, for both phases all such parking should be within the curtilage of the site and not on street.
 - iii. Movements and control of all deliveries (all loading and unloading should be undertaken off the adopted public highway)
 - iv. Control of dust, mud and debris, please note it is an offence under the Highways Act 1980 to deposit mud or debris onto the adopted public highway.
- Reason: In the interests of highway safety in accordance with Policy DP/6 of the adopted Local Development Framework 2007.
4. No development shall commence until a detailed Arboricultural Method Statement and Tree Protection Strategy has been submitted to and approved in writing by the Local Authority. This statement/strategy shall include details of the timing of events, protective fencing and ground protection measures in compliance with BS5837. The tree protection measures shall be installed in accordance with the approved tree protection strategy before any works commence on site and shall remain in place throughout the construction period.
Reason: To ensure that construction works do not result in damage to the protected trees to the south of the site in accordance with Policy DP/3 of the adopted Local Development Framework 2007.

5. The development shall be constructed and occupied in accordance with the energy efficiency and production measures identified in the QODA Marshall's Ford Showroom Energy Statement ref. 40259.R1.

Reason: To ensure that the development produces at least 10% of its energy requirements through renewable technologies in accordance with Policy NE/1 of the adopted Local Development Framework 2007.

6. No development shall commence until the following points (a, b and c) have been complied with. The development shall thereafter be carried out in accordance with points d and e.

a) The application site has been subject to an updated site-specific desk study and site walkover, to be submitted to and approved by the Local Planning Authority.

b) The application site has been subject to a detailed site-specific scheme for the investigation and recording of contamination and remediation objectives have been determined through risk assessment and agreed in writing by the Local Planning Authority.

c) Detailed proposals for the removal, containment or otherwise rendering harmless any contamination (the Remediation method statement) have been submitted to and approved in writing by the Local Planning Authority.

d) The works specified in the remediation method statement have been completed, and a Verification report submitted to and approved in writing by the Local Planning Authority, in accordance with the approved scheme.

e) If, during remediation works, any contamination is identified that has not been considered in the remediation method statement, then remediation proposals for this material should be agreed in writing by the Local Planning Authority.

Reason: To ensure that risks from land contamination to the future users of the land and neighbouring land are minimised, together with those to controlled waters, property and ecological systems, and to ensure that the development can be carried out safely without unacceptable risks to workers, neighbours and other offsite receptors in accordance with Policy DP/1 of the adopted Local Development Framework 2007.

7. No development shall commence until surface water drainage works have been implemented in accordance with details that have been submitted to and approved in writing by the local planning authority. Before these details are submitted an assessment shall be carried out of the potential for disposing of surface water by means of a sustainable drainage system in accordance with the principles set out in The National Planning Policy Framework, associated Planning Policy Guidance and the Non-statutory technical standards for sustainable drainage systems. The results of the assessment provided to the local planning authority. The system should be designed such that there is no surcharging for a 1 in 30 year event and no internal property flooding for a 1 in

100 year event + 40% allowance for climate change. The submitted details shall:

- i. provide information about the design storm period and intensity, the method employed to delay and control the surface water discharge rate and volume from the site and the measures taken to prevent pollution of the receiving groundwater and/or surface waters;
- ii. provide a plan indicating flood exceedance routes, both on and off site in the event of a blockage or rainfall event that exceeds the designed capacity of the system; and
- iii. provide a management and maintenance plan for the lifetime of the development which shall include the arrangements for adoption by any public authority or statutory undertaker and any other arrangements to secure the operation of the scheme throughout its lifetime. Including: details of land ownership; maintenance responsibilities; a description of system; the identification of individual assets, services and access requirements; details of routine and periodic maintenance activities. The surface water drainage scheme shall be managed and maintained thereafter in accordance with the agreed management and maintenance plan for the lifetime of the development.

Reason: To ensure that the surface water drainage from the site is dealt with through a sustainable drainage system in accordance with Policy DP/3 of the adopted Local Development Framework 2007.

- 8.** No construction site machinery or plant shall be operated and no construction related deliveries taken at or despatched from the site except between the hours of 0800-1800 Monday to Friday, 0800-1300 Saturday and not at any time on Sundays or Bank or Public holidays.

Reason: To protect the amenity of the locality, especially for people living and/or working nearby, in accordance with Policy DP/3 of the adopted Local Development Framework 2007.

- 9.** No development shall commence until details of facilities for the covered, secured parking of bicycles for use in connection with the development hereby permitted shall be submitted to and approved by the local planning authority in writing. The approved facilities shall be provided in accordance with the approved details before use of the development commences.

Reason: To ensure appropriate provision for the secure storage of bicycles. (Policy TR/2 of the South Cambridgeshire Development Framework 2007).

Informatives

- 1.** There shall be no burning of any waste or other materials on the site, without prior consent from the environmental health department.

2. Should driven pile foundations be proposed, then before works commence, a statement of the method for construction of these foundations shall be submitted and agreed by the District Environmental Health Officer so that noise and vibration can be controlled.
3. The applicant should take all relevant precautions to minimise the potential for disturbance to neighbouring residents in terms of noise and dust during the construction phases of development. This should include the use of water suppression for any stone or brick cutting and advising neighbours in advance of any particularly noisy works. The granting of this planning permission does not indemnify against statutory nuisance action being taken should substantiated noise or dust complaints be received. For further information please contact the Environmental Health Service.
4. This planning consent does not grant permission for any external signage, which would need to be the subject of a separate advertisement application.

Contact details

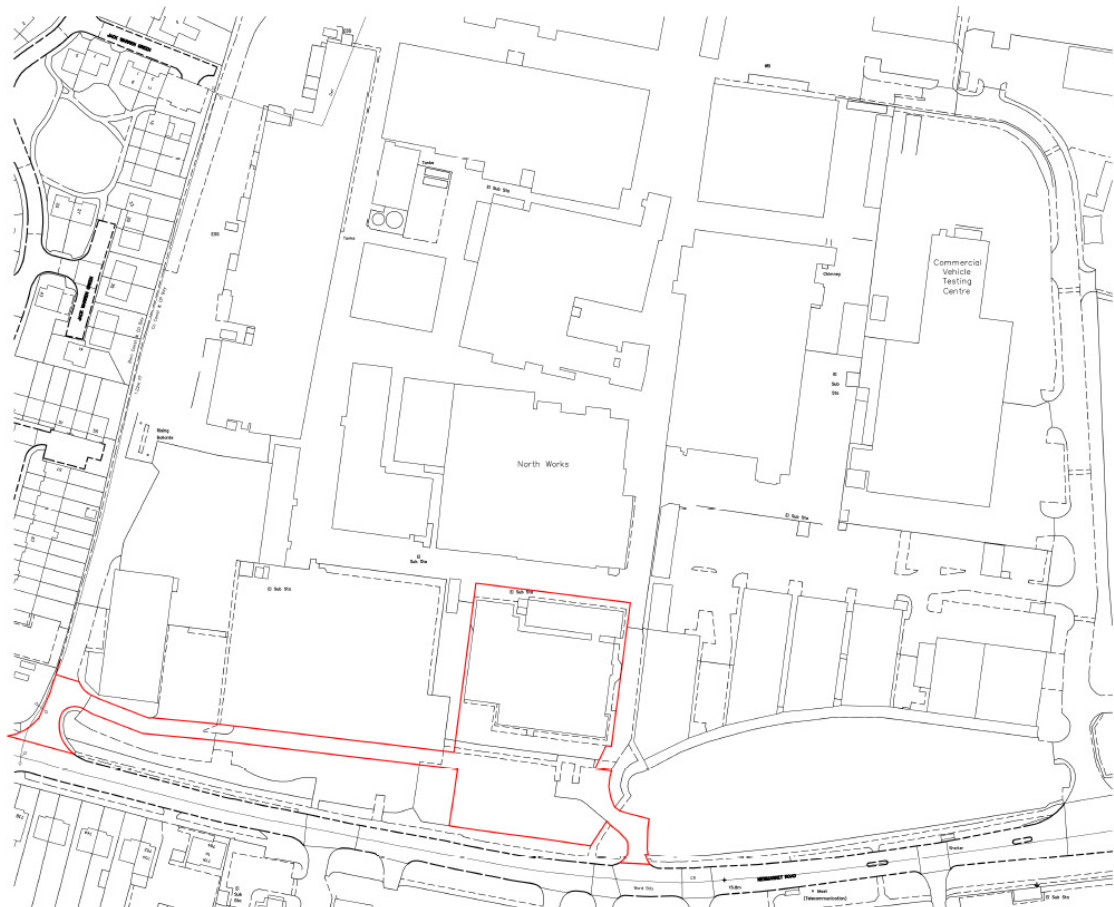
To inspect any related papers or if you have a query on the report please contact:

Author's Name: Edward Durrant

Author's Phone Number: 01954 713266

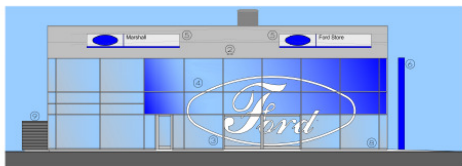
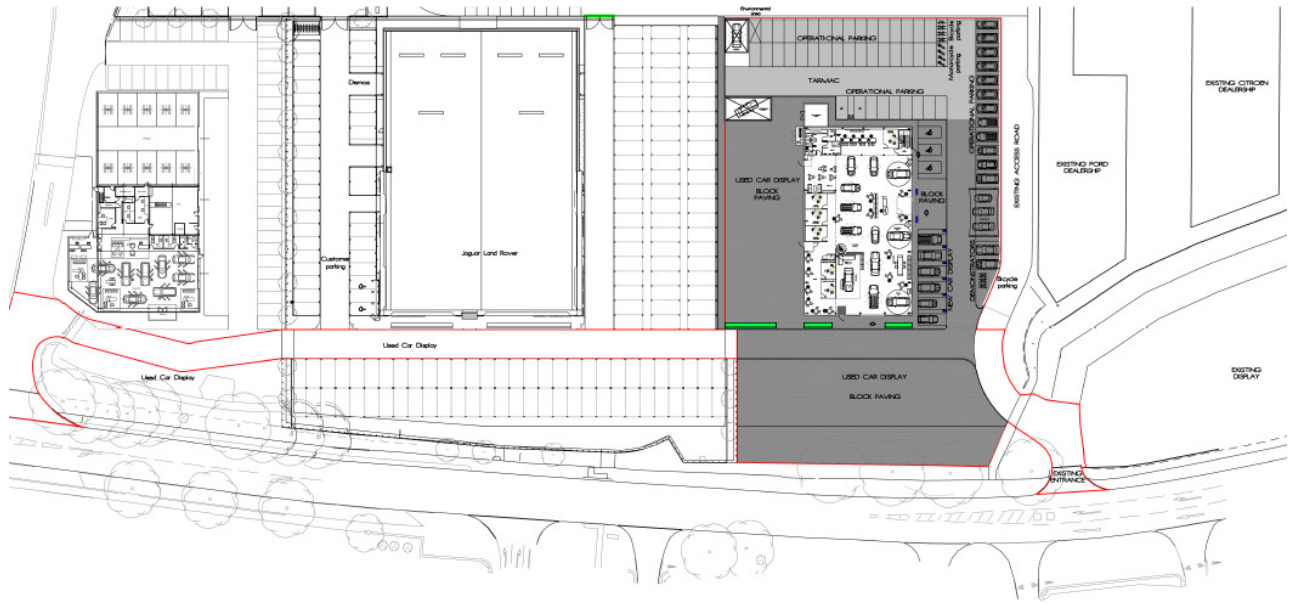
Author's Email: edward.durrant@scambs.gov.uk

APPENDIX 1: Location Plan



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Proposed Layout and Elevations



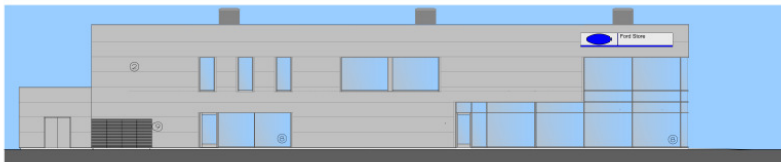
SOUTH (NEWMARKET ROAD) ELEVATION



NORTH ELEVATION



EAST ELEVATION



WEST ELEVATION

0 1 2 3 4 5 10
Metres

1. Glazed Passenger door.
2. Kingspan insulated micro rib cladding panels laid horizontally finished silver RAL 9006.
3. Glazed sliding vehicle doors.
4. Glazing film (Ford corporate logo).
5. Signage. (Inclusive only separate advertisement consent application to be submitted)
6. Entrance features.
7. Framed window.
8. Curtain walling framing to be aluminium powder coated silver RAL 9006. Double glazed with Suncool 70/35.
9. Outh louvre screen a/c housing finished silver RAL 9006.

Revision F: Air handling plant room and air con area illustrated. 11/2017
 Revision E: Building plan enlarged. 10/2017
 Revision D: Cladding proposed on south west corner of showroom to reflect plan change 08/2017
 Revision C: Amalgamated building plan changes following pre-app advice 08/2017
 Revision B: Key numbers added 02/2017
 Revision A: Elevations updated to match revised floor plans. 08/2017.

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Client: MARSHALL MOTOR GROUP
 Project: PROPOSED FORDSTORE
 PHASE 1
 699 NEWMARKET ROAD
 CAMBRIDGE
 CB5 8SQ

Drawing: PROPOSED ELEVATIONS
 Drawn by: Date: Scale:

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JOINT DEVELOPMENT CONTROL COMMITTEE (CAMBRIDGE FRINGE SITES)

Report by: Joint Director of Planning and Economic Development

Date: 14th March 2018

Application Number	17/2111/FUL	Agenda Item	
Date Received	5 th December 2017	Officer	Mark Wadsworth
Target Date	6 th March 2018		
Parishes/Wards	Castle		
Site	John Bingham Laboratory National Institute of Agricultural Botany Huntingdon Toad Cambridge		
Proposal	Demolition of two existing dwellings, seed handling building, glass houses and associated structures, refurbishment of existing office building (DEFRA 1,080 m ²) and laboratory building (Bingham & Old Granary 2,186 m ²) and erection of new 3 storey laboratory building and energy centre (2,554 m ²), reception building (539 m ²) new orbital cycleway link, access road, car parking and associated landscaping.		
Applicant	NIAB Trust		
Recommendation	Approve		
Application Type	Major	Departure:	No

The above application has been reported to the Planning Committee for determination by Members in accordance with the Scheme of Delegation for the Joint Development Control Committee for the Cambridge Fringes.

SUMMARY	<p>The development accords with the Development Plan for the following reasons:</p> <ol style="list-style-type: none"> 1. The proposed development will enable NIAB to maintain its presence in this location and to modernize and develop its facilities on this site. The proposals are not in conflict with Cambridge Local Plan 2006 policy 5/1 and the retention of the 2 existing dwellings on the site is not considered practicable.
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	<p>2. The design of the development has been well considered with regard to its context and site constraints and is compatible with nearby existing and planned new development.</p> <p>3. Deliver the Orbital Cycle route connection which will be a significant and positive planning gain which will benefit not just this development but also the wider City.</p>
RECOMMENDATION	APPROVAL

1.0 SITE DESCRIPTION/AREA CONTEXT

- 1.1 The application site, which is occupied by the National Institute of Agricultural Botany (NIAB), is situated towards the north-western edge of the City, north of the A1307 Huntingdon Road and approximately 2.7 kilometres from the City centre. It lies to the north of Lawrence Weaver Road and extends up to Whitehouse Lane which forms the north-western site boundary.
- 1.2 To the south of the site is the David Wilson Homes (DWH) residential development, which includes Yeoman Drive and Burton Road. The site is bound on the northern side by Whitehouse Lane, a rural lane and public right of way that provides vehicular access to the Felix Hotel and Anglia Ruskin University (ARU) playing fields and a delivery/servicing route to the existing DEFRA, NIAB and Whitehouse Farm facilities. The south-eastern boundary adjoins the Barratt's residential development site, currently under construction (known as BDW1), which will be the first phase of the Darwin Green major development site.
- 1.3 Vehicular access into the site is currently from Lawrence Weaver Road, approximately 200 metres east from the junction with Huntingdon Road. At present rear service access is also available from White House Lane, which also provides vehicle access to Whitehouse Farm located approximately 180 metres to the north of the application site.
- 1.4 Currently, vehicle access to the application site from Lawrence Weaver Road operates on a one-way system, with the exit from the car park being via Yeomen drive, part of the adjoining David Wilson development to the south-west.
- 1.5 Whitehouse Lane is Adopted Public Highway up to the existing access to the Seed Handling Unit where, thereafter, it functions as a private road but with public right of way (PROW). This section of PROW is known as Cambridge Footpath No. 48 and was originally recorded as a 'Carriageway Road Footway' (C.R.F)1. Following a review in 1972 Cambridge Footpath No.48 was re-classified as a public footpath.

- 1.6 The application site which covers a land area of 14,572 m² is currently used for B1(b) Research and Development purposes as well as B1(a) Office use, along with two residential dwellings, known as 'White House' and 'The Willows'. Both dwellings are rented privately. Existing buildings on site to be retained include the NIAB John Bingham Laboratory (the Old Granary and Bingham buildings) totalling 2,186 m² and the DEFRA Building totalling 1,080 m². There are approximately 50 people currently employed at the site.
- 1.7 The site falls within the Site of Major Change 9.03 under Policy 9/8 of the Cambridge Local Plan. The allocation requires the principal land uses to be housing (indicative capacity 1,780 dwellings), with complementary mixed uses including a primary school and open space.
- 1.8 A small area of the south eastern corner of the site, which is currently a car park, is located within the Darwin Green outline planning permission 07/0003/OUT.
- 1.9 The site is not within a Conservation Area.
- 1.10 There are no Protected Trees on the Site.
- 1.11 The site falls outside of the Air Quality Management Area.

2.0 THE PROPOSAL

- 2.1 NIAB is proposing to move their headquarters and laboratories from the existing site on Huntingdon Road into a new purpose built development on the existing NIAB Bingham site. These proposals are the culmination of an extensive review of existing operations and represent an opportunity for the consolidation, expansion and modernisation of their existing research facilities which will include the creation of new laboratories to be occupied in partnership with the University of Cambridge (UoC) Department of Plant Science.
- 2.2 These facilities will be developed to accommodate this new partnership and the creation of the Cambridge Centre of Crop Science (3CS). Government Funding from the UK Research Partnership Investment Fund (RPIF) of circa £16.9 million will help finance the project.

Existing Huntingdon Road site

- 2.3 The existing NIAB HQ comprising the 1919 frontage building, the 1960s and library extension which has a total floor area of 5,533 m² will be disposed of for alternative uses, as it no longer meets NIAB's current operational requirements.

Proposed development

- 2.4 The proposals are to demolish the two existing dwellings (White House and The Willows), the Seed Handling Building, glass houses and associated

structures, to refurbish existing office building (DEFRA) and laboratory building (Bingham and Old Granary) and to erect a new 3-storey laboratory, reception building, and energy centre.

- 2.5 Table 2.0 below sets out the development schedule with details of buildings to be demolished and proposed new development provided.

Table 2.0 – Development schedule	
To be demolished (footprint)	
'Granary' (Seed handling unit & barn behind)	1,741 m ²
Sheds fronting Bingham service yard (onion store & neighbour to south)	206 m ²
Shed south of the Granary	42 m ²
Three isolation greenhouses south of the Granary	235 m ²
Willows & White House	160 m ²
Total	2,384 m²
To be retained & new development (GFA)	
Bingham Building	2,186 m ²
DEFRA Building	1,080 m ²
3 storey laboratory building	2,554 m ²
new entrance link building	539 m ²
Total	6,359 m²

- 2.6 The additional new gross floor space proposed will be 3,093 m². Deducting the footprint area of existing buildings to be demolished, this represents an overall increase of 709 m². The use of the site as a crop science research facility will remain the same as existing with the proposed new 3-storey laboratory building becoming a shared facility with the UoC. The Crop Science Building (CSB) will be occupied by researchers working on projects relevant to the activities of the Cambridge Centre for Crop Science. Initially this group would be mainly made up by University employees but significant numbers of NIAB staff are also likely to be involved. In the region of the equivalent of 172 full time staff will occupy the new development of which 40 will be University staff/ researchers.
- 2.7 The existing buildings (Bingham, DEFRA & Old Granary Buildings) which are to be retained sit towards the central rear part of the site. A two-storey link will provide a new entrance and connection between the existing buildings. It is then proposed to build a new three-story laboratory building as an extension to the eastern side of the existing three-story Bingham building.
- 2.8 A linking section of the Orbital Cycleway (shared pedestrian/ cycle route) will be provided to the north of the site linking the David Wilson development site to the planned route within the Darwin Green development. The link will be 4 metres wide.
- 2.9 The main access to the site will remain from Lawrence Weaver Road. The existing exit through Yeoman Drive will be closed off with all servicing of the

development from Lawrence Weaver Road. In the short-term, farm vehicles will still be able to travel along Whitehouse Lane to Whitehouse farm.

- 2.10 Dedicated pedestrian access into the site will be provided from the Lawrence Weaver Road frontage and pedestrian/ cycleway access will be provided into the site from the new orbital cycle link towards the north-western and north-eastern corners of the site. Visitor cycle parking will be provided close to the main entrance with more extensive covered cycle parking provided in the basement car park.
- 2.11 The scheme will deliver 114 cycle parking spaces, with 54 spaces provided within the main building. In addition, showers and staff lockers will be provided. A maximum of 133 car parking bays are to be provided with 9 spaces dedicated specifically for disabled users located close to the main building entrances.
- 2.12 The application is accompanied by the following supporting information:
1. Design and Access Statement (DAS)
 2. Planning Statement
 3. Tree Survey (AIA)
 4. Flood Risk Assessment & Drainage Strategy (FRA)
 5. Transport Assessment (TA)
 6. Travel Framework Plan (TP)
 7. Technical Report (Covering Noise, Air Quality, Utilities, Energy Reduction, External Lighting and Sustainable Design and Construction etc.)
 8. Sustainability Statement Report
 9. Extended Phase 1 Habitat Survey and Building Inspections
 10. Bat Emergence Survey
 11. Ground Investigation Report

Amended Plans and Additional Information

- 2.13 The following has been received:
- Amended plan detailing the proposed cycle lane across the access with Lawrence Weaver Road to have priority through the junction (37618/5001/010 P2 NEW ACCESS DETAILS).
 - Response to County Transport Team comments.

3.0 SITE HISTORY

Reference	Description	Outcome
C/00/0031	Conversion of existing office building to form 18 residential apartments and construction of new access road from Huntingdon Road	Permitted 12.07.2001

C/03/0282/OP	Outline application for residential development	Permitted 24.10.2004
07/0003/OUT	Mixed use development comprising up to 1593 dwellings, primary school, community facilities, retail units (use classes A1, A2, A3, A4 and A5) and associated infrastructure including vehicular, pedestrian and cycleway accesses, open space and drainage works.	Permitted 18.12.2013
07/0005/FUL	Erection of a part 2 storey part 3 storey office and laboratory building to rear of existing NIAB HQ.	Permitted 15.07.2008
07/1124/REM	Reserved matters submission (access, external appearance, landscaping and design) pursuant to outline consent C/03/0282/OP for 187 dwellings.	Permitted 06.11.2008
14/0063/FUL	Construction of vehicular road link across the north-west green corridor of consented development 07/0003/OUT.	Permitted 19.06.2014
16/0208/REM	Reserved matters application for first housing phase (known as BDW1) including 173 dwellings pursuant to outline approval 07/0003/OUT.	Permitted 27.05.2016
17/1008/FUL	Resubmitted application (previously approved under application reference 14/0063/FUL) for the construction of vehicular road link across the north-west green corridor of consented development 07/0003/OUT	Permitted 17.08.2017

- 3.1 The application site, (excluding the existing frontage car park) formed part of the site for which outline planning permission (03/0282/OP) was granted in November 2004 for residential development. This application was submitted by David Wilson Homes (DWH) for a residential development of 187 dwellings on the Huntingdon Road frontage land to the north west of the Lawrence Weaver Road. This was followed by approval of reserved matters in November 2006 (07/1124/REM). To date, 153 dwellings (Phase 1) along with the access road, Lawrence Weaver Road, have been constructed while Phase 2 which comprises 34 units was never implemented and remained in NIAB ownership. The Phase 2 site is contained within the current application site.

- 3.2 It is also relevant to note that planning permission (07/0005/FUL) was granted for a significant re-development of the existing NIAB HQ site on the southern side of Lawrence Weaver Road in 2005. This included the refurbishment of the 1920's frontage building with a link to a new part two-storey, part three-storey office / laboratory and a decked car park at the north eastern end of the site. This permission also included the provision of the new access road to serve Darwin Green and NIAB's existing sites. However, as part of NIAB's review of their property portfolio, it is now no longer NIAB's intention to implement this permission.
- 3.3 The site has a close physical relationship with the adjacent Darwin Green residential development in particular the first phase (BDW1) which wraps around the eastern and southern sides of the proposed development. Enabling infrastructure works are currently in progress on the Darwin Green site.

4.0 PUBLICITY

- 4.1 Advertisement: Yes
 Adjoining Owners: Yes
 Site Notice Displayed: Yes

5.0 POLICY

5.1 Relevant Development Plan policies

PLAN	POLICY NUMBER
Cambridge Local Plan 2006	3/1 3/2 3/4 3/6 3/7 3/11 3/12 4/4 4/13 4/14 4/15 7/2 7/4 8/1 8/2 8/3 8/4 8/5 8/6 8/9 8/10 8/16 8/17 8/18 9/1 9/2 9/3 9/8 10/1

5.2 Relevant Central Government Guidance, Supplementary Planning Documents and Material Considerations

Central Government Guidance	National Planning Policy Framework March 2012 National Planning Policy Framework – Planning Practice Guidance March 2014 Circular 11/95 - The Use of Conditions in Planning
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	<p>Permissions.</p> <p>Ministerial Statement (1 December 2014) by Brandon Lewis Minister of State for Housing and Planning (Department of Communities and Local Government)</p>
Supplementary Planning Guidance	<p>Sustainable Design and Construction (May 2007)</p> <p>Cambridgeshire and Peterborough Waste Partnership (RECAP): Waste Management Design Guide Supplementary Planning Document (February 2012)</p> <p>Planning Obligation Strategy (March 2010)</p> <p>Public Art (January 2010)</p>
	<p><u>City Wide Guidance</u></p> <p>Biodiversity Checklist for Land Use Planners in Cambridgeshire and Peterborough (March 2001).</p> <p>Cambridge Landscape and Character Assessment (2003)</p> <p>Cambridge City Nature Conservation Strategy (2006)</p> <p>Cambridge and South Cambridgeshire Strategic Flood Risk Assessment (November 2010)</p> <p>Strategic Flood Risk Assessment (2005)</p> <p>Cambridge and Milton Surface Water Management Plan (2011)</p> <p>Green Infrastructure Strategy for the Cambridgeshire Sub-Region (2006)</p> <p>Cambridge Sub-Region Culture and Arts Strategy (2006)</p> <p>Cambridgeshire Quality Charter for Growth (2008)</p> <p>Cambridge Walking and Cycling Strategy (2002)</p> <p>Protection and Funding of Routes for the Future Expansion of the City Cycle Network (2004)</p>

	<p>Cambridgeshire Design Guide For Streets and Public Realm (2007)</p> <p>Cycle Parking Guide for New Residential Developments (2010)</p> <p>Air Quality in Cambridge – Developers Guide (2008)</p>
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5.3 Status of Proposed Submission – Cambridge Local Plan

Planning applications should be determined in accordance with policies in the adopted Development Plan and advice set out in the NPPF. However, after consideration of adopted plans and the NPPF, policies in emerging plans can also be given some weight when determining applications. For Cambridge, therefore, the emerging revised Local Plan as published for consultation on 19 July 2013 can be taken into account, especially those policies where there are no or limited objections to it. However it is likely, in the vast majority of instances, that the adopted development plan and the NPPF will have considerably more weight than emerging policies in the revised Local Plan.

5.4 For the application considered in this report, the following policies in the emerging Local Plan are of relevance:

- Policy 2: Spatial strategy for the location of employment development
- Policy 5: Strategic transport infrastructure
- Policy 19: NIAB 1 Area of Major Change

6.0 CONSULTATIONS

Cambridgeshire County Council (Highways Development Management)

Comments on application as revised

- 6.1 The County Council Highways Management Team has confirmed that with the submission of a suitably scaled drawing showing that the shared use path has a minimum width of 4 metres which addresses their concerns. The approved amended plan also indicates that the cycle path alongside Thomas Weaver Way will continue (and gives priority) across the main vehicular access into the site. This plan will be added to the list of approved drawings which will be a condition of approval and addresses concerns raised by County Transport and Camcycle.
- 6.2 The County has also requested that 2 conditions are added which; require the delivery of the new cycleway and a condition which restricts access to Whitehouse Farm. With these safeguards in place County Highways wishes to withdraw its objections to the proposals.

Comments on application as submitted

- 6.3 The Highways Development Management Team has raised a holding objection to the proposals in their present format for the following reasons:
- a) Scale drawings are required of the proposed shared use path to the north of the site which must have a minimum width of 4 metres.
 - b) Details of the agricultural vehicles that will use the shared use path are required together with details of how these movements will be controlled to minimise the conflict between agricultural vehicles and non-motorised highway users.

Cambridgeshire County Council (Transport Assessment Team)

Comments on application as revised

- 6.4 The County Transport Assessment Team does not wish to raise objections to the proposals subject to a condition being imposed requiring the submission and approval of a travel plan.

Comments on application as submitted

- 6.5 The County Transport Assessment Team, although it has not raised any fundamental objections to the proposals and submitted Transport Assessment (TA), has however raised a number of detailed issues including;
- a) More detail on the location of bus stops in the vicinity of the site should be provided
 - b) Further clarifications is sought on the accident data
 - c) In terms of the base surveys further information is required on NIAB employees
 - d) Clarification is sought on how additional cycle parking will be delivered once 85% occupancy is reached
 - e) To help encourage more sustainable travel behaviour it may be appropriate to encourage a more restrictive approach to car parking which could mean reducing the number of car parking spaces.
 - f) Detail is required on what access control measures at the Gate Access
 - g) Further clarification is required on survey data and flow diagrams in the traffic Impact Assessment.
 - h) To help encourage staff to travel to work by bike more detail should be provided on how free/discounted bikes are to be offered to all employees where there is demand.
 - i) The staff survey highlighted that the cost of bus travel was putting off staff from using bus services. The developer should consider the provision of free-discounted tickets, the details of which should be provided in the Travel Plan.
 - j) Car Sharing: The site offers good potential for car sharing. Further detail/commitment is required from the applicant in terms of how this will be promoted.

Urban Design and Conservation Team

- 6.6 The Council's Urban Design Team supports the proposals, but has requested that provision is made within this development for an additional pedestrian/cycle access point along the southern boundary to facilitate ease of movement for staff/visitors from the site to the new nearby Darwin Green local centre. No other issues have been raised subject to conditions.

Head of Streets and Open Spaces (Landscape Team)

- 6.7 The Landscape Team supports the design approach but has requested the following minor design modifications;
- a) Public realm materials for the car parking areas;
 - b) Introduction of large growing species of trees exists along the access road to the underground car park.
- 6.8 These requirements can be addressed in the detailed landscaping scheme the submission and approval is a condition of any planning approval. No other issues have been raised subject to conditions.

Environmental Quality & Growth Team

- 6.9 The Council's Environmental Health Officers supports the proposals and no other issues have been raised subject to conditions.

Senior Sustainability Officer (Design and Construction)

- 6.10 The Council Senior Sustainability Officer supports the proposals and no other issues have been raised subject to conditions.

Environment Agency (EA)

- 6.11 The EA does not wish to raise any objections in principle to the proposed development subject to a condition.

Head of Streets and Open Spaces (Sustainable Drainage Officer)

- 6.12 The Sustainable Drainage Engineer does not wish to raise any objections in principle to the proposed development subject to the imposition of a condition.

Head of Streets and Open Spaces (Nature Conservation Officer)

- 6.13 The City Council's Nature Conservation Officer has not raised any objections to the proposed development subject to condition.

Cambridgeshire County Council (Lead Local Flood Authority)

- 6.14 The Lead Local Flood Authority (LLFA) does not wish to raise any objections to proposed development subject to a condition.

Head of Refuse and Environment

6.15 No comments received.

Cambridgeshire County Council (Historic Environment Team)

6.16 The Historic Environment Team does not wish to raise any objections to the proposed development objections subject to a programme of archaeological investigation and recommends that this work be commissioned and undertaken at the expense of the developer.

Disability Consultative Panel

6.17 A presentation was made to the Disability Panel on the 31st October 2017. The Panel support the scheme and made the following detailed comments;

- a) Concern was expressed regarding the 14 metre distance from the car park to the main entrance and a more legible entrance for visitors with a shorter walking distance would be welcomed.
- b) The provision of an enclosed platform lift is welcomed but will need a secondary power supply in the event of an emergency however.
- c) Doors should be a-symmetrical for the benefit of wheelchair users.
- d) Within meeting spaces chairs should be a variety of styles and heights including some with, and others without arm rests.
- e) Ensure manifestations are included in the extensively glazed areas.
- f) The emphasis on the use of natural light is welcomed although some caution may be needed with wayfinding to ensure the partially sighted can easily differentiate between the internal and external spaces.
- g) Ensure transfer can occur from both the right and left side within the accessible WC and if this is not possible, that left/right transfer is signposted on entry.
- h) The use of modern, flexible office and lab furniture to cater for as wide a variety of needs as possible is to be encouraged.

7.0 REPRESENTATIONS

7.1 1 representation has been received.

7.2 The representation received from Camcycle can be summarised as follows:

- Camcycle do not wish to object to the principle of development,
- Camcycle acknowledge that the applicant is committed to achieving a high level of sustainable transport usage by employees and visitors to the site.
- The number of cycle parking space appears to be justified on merit by a reasonable process derived from the number of employees on the site.
- Hooks or racks for drying wet gear on rainy days should be provided
- Larger spaces in the undercroft for cargo cycles should be provided
- The 12-space cycle park does not appear to meet Local Plan specifications because the indicated cycle stands are too close to a wall
- The 48-space cycle park is not shown with any layout in the application.
- The undercroft cycle park should always be easily accessible.

- There are serious concerns about the new access detail on Lawrence Weaver which interrupts the cycle lane alongside Lawrence Weaver Road.

7.3 With regards the new vehicular access into the site interrupting the cycle lane along Lawrence Weaver Road Camcycle recommends that the design of the cycleway is amended to address their concerns about the potential conflict between vehicles and cycles.

7.4 The above representations are a summary of the comments that have been received. A copy of the Camcycle representation is available online.

8.0 ASSESSMENT

8.1 The main issues are as follows:

1. Principle of development
2. Context of site, design and external spaces
3. Transport
4. Drainage and utilities
5. Environmental impact
6. Renewable energy and sustainability
7. Disabled access
8. Ecology
9. Residential amenity
10. Public Art
11. Third party representations
12. Planning Obligation Strategy

Principle of Development

Established use

8.2 The established principle land use of the application site and buildings is as a crop science research facility and the principle land use within the proposed development will remain the same.

8.3 The existing NIAB Headquarters site which was originally built in the 1920s and expanded in the 1960s and 1980s is no longer fit for purpose for the research activities which are undertaken. This is because the age of the buildings are not suitable for upgrading for modern laboratory or office use, including computer networks and installation of new growth rooms. The existing buildings have high running costs and occupy a site which is much larger than NIAB and the University require. It is for these reasons NIAB have chosen to consolidate their operations on the existing site.

8.4 NIAB's business development strategy includes the following;

- a) acquisition of a new site in Kent
- b) development of operations at its Park Farm Histon site including the construction of a new innovation centre

- c) consolidation, and modernization of its administration and research facilities on the application site
- d) disposal of existing NIAB HQ site

8.5 The proposal will enable the applicant to dispose of the existing NIAB headquarters site, which is very likely to come forward for housing development (discussed in housing supply subsection below). The proposed development will enable NIAB to maintain its presence in this location and to modernize and develop its facilities on this site which is supported by Local Plan policies 5/1 part b and 7/4.

Promotion of Cluster Development

8.6 Development will be permitted which fosters innovation and helps reinforce the existing high technology and research clusters of Cambridge, in accordance with Cambridge Local Plan policy 7/4. The redevelopment of the existing NIAB site is intended to accommodate NIAB's new partnership with the UoC to create the Cambridge Centre of Crop Science. It is NIAB's intention to develop a modern new research headquarters in partnership with the UoC, to continue to develop and expand its operations in providing agronomy advice and plant breeding and genetic research. A key element of the modernization programme is the creation of new laboratories. This is because their space needs at Huntingdon Road are now more laboratory/office rather than field trails, which previously took place on land now released for strategic housing.

8.7 This demonstrates a clear need to be located close to the University, on the site NIAB has occupied for many years. The redevelopment of the site does not provide only office headquarters, which would otherwise be resisted, but will continue to involve primary research activities in accordance with Local Plan policy 7/4.

8.8 The promotion of high technology cluster development set out in 2006 Local Plan policy 7/4, is also strongly supported in the emerging Local Plan and National Planning Policy Framework (NPPF). Emerging Local Plan policy 2 is clear that proposals which help to reinforce the existing high technology and research cluster of Cambridge will be supported. This is reflected in the NPPF paragraph 18 which states that the planning system should not stifle economic growth and should, in fact, do everything it can to support sustainable economic growth. Officers therefore give the potential economic benefits of the scheme in terms of employment provision and contribution to the Cambridge high technology cluster significant weight.

Housing supply

8.9 Policy 5/1 sets out that allocated sites (which include Darwin Green) are safeguarded and development for alternative uses will not be permitted except for additional floor space for established firms for their own occupation and use on their existing site. Policy 9/8 allocates Land between Huntingdon Road and Histon Road (Darwin Green) for housing development and complementary mixed uses. While the proposed development does not

accord with the list of proposed uses for the site of major change set out in policy 9/8, it will not result in any change of use and is a redevelopment of a well-established use. On this basis, the development is not in conflict with the criteria of Local Plan policy 5/1 part b which makes specific provision for the continued development of established firms on their existing site.

- 8.10 Local Plan Policy 9/8 articulates the vision for the land between Huntingdon Road and Histon Road that the land allocated has an indicative capacity of 1780 dwellings. Within this area the Barrett's development on Darwin Green site will deliver up to 1593 new dwellings and within Phase 1 of the David Wilson Homes (DWH) development 153 dwellings have already been built out.
- 8.11 The implementation of Phase 2 of the DWH development would complete the 1780 dwellings within the site allocation. The Darwin Green development and the completed DWH development total 1746 dwellings, which is 34 below the indicative total.
- 8.12 This shortfall of 34 units from the indicative total of 1780 dwellings is very likely be met, and exceeded, by the redevelopment of the existing NIAB site on the southern side of Lawrence Weaver Road. To support this contention NIAB has confirmed that they are in advanced negotiations with a developer and planning proposals for the redevelopment of the site for residential will come forward soon. While there is no absolute certainty that a residential development will take place on the existing NIAB site, the overall likelihood of future residential coming forward on this site contributes to the officer view that the development is acceptable.
- 8.13 Therefore, if, as seems likely the existing NIAB site is redeveloped it is reasonable to assume that any future development scheme for the site will include a significant quantum of residential development which will more than exceed the indicative capacity of the land allocation for the land between Huntingdon Road and Histon Road (Policy 9/8 of the Cambridge Local Plan). Applying the same housing density across the Darwin Green development of 31 dwellings / hectare the existing NIAB site which covers an area of 4.8 hectares could deliver approximately 150 new dwellings.
- 8.14 While a small proportion of the site in the south east corner falls within the red line of the Darwin Green outline planning permission, the use of this part of the site for car parking is part of the current NIAB premises. This use will remain the same within the redeveloped application site, albeit re-laid and landscaped as part of the comprehensive scheme. Because there is no change from the existing use, there is no conflict with the strategic allocation within Local Plan policies 5/1 and 9/8.

Demolition of White House and the Willows

- 8.15 The proposals also involve the demolition of two existing dwelling houses (White House and The Willows). These two properties are subsidiary components to the overall commercial research site and their loss must be considered in that context.

- 8.16 Policy 5/4 (Loss of Housing) states that the redevelopment of existing dwellings will normally not be permitted unless it can be demonstrated that;
- a) The property is unfit for human habitation,
 - b) It is a subsidiary part of a non-residential property without any practical means of separate access being provided,
 - c) It is a Listed Building which can be best preserved through change of use,
 - d) It is necessary for the provision of community facilities for which there is a need in Cambridge, or,
 - e) The lost accommodation is replaced by new residential floor space.
- 8.17 The retention of the two existing dwellings is not feasible because the creation of a curtilage to serve each existing dwelling would not be practical within the redevelopment. This is because of their siting close to the main circulation space within the new complex and the impact this would have on the layout of the scheme.
- 8.18 The retention of both dwellings would also compromise delivery of the Orbital Cycle connection. Both existing dwellings are accessed off Whitehouse Lane, a scheme priority of which is to reconfigure to provide the strategic cycle connection. The demolition of the dwellings is therefore required to deliver the cycleway. On this basis, it is considered that the proposal is a subsidiary part of a non-residential property without any practical means of separation and is not in conflict with Cambridge Local Plan 2006 policy 5/4.
- 8.19 It is not considered practical to create a separate means of access for these two dwellings within the wider scheme. The likely future redevelopment of the existing NIAB Headquarters site will be likely to deliver a significant quantum of residential development which will more than exceed the indicative capacity of the land allocation and compensate for the loss of the two houses. The proposals are compliant with Cambridge Local Plan 2006 policies 5/1 part b and 5/4.

Conclusion

- 8.20 The established principle land use of the application site and buildings is as a crop science research facility and the principle land use within the proposed development will remain the same. The proposed development will enable NIAB to maintain its presence in this location and to modernize and develop its facilities on this site which in broad terms is supported by Officers. The proposals will not prejudice the wider land-use allocation set out in Policy 9/8 of the Local Plan. The difficulties encountered creating separate means of access to the 2 existing dwellings and the likelihood that the 2 dwellings and the wider shortfall in housing numbers will be replaced/ met through the future development on the existing NIAB site satisfy the criteria of Local Plan policy 5/4. As such Officers are of the view that the proposals are acceptable and compliant with Cambridge Local Plan 2006 policies 5/1 part b, 5/4 and 9/8.

Context of site, design and external spaces

- 8.21 The key design issue is the design and appearance of the redeveloped and refurbished buildings in context.

Movement and access

- 8.22 Delivering the ‘missing link’ of the orbital cycle route between the completed section on the NIAB frontage scheme and the remainder of the route secured through the Darwin Green 1 reserved matters (DG1 RM) infrastructure application, has been a key design consideration that has influenced the proposed site layout.
- 8.23 The proposed approach to vary the alignment of the orbital route around the retained buildings onto part of Whitehouse Lane is supported. The proposed route will maintain the specification (width, directness etc.) and quality of design (green corridor character) established through the frontage scheme and the Darwin Green development. The proposed route will contribute to delivering a high quality cycle connection between Huntingdon Road and Histon Road and the varied approach to the alignment is supported.
- 8.24 Further, the development utilizes Lawrence Weaver Road for the main vehicular access into the site. Here landscape, access and movement have all been carefully considered to create a sense of arrival for those entering the site, but also to create a positive address onto Lawrence Weaver Road. The main access is centrally located along the frontage, which will assist with legibility as it aligns with the new entrance building and also creates balance to the more formal landscaped arrival space. Along the frontage of the site, car parking is softened and broken down with hedging and tree planting, and is set well back from the street. This allows for an element of ‘green’ to be proposed along Lawrence Weaver Road. The overall landscape approach has the potential to create a positive address onto Lawrence Weaver Road and contribute to character of the gateway into the wider Darwin Green development. A segregated pedestrian access point links through the site from the main access and forms part of the arrival sequence.
- 8.25 Further into the site, the visual impact of car parking has been reduced through a carefully considered landscape framework. An undercroft beneath the new Crop Science Building (CSB) utilises the slope of the site, providing parking for cars, and an area for 58 cycle spaces. Changing and shower facilities are conveniently located adjacent to the cycle parking. Elsewhere, covered cycle spaces are provided (many with green roofs) at other convenient locations across the site. Overall, cycle and pedestrian provision is well catered for and the approach is acceptable in urban design terms.

Building layout

- 8.26 The overall design approach is to create a series of sustainable interconnected buildings, which consist of new and refurbished buildings, with one legible entrance which is supported. The proposed new ‘entrance

building' is highly transparent and welcoming. Whilst functionally it physically connects the retained buildings, it also provides the central social space through the campus café, which can be used flexibly for work space. This more public area, with a gallery around the edge of the upper floor, has the potential to be a vibrant and animated space. A south facing feature seating area provides the opportunity for spill out activity, which will help to reinforce the open and welcoming entrance. A proposed new glazed 'link' provides access through to the new CSB.

- 8.27 The new CSB building utilises the falls on the site by providing an undercroft. Despite the presence of laboratories, equipment and specialist rooms within, the building provides an active frontage with its surroundings. The main glazed ground floor circulation route creates a successful visual relationship between the outside and inside of the building, and on the first floor the more 'closed' lab facilities are sleeved with office and meeting rooms to create a more open northern elevation to the building. The location of the energy centre on the ground floor is supported as it reduces the need for large plant structures on the roof.
- 8.28 The internal layout of both the new and refurbished buildings have also been well considered to provide a good edge onto the proposed realigned orbital cycle route. Existing substations have been removed and the presence of office space, write-up spaces, meeting rooms, and café will all contribute to making the north western edge 'active' and promote natural surveillance along the orbital cycle route. Overall the layout of the new and refurbished buildings are not only considered to make the best use of the site, but have also been organized to be legible, welcoming and where possible to overlook public spaces. In this regard, the proposals are considered acceptable in urban design terms.

Scale and massing

- 8.29 The scale and massing of the new buildings have been carefully considered in relation to the heights of the existing retained buildings as well as to limit the impact on nearby existing and planned residential development. The proposed height of the new CSB building at 12 metres does not breach the maximum building heights of 15.5 metres established within the building heights parameter plan for the adjacent Darwin Green development, which wraps the southern and eastern boundaries of the sites. Furthermore, the proposed development is lower than the 5, 4 and 3 storey apartment blocks permitted on this site under the DWH scheme (Ref. C/03/0282/OP).
- 8.30 The proposal creates a series of interconnected buildings that are clearly larger in footprint than the existing and emerging residential context. However, the overall mass of the proposal is broken down by creating clear identifiable building forms. The height of the new 'entrance building' sits lower than the two existing buildings it connects, and the new recessed 'glazed link' creates a visual break with the new CSB building, producing an overall modelled form to the massing.

- 8.31 The tallest of the proposed new buildings is the CSB building which sits at the same height of the retained Old Granary Building (12 metres). The top floor includes a significant setback to reduce the perceived scale of the CSB building which faces what will be new housing on the BDW1 phase of Darwin Green. Here, residential development will be of a 3 storey gable roofed form, and in the view of officers the cross sections demonstrate that the scale and massing of the CBS building will be compatible with this scale and height of permitted residential development. The roof of the northern end of the new CSB also slopes down to reduce the scale and adds interest to the shape of the roof form. The location of the energy centre on the ground floor along the north western edge reduces the need for large plant structures on the roof, helping to create a clean silhouette and uncluttered roofscape.
- 8.32 A strong landscape framework has been developed to provide an appropriate setting for these larger buildings and respond to the varied context of the orbital cycle route, the existing and new residential context. It will be important that the trees proposed to the east of the new CSB building are species that can reach a significant 'parkland' scale to help manage the transition between the proposal and the new residential context of Darwin Green. Condition 5 requires the submission and approval of a tree planting plan.
- 8.33 The adjacent Darwin Green development is governed by a set of parameter plans which allow up to a maximum building height of 15.5 metres. The approved dwellings to the south of the site within BDG1 will be 3-storeys in height (12.5 metres). The earlier DWH approved scheme permitted the construction of a mix of 5, 4 and 3 storey apartment blocks. The proposed development will be contextually appropriate in relation to this adjacent development.

Open Space and landscape

- 8.34 The application proposes a strong landscape framework which successfully integrates sustainable drainage elements throughout the site. The concept of creating a more formal character along Lawrence Weaver Road and responding to the semi-rural character along the north-west boundary through the landscape palette and continuation of the wider green corridor is supported. The overall approach to the design of the landscape is considered to relate well to the differing character and function of the spaces around and on the site and is therefore considered acceptable subject to four conditions which require the submission and approval of hard and soft landscaping (Condition 05), landscape maintenance & managements plan (Condition 06), boundary treatment (Condition 07), and tree pits (Condition 08).

Elevations and materials

- 8.35 The overall approach to the elevations and materials is supported. The three retained buildings will be upgraded and clad with dark vertical corrugated fibre cement panels to form a simple and coherent collection of buildings. The new highly glazed; entrance building successfully contrasts with the darker refurbished buildings and is legible as the main point of arrival. The new CSB

building is clearly expressed as a laboratory and the proposed use of brick will integrate with the existing and nearby new residential development at Darwin Green. Elevations are well detailed with a range of textural materials and elements such as window cowls, timber vertical shading and brickwork carried underneath the first floor.

Conclusions

- 8.36 Overall, the appearance of the proposal is in the opinion of officers high quality of design and finish which will enhance the entire site. Condition 2 and 3 will be imposed requiring the submission and approval materials and the construction of a sample panel. Additionally, a condition will be imposed which requires the submission and approval of the installation of any roof mounted equipment plant, solar panels and/or photovoltaic cells (Condition 04).
- 8.37 With the recommended conditions in place the proposal is considered to be compliant with Cambridge Local Plan (2006) policies 3/4, 3/7, 3/11, 3/12.

Transport

Background

- 8.38 Policy 8/2 of the Cambridge Local Plan discourages further traffic growth and allows development where it does not have an unacceptable transport impact. Policy 8/3 requires development that places demand on the transport system to secure suitable mitigation measures. Growth can be supported and accommodated through enhanced sustainable transport use. Policies 8/4 and 8/5 promote walking and cycling and the expansion of the walking and cycling network.
- 8.39 The key road infrastructure to link the application site to the existing network is already in place with access to be provided off Lawrence Weaver Road. The access into the site from Lawrence Weaver Road is approximately 200 metres from Huntingdon Road there are a number of existing and planned cycle and pedestrian routes within the area close to the site.
- 8.40 A number of nearby bus services will serve the site including the Stagecoach Citi 5 and Citi 6 which operate along Huntingdon Road, both of which provide a 20/30-minute service Monday to Saturday daytimes respectively, and combined provide an hourly evening service and a half hourly Sunday service. The frequency of bus services on Huntingdon Road is approximately six buses per hour. A new bus route will also be delivered as part of the Darwin Green development.
- 8.41 The site is therefore highly accessible and sustainable and will encourage staff and visitors to travel to the site by modes other than the private car.

Trip generation

- 8.42 In order to determine the level of person trips generated by the proposed development, the Transport Assessment (TA) includes existing information available for the existing NIAB Headquarters together with the Park Farm Transport Assessment (TA).
- 8.43 Many of the employees will be migrating from the existing NIAB HQ on the other side of Lawrence Weaver Road to the redeveloped Bingham Site Head Quarters. University of Cambridge staff at the existing plant science department at Downing Street will also be migrating to the new facility.
- 8.44 The increase in traffic arising from the proposed new development, minus traffic arising from the site's permitted use for 34 residential dwellings, equates to in the region of 6 and 33 additional two-way vehicle trips in the AM and PM peak hours respectively. The TA contends that this potential increase in flows is unlikely to materially affect the performance of the site accesses or the junctions of Whitehouse Lane and Lawrence Weaver Road with Huntingdon Road. The County Transport Assessment Team supports this position.

Sustainable Transport Trip Distribution

- 8.45 A staff travel survey undertaken at the existing NIAB HQ in November 2017 showed the mode share of existing HQ staff to be 52.8% travelling to the site by car. The existing UoC Plant Science Department showed that only 26% of staff drive to work, which matches the University as a whole. To allow for a robust assessment and the Bingham Site being outside of the city centre, a 52.8% car driver mode share has also been applied to UoC staff relocating to the NIAB Bingham site.
- 8.46 The TA anticipates that the proposed development will generate the following trips (see Table 8.1 below).

Table 8.1: Multi-Modal Person Trips for the Proposed Development							
Travel Mode	% from staff survey	AM Peak (08:00 - 09:00)			PM Peak (16:45 – 17:45)		
		In	Out	2- way	In	Out	2-way
Car	52.8%	89	0	89	12	89	101
Car Share	2.85%	4	0	4	0	4	4
Cycle	41.7%	61	0	61	0	61	61
Walk	2.8%	4	0	4	0	4	4
Public Transport	0%	0	0	0	0	0	0
Total	100%	158	0	158	12	158	170

Car parking Strategy

- 8.47 Local plan parking standards permits a maximum provision of one car space per 40 m² GFA. Additionally, outside the CPZ a minimum of 5% of car

parking spaces should be for disabled users. This equates to a maximum of 141 spaces based on the total application floorspace proposed of 5,664 m², of which a minimum of 7 spaces should be for disabled users.

- 8.48 The proposal is for 114 car parking spaces at ground level plus 19 undercroft parking bays located under the new CSB Building, 133 spaces in total. This level of provision is slightly below the maximum permissible under the Local Plan Parking Standards and accords with local plan policy 8/10.
- 8.49 A total of 9 parking spaces will be designated for use by the mobility impaired and will be located close to the main building entrances which means that almost 7% of parking spaces will be for disabled users which accords with local plan policy 8/10.
- 8.50 Furthermore, the applicant in their submission has confirmed that the demand for car parking spaces will be monitored as part of ongoing Travel Plan Surveys and the number of spaces provided could be reduced if an oversupply of spaces is noted to occur regularly. The Travel Plan condition (Condition 29) will be the mechanism to achieve the reduction in car parking spaces.

Cycle parking

- 8.51 Although Cambridge Local Plan cycle parking standards do not define provision for research and development or clinical uses, it is reasonable to apply to this development standard for office floor space standards of 1 space for every 30 m² of GFA and to include some visitor parking. Applying this standard the minimum number of parking spaces which should be provided within this development is 189 cycle parking spaces.
- 8.52 The proposal will however deliver only 114 cycle spaces. This level of provision has been determined by the applicant by taking into account the anticipated number of staff of 172 that will occupy the site and the existing cycle modal share of existing UoC and NIAB staff (29% and 43% cycle usage respectively). If all the proposed 114 spaces are utilised 66% of the staff will travel to work by bicycle which will encourage increased cycle usage.
- 8.53 The 114 proposed cycle parking spaces will be spread throughout the site, with 12 provided outside the main building entrance, 48 provided south of the main building and as reported previously 54 cycle spaces will be provided within the undercroft beneath the CSB building.
- 8.54 The applicant in their submission has confirmed that the demand for cycle parking spaces will be monitored as part of ongoing Travel Plan Surveys and the number of spaces provided will be increased once 85% occupancy is reached. The Travel Plan condition (Condition 29) will be the mechanism to deliver and increase in cycle parking spaces. Additional cycle parking spaces can be provided on car parking spaces which will be reduced if an oversupply of spaces is noted to occur regularly.

Orbital Cycle Route connection

- 8.55 Policy 9/8 of the Local Plan requires that development will contribute towards delivering the western cycle network which is the orbital route linking Huntingdon Road to Histon Road.
- 8.56 Phase 2 of the previously approved David Wilson Homes residential development approved under 07/1124/REM delivered as part of the comprehensive redevelopment of the site, the construction of an Orbital Cycle connection across Phase 1 of the site.
- 8.57 The current proposals will, however, retain the Bingham, DEFRA and Old Granary buildings, which require the diversion of the Orbital Cycle Connection around the northern border of the proposed Bingham site along a short section of Whitehouse Lane. The revised alignment - which has been the subject of extensive discussions between the applicant and Officers at the County and City Council - is now agreed and will provide a high quality connection between the adjoining DWH scheme and the Darwin Green development.
- 8.58 Once the Orbital Cycle route on the Darwin Green is built out the NIAB development and the wider City will benefit from this strategic cycle route. In the short term, farm vehicles will still travel along Whitehouse Lane to Whitehouse Farm. However, when the Whitehouse Farm site is redeveloped as part of Phase 2 of Darwin Green farm vehicles will cease using the Lane. The County Council has requested the imposition of a condition which restricts the use of the lane by farm vehicles only between the hours of 07.30-09.30hrs and 16.00-18.00hrs and be limited solely to direct employees of NIAB (Refer Condition 22).
- 8.59 Access into the application site from the Orbital Cycle route will be provided at the eastern and western end of the site, allowing convenient access for staff cycling travelling in either direction along the Orbital Cycle Route.
- 8.60 The delivery of the Orbital Cycle route connection is a significant and positive planning gain which will benefit not just this development but also the wider City. The link will be of strategic importance to the City and will provide a cycle route connecting Huntingdon Road and Histon Road and as such satisfies the requirements of Local Plan Policy 9/8.

Travel Plan

- 8.61 The NIAB Bingham Site Travel Plan has the overall objective of reducing car use as well as reducing the need to travel. However, the focus of the travel plan needs to be realistic and reflect the viability of alternatives currently available. As a result, the objectives of the NIAB Bingham Site Travel Plan are to:
- a) Maximise development trips by sustainable modes of travel
 - b) Increase awareness of the FTP and its constituent measures
 - c) Promote active travel and healthy lifestyles to visitors and employees

- d) Ensure the proposed development uses are fully accessible for disabled/mobility impaired users
- e) To continually develop, monitor and evaluate the progress of the FTP towards achieving its targets
- f) Promote and encourage walking and cycling
- g) Promote and encourage flexible and remote working to reduce the need to travel
- h) Promote and encourage bus and train use
- i) Promote car sharing in partnership with the Park Farm NIAB site located south of Histon and Impington

8.62 A travel plan coordinator will be appointed prior to the site becoming operational and CCC will be informed of the named contact at this time. The role of the travel plan coordinator will be to promote the benefits and actions of the Travel Plan. The Travel Plan will be monitored and reviewed annually and will include full surveys and snapshot surveys of staff and visitors.

8.63 If all proposed travel plan measures are implemented and modal share targets are still not being met, leading to an unacceptable level of single occupancy cars arriving at the site, the occupier, in conjunction with the highway authority will together agree a way forward to mitigate the additional traffic, in this respect a bond will be secured from the applicant. This is likely to be through implementing further measures to persuade people to travel by alternative modes rather than by car. These measures could include;

- a) providing contributions towards public transport services to improve frequency
- b) Reducing car parking spaces on site (Refer paragraph 8.49)
- c) Providing additional cycle parking facilities on site (Refer paragraph 8.53)
- d) Telling all staff that they cannot travel by Single Occupancy Vehicle (SOV) one day per week.

8.64 To ensure that there is a modal shift the submission and approval of a Travel Plan will be secured by means of a condition (Refer Condition 29).

Proposed Mitigation Measures

8.65 Policy 8/3 of the Local Plan requires for developments likely to place demand on the transport system suitable mitigation will be required. As outlined in paragraphs 8.54-8.59 the orbital cycle route connection is a significant planning gain which will benefit not just this development but also the wider City and will help encourage staff and visitors to travel to the new NIAB development on bicycle. The Travel Plan which will be under review for a number of years will also encourage modal shift. Taken together these initiatives will mitigate the impact of development and satisfies Policy 8/3 of the Local Plan.

Conclusions

8.66 Having reviewed the TA and other accompanying information associated with the development the Highway Authority is now in a position to support the

proposals. The development proposals will therefore meet the requirements of Local Plan policies 8/2, 8/3, 8/4 and 8/5.

Drainage and utilities

Background

- 8.67 National Planning Policy Framework (NPPF) requires local planning authorities to consider flood risk and use opportunities offered by new development to reduce the causes and impacts of flooding and recommends the more efficient use and management of water, such as with the use of more efficient water related appliances within buildings and with incorporation of SUDS. Policy 8/18 of the Local Plan clarifies that planning permission will not be granted for development where there is an inadequate water supply, sewerage or land drainage system to meet the demands of development.
- 8.68 The nearest watercourse to the site is a public drain which passes to the west of Whitehouse Lane and flows in a northerly direction towards the villages of Impington and Histon. Further watercourses are located to the north of the site, most of which connect into the same public drain. The nearest main river is the River Cam located approximately 2 kilometres to the east.
- 8.69 Surface water from the majority of existing buildings on the site is disposed of via a series of rainwater pipes, gullies and channel drains which discharge into a dedicated surface water below ground piped drainage network and into the watercourse to the west of the site. Other than the capacity of the pipework used, there are no existing flow controls or attenuation storage structures provided on the site.

Flood Risk

- 8.70 The application is supported by a Flood Risk and Drainage Strategy Report. The proposed development area is shown to be within Flood Zone 1 on the Environment Agency (EA) flood risk map, with a less than 0.1%, 1:1000 year probability of flooding from rivers and the sea. The new drainage system has been designed to accommodate storm events up to the 1:100 year event including a 40% climate change allowance with additional landscape features creating further space for flood storage.
- 8.71 It should be noted that the Lead Local Flood Authority (LLFA) at the County Council, the City's Sustainable Drainage Officer and the Environment Agency (EA) support the proposals. The LLFA and the City's Sustainable Drainage Officer have however requested that a condition be imposed which requires prior to development commencing on site that a detailed surface water drainage scheme is submitted and approved (Condition 20).

Surface water drainage

- 8.72 It is proposed that surface water will continue to be disposed of into the drainage watercourse located to the west of the site (as is the existing

situation), with peak flows from the new buildings and hard landscape restricted to greenfield run-off rates.

- 8.73 The existing surface water drainage system, for the existing buildings which are to be incorporated into the proposed development, will be retained. Due to the complexities of adjusting the drainage system for these buildings, some of which will be subject to internal refurbishment works only, it is proposed that the existing drainage systems for these elements of the scheme will not be substantially modified.
- 8.74 The proposed surface water drainage strategy for all of the new build elements of the scheme, will combine a number of localised SuDS features throughout the site - including swales / basins, porous paving, etc. - which will link together prior to outfalling into the watercourse to the north of the site. Flow rates from each element will be controlled to a level which maximises the attenuation storage potential. In summary, the total flow rate from the new buildings and hard landscape will be at, or below, the equivalent green-field run-off rates.
- 8.75 The surface water drainage strategy as detailed in the application submission is considered acceptable in principle and is supported by the City Council's Sustainable Drainage Engineer and the County LLFA.

Foul drainage

- 8.76 Foul water generated from within the proposed development will be disposed of via a dedicated below ground piped network which will subsequently connect into the existing ground drainage system and through the DWH development, before connecting to the Anglian Water sewerage system located along Huntingdon Road.
- 8.77 It is currently proposed that any new foul water appliances within the Bingham building, Old granary and DEFRA buildings use existing drain points wherever possible. This will minimise the need to excavate below existing ground floor slabs which are to be retained, reducing costs and potential structural remedial works.
- 8.78 Some of the drainage elements serving the laboratory space may incorporate small amounts of liquid chemical waste. As currently carried out by NIAB, any chemicals used in research operations will be captured at source and will not enter the drainage system. Due to the operations that NIAB undertake an Anglian Water Trade effluent license is likely to be required.
- 8.79 Overall foul water drainage flow rates and volumes from the Bingham site are unlikely to increase significantly from the existing NIAB operations.

Conclusion

- 8.80 The proposed concept surface water and foul drainage strategies are considered acceptable and satisfy the requirements of Policy 8/18 of the Local Plan.

Environmental impacts

- 8.81 The relevant policies of the Local Plan are 4/13 and 4/14. Policy 4/13 seeks to only allow development that does not lead to significant adverse effects on health, the environment and amenity and allows for the use of appropriate mitigation through remediation, secured through conditions on planning permissions.

Construction pollution

- 8.82 Pollution from the construction phases has the potential to affect the amenity of surrounding properties if not controlled. In the interests of amenity, and in accordance with recommendations from the City Council's Environmental Health (EH) Officers standard construction/delivery noise/hours and dust conditions will be attached to any approvals (Refer Conditions 12 & 13)

Contaminated land

- 8.83 The application site has historically always been part of an agricultural use; farmstead and fields until the early 20th Century. Granaries, glasshouses and a substation were constructed in the 1960s with only minor alterations up to the present day. A preliminary contaminated land risk assessment has been provided with the application which concludes that it is unlikely or of low likelihood that there will be any contaminated land risk on the site.
- 8.84 Environmental Health Officers have recommended that an informative is added to the decision notice advising the developer to contact the City's Environmental Health Team if any previously unidentified contamination is discovered on the site.

Air quality

- 8.85 The submission provides details of an air quality assessment proposal for the demolition/construction and operational phases of the development. In assessing the submission Environmental Health Officers have concluded that the potential air quality impacts (NO_x and PM) from this application are unlikely to be significant. Importantly, when considering the existing site layout, the number of new car parking spaces will not exceed 50 and as such, trip generation is unlikely to increase significantly.
- 8.86 Officers primary concern instead is with the proposed heat-generating plant to be introduced on the site and with ensuring that any such plant is not high in NO_x emissions or does not give rise to high NO_x emissions from the site

when operating cumulatively. As such, Environmental Health Officers have recommended that a standard low NOx boiler condition is imposed.

Demolition/construction dust

- 8.87 Environmental Health Officers also require that any airborne dust resulting from demolition/construction activities be controlled in a manner that prevents nuisance or annoyance at neighbouring premises. Therefore a standard demolition/construction dust condition (Refer condition 13) and informative will be attached which requires the submission and approval of a dust management strategy, and which will be expected to include:
- A summary of the potential dust sources during site activities (such as the actual demolition process, dust from stockpiles, loading/unloading of trucks, dust on access roads, etc.)
 - Provision of various commitments to reduce and minimise visible dust on the site
 - Provision of details of best practice to be used on the site
 - Details on how dust will be monitored and how dust complaints will be managed if received
- 8.88 In the interests of amenity, Environmental Health Officers have also recommended that the following standard conditions are imposed;
- Demolition/construction hours (Condition 10)
 - Allowable hours for delivery and collections during demolition and construction (Condition 11)
 - Demolition and construction noise and vibration assessment (Condition 12)

Plant noise

- 8.89 In terms of plant noise the submission states that it is “*expected to limit plant noise emission to a level 5 dB below the otherwise prevailing background noise level at the nearest noise sensitive locations.*” Environmental Health Officers support this approach. However, officers consider noise sensitive premises to include gardens/amenity space and as such expect that any adjoining gardens be considered as noise sensitive locations. It is therefore recommended that the standard plant noise condition is imposed with the Council’s standard requirements detailed within a plant noise informative.

External lighting

- 8.90 The applicant submitted an external lighting assessment which has been reviewed by the Council’s Environmental Health Officers. The assessment has been carried out in accordance with the guidance document “Obtrusive Light Limitations for Exterior Lighting Installations contained within the Institute of Lighting Professionals Guidance Notes for the Reduction of Obtrusive Light - GN01:2011”. There are, however, minor technical issues with the methodology applied by the consultants and so Environmental Health Officers have recommended that a further condition is imposed which requires the

submission of further information to address their concerns (Refer condition 16).

Conclusions

- 8.91 In terms of construction pollution, contaminated land, air quality, demolition/ construction dust, plant noise and artificial lighting, Environmental Health officers are content that subject to the imposition of the conditions listed above, that appropriate safeguards are in place to protect the amenities of nearby properties. With these safeguards in place the proposals are therefore compliant with the aims of Local Plan Policies 4/13 & 4/14.

Renewable energy and sustainability

Sustainable design

- 8.92 The design of the scheme has been informed by a range of sustainability considerations, including enhancing the health and wellbeing of building occupants through consideration of issues such as the need to reduce overheating, the role of natural ventilation and daylight, views out for staff and the choice of interior finishes. This approach is fully supported. The refurbishment of the existing buildings also provides an opportunity to enhance the energy performance of these buildings, thereby reducing the carbon emissions associated with energy use in these buildings, which in turn will enhance the thermal comfort of building occupants. This includes the design of the building to achieve a BREEAM 'excellent rating' and the use of a sedum roof on the main part of the roof terrace and canopy roof.
- 8.93 All of these measures are supported and two conditions will be imposed related to target BREEAM rating of 'excellent' on the new 3-storey laboratory building (Refer conditions 17 & 18)

Renewable energy

- 8.94 With regards to the renewable energy strategy and meeting the requirements of policy 8/16 of the 2006 Local Plan, it is proposed to utilise photovoltaic (pv) panels, which are to be located on the roof of the Bingham and Old Granary Buildings. Carbon calculations have been submitted to demonstrate that the use of between 125-160m² of pv panels will lead to carbon reduction of around 12,160 kg/CO₂/annum, which equates to about 10.7%. This approach which slightly exceeds the requirements of policy 8/16 is supported.

Conclusion

- 8.95 The applicants have suitably addressed the issue of sustainability and renewable energy and as such the proposal is in accordance with Cambridge Local Plan (2006) Policy 8/16 and the Sustainable Design and Construction SPD 2007.

Disabled access

- 8.96 Policy 3/7 of the Local Plan requires that developments have considered the needs of those with disabilities to ensure places are easily and safely accessible.
- 8.97 The NIAB proposals were presented to the Cambridge Disability Consultative Panel on Tuesday 30th October 2017 and a number of detailed design matters were raised by the panel (Refer Appendix 4). The Council's Access Officer has also reviewed the plans. To address the concern raised by the Disability Panel about the 14 metre distance from the car park to the main entrance, the scheme as submitted was amended with 2 of the parking spaces within the basement located close to the lift designated as disabled parking spaces, and a drop off layby provided close to the entrance link. Both these measures will help improve accessibility. The other concerns raised by the Panel will be addressed in a Disability Access Statement the submission and approval of which will be a condition of planning approval (Refer Condition 25).
- 8.98 The adopted Local Plan Parking standards requires that outside the CPZ a minimum of 5% of car parking spaces should be provided for disabled users. A total of 9 parking spaces will be designated for use by the mobility impaired and will be located close to the main building entrances which means that almost 7% of parking spaces will be for disabled users which accords with local plan policy 8/10 (Refer Condition 23).
- 8.99 Subject to the applicant successfully addressing the detailed design issues raised by both the Panel and the Council's Access Officer in a Disability Access Statement the scheme will satisfy policies 3/7 and 3/12.

Ecology

- 8.100 Policy 4/3 of the Local Plan states that development proposals should seek to enhance features of the landscape, which are of importance for amenity or nature conservation and that development resulting in adverse effects or loss of those features will not be permitted. The policy allows for mitigation measures to minimise adverse effects, reinstatement or equivalent replacement of the feature affected and proposals for long-term management.
- 8.101 A phase 1 habitat survey and a building inspection undertaken by Southern Ecological Solutions Ltd (SES) in April 2016 and June 2017 respectively. The studies concluded the following;
- that a further bat survey be carried out of *The Willows* an existing dwelling on the site which is to be demolished
 - bat sensitive lighting should be used throughout the development to mitigate for any adverse effects upon trees and boundary habitats potentially of use to local bat populations
 - Clearance should only be undertaken outside the bird nesting season (March to August inclusive)
 - Precautionary construction techniques should be used sensitive to badgers

- Trees should be retained where possible.

8.102 SES has undertaken a bat survey and concluded that *The Willows* offered low potential to support roosting bats such as pipistrelles and that all outbuildings associated with this building held no potential to support roosting bats. The Council's Nature Conservation Projects Officer has confirmed support for the scheme and specifically the proposed SUDs, including green roofs, swales and landscape strategy and has requested that further ecological enhancements are secured through the installation of integral bird and bat boxes within the refurbished and new buildings. These enhancements will be secured through a condition (Refer condition 26).

8.103 With these enhancements secured from a nature conservation perspective the proposals are considered acceptable and satisfy the aims of Policy 4/7 of the Local Plan.

Residential Amenity

Impact on amenity of neighbouring occupiers

8.104 The closest existing residential properties to the application site are properties within the David Wilson Homes (DWH) development on Yeoman Drive and Burlton Road. The nearest properties are approximately 35 metres from the DEFRA building, which is to be renovated and incorporated into the proposed new development. In terms of the scale and height of the proposed development it should be noted that the 2 storey DEFRA building is not as tall as the 3-storey, pitched residential blocks; and as such will not impact unduly upon the amenities the occupants of the nearest properties currently enjoy, in terms of overshadowing, overlooking, etc.

8.105 At grade car parking and landscaped open space occupy the open spaces between the DWH development and the DEFRA building, which contribute much towards the parkland character of the proposed development. The retention of mature trees within these spaces, and proposed structural landscaping along the boundaries of the site will further mitigate the impact of the development.

8.106 The only other existing development to the site is the Felix Hotel, which is located on the northern side of Whitehouse Lane. The Hotel is, however, set well back from the Lane and at its closest point is approximately 60 metres from the DEFRA building. With the renovation of the existing buildings, the demolition of the Seed Handling building, erection of the new 3-storey laboratory building and the planned landscaping along the northern boundary of the site, the outlook southwards from the Hotel will be greatly improved.

8.107 Officers have been keen to ensure that the proposed new development relates well to the planned new residential development at Darwin Green Phase 1 along the southern and eastern boundaries of the site. With car parking areas, landscaped open spaces, an internal access road and an estate road in front of nearest development within Darwin Green, there will be

a distance of approximately 35 metres from the frontage of three-storey residential properties within Darwin Green to the planned new 3-storey laboratory building. This will provide sufficient separation to ensure that the amenities of the future occupants of residential properties are not unduly impacted by the proposed development. Landscaping within the open spaces and along the site boundary will help further to mitigate the impact of development.

8.108 Furthermore, the demolition of the existing Seed Handling building which is significantly larger structure in terms of its height and mass than the new CSB building will greatly improve the outlook from these new dwellings.

8.109 The proposal adequately respects the residential amenity of its existing and planned neighbours and is therefore compliant with Policies 3/4 and 3/7 of the Cambridge Local Plan (2006).

Public art

8.110 Policy 3/7 of the Local Plan requires the inclusion of public art within new developments. Detailed guidance is set out in the Public Art SPD January 2010. The Council has also published its Draft Planning Obligations Strategy SPD (2014) which states *“major development of 10 or more dwellings, or a site area of 0.5 ha or more will be required to make provision for public art in order to mitigate its impact on its physical environment and setting (and) where public art is required it should be considered as part of the design process and incorporated into the submitted planning application. Public Art is likely to be dealt with by way of a planning condition to reinforce the normal design/development requirements”*.

8.111 The applicant’s proposed approach is to focus on the agricultural research nature of NIAB’s business, and the intention is to integrate public art within the landscape design. The applicant sees the artwork as an opportunity to create a positive public interface between NIAB and the local area. Initial ideas are that this artwork might be located at the site entrance on Lawrence Weaver Road, or extended through the site to the main building entrance.

8.112 The applicant has therefore agreed in principle to providing public art on site. A condition will, there, be imposed requiring within six months of the commencement of development, the submission and approval of a Public Art Delivery Plan (Condition 27). With this condition in place the scheme is now compliant with Policy 3/7 of the Local Plan and the City Council’s Public Art SPD 2010.

Third Party Representations

8.113 Only one representation has been received from Camcycle. The main issues raised and the responses to the issues raised are set out in the table below.

	Issues raised	Responses
a)	Hooks or racks for drying wet gear on rainy days should be provided.	Comment noted
b)	Larger spaces in the undercroft for cargo cycles should be provided.	Condition 28 will address this issue
c)	The 12-space cycle park does not appear to meet Local Plan specifications because the indicated cycle stands are too close to a wall	Condition 28 will address this issue
d)	The 48-space cycle park is not shown with any layout in the application	Condition 28 will address this issue
e)	The undercroft cycle park should always be easily accessible	It is understood that the undercroft cycle park will always be easily accessible to staff / visitors with security clearance
f)	Concerned about the new access detail on Lawrence Weaver which interrupts the cycle lane alongside Lawrence Weaver Road	The applicant has submitted a revised plan which details that the cycle lane will continue through the new access into the site. This addresses this issue.

9.0 CONCLUSION

- 9.1 The NPPF in paragraph 14 sets out a presumption in favour of sustainable development, with proposals that accord with the Development Plan to be approved without delay. The development scheme would have a number of dis-benefits. These include construction related impacts, some impact on the highway network and the loss of 2 existing dwelling houses on the site.
- 9.2 Significant economic benefits locally will result from the proposed development. The proposed development will enable NIAB to maintain its presence in this location and to modernise and develop its facilities on this site. The proposals will not prejudice the wider land-use allocation set out in Policy 9/8 while Officers are satisfied that the proposals are also compliant with Cambridge Local Plan 2006 policies 5/1 and 5/4.
- 9.3 The design of the development has been well considered with regard to its context and site constraints and is compatible with nearby existing and planned new development.
- 9.4 Delivery the Orbital Cycle route connection will be a significant and positive planning gain which will benefit not just this development but also the wider City. Necessary mitigation measures, such as transport improvements have been secured and will be triggered as the development comes forward.

- 9.5 Representations made on the scheme are noted and have been carefully considered in reaching this recommendation. None of the objections provide sufficient planning justification to depart from the approved development plan.

10.0 RECOMMENDATION

APPROVE subject to the following conditions:

Standard time

01. 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 51 of the Planning and Compulsory Purchase Act 2004.

Materials samples

02. Prior to the commencement of the above ground works excluding any pre-construction, demolition, enabling works or piling of the development hereby approved, full details including samples of the materials (including glazing) to be used in the construction of the external surfaces shall be submitted to and approved in writing by the local planning authority. Development shall be carried out in accordance with the approved details.

Reason: To ensure that the appearance of the external surfaces is appropriate. (Cambridge Local Plan 2006 policies 3/4, 3/12 and 3/14)

Sample panel

03. Prior to the commencement of the above ground works excluding any pre-construction, demolition, enabling works or piling of the development hereby approved, a sample panel of the facing materials to be used shall be erected on site to establish the detail of bonding, coursing and colour, type of jointing, in addition to any specialist brick detailing shall be agreed in writing with the local planning authority. The quality of finish and materials incorporated in any approved sample panel(s), which shall not be demolished prior to completion of development, shall be maintained throughout the development.

Reason: To ensure that the appearance of the external surfaces is appropriate. (Cambridge Local Plan 2006 policies 3/4, 3/12 and 3/14)

Details of all roof top plant and solar panels

04. Prior to the commencement of installation of any roof mounted equipment, full details of all roof top plant and solar panels and/or photovoltaic cells, including type, dimensions, materials, location, fixing, etc. shall be submitted to and approved in writing by the local planning authority. The development shall be carried out in accordance with the approved details.

Reason: To ensure that the external appearance of the development is acceptable. (Cambridge Local Plan 2006 policies 3/4, 3/12 and 3/14)

Hard and soft landscaping

05. Prior to the commencement of the above ground works excluding any pre-construction, demolition, enabling works or piling of the development hereby approved, full details of both hard and soft landscape works shall be submitted to and approved in writing by the local planning authority and these works shall be carried out as approved. These details shall include proposed finished levels or contours; means of enclosure; car parking layouts, other vehicle and pedestrian access and circulation areas; hard surfacing materials; minor artefacts and structures (e.g. furniture, play equipment, refuse or other storage units, signs, lighting); proposed and existing functional services above and below ground (e.g. drainage, power, communications cables, pipelines indicating lines, manholes, supports); retained historic landscape features and proposals for restoration, where relevant. Soft Landscape works shall include planting plans; written specifications (including cultivation and other operations associated with plant and grass establishment); schedules of plants, noting species, plant sizes and proposed numbers/densities where appropriate and an implementation programme.

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 2006 policies 3/4, 3/11 and 3/12)

Landscape maintenance and management plan

06. 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 by the local planning authority in writing prior to occupation of the development or any phase of the development whichever is the sooner, for its permitted use. The landscape plan shall be carried out as approved. Any trees or plants that, within a period of five years after planting, are removed, die or become in the opinion of the local planning authority, seriously damaged or defective, shall be replaced as soon as is reasonably practicable with others of species, size and number as originally approved.

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 2006 policies 3/4, 3/11 and 3/12).

Boundary treatment

07. Prior to the commencement of the above ground works excluding any pre-construction, demolition, enabling works or piling of the development hereby approved, a plan indicating the positions, design, materials and type of boundary treatments to be erected shall be submitted to and approved in writing by the local planning authority. The boundary treatment shall be

completed before the use hereby permitted is commenced and retained thereafter. Development shall be carried out in accordance with the approved details.

Reason: To ensure an appropriate boundary treatment is implemented. (Cambridge Local Plan 2006 policies 3/4, 3/11 and 3/12)

Tree pits

08. Prior to the commencement of the above ground works excluding any pre-construction, demolition, enabling works or piling of the development hereby approved, full details of all tree pits, including those in planters, hard paving and soft landscaped areas shall be submitted to and approved in writing by the local planning authority and these works shall be carried out as approved.

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 2006 policies 3/4, 3/11 and 3/12)

Green roof

09. Prior to the commencement of the above ground works excluding any pre-construction, demolition, enabling works or piling of the development hereby approved, full details of green and brown roofs shall be submitted to and approved in writing by the local planning authority and these works shall be carried out as approved. The details shall include details of build-ups, make up of substrates, planting plans for biodiverse roofs, methodologies for translocation strategy and drainage details where applicable.

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 2006 policies 3/4, 3/11 and 3/12)

Construction hours

10. No construction work or demolition work shall be carried out or plant 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.

Reason: To protect the amenity of the adjoining properties. (Cambridge Local Plan 2006 policy 4/13)

Deliveries during construction

11. There should be no collections from or deliveries to the site during the demolition and construction stages outside the hours of 0800 hours and 1800 hours on Monday to Friday, 0800 hours to 1300 hours on Saturday and at no time on Sundays, Bank or Public Holidays.

Reason: To protect the amenity of the adjoining properties. (Cambridge Local Plan 2006 policy 4/13)

Construction/demolition noise, vibration & piling

- 12 Prior to the commencement of the development hereby approved (including any pre-construction, demolition, enabling works or piling), the applicant shall submit a report in writing, regarding the demolition / construction noise and vibration impact associated with this development, for approval by the local authority. The report shall be in accordance with the provisions of BS 5228:2009 Code of Practice for noise and vibration control on construction and open sites and include full details of any piling and mitigation measures to be taken to protect local residents from noise and or vibration. Development shall be carried out in accordance with the approved details. Due to the proximity of this site to existing residential premises and other noise sensitive premises, impact pile driving is not recommended.

Reason: To protect the amenity of nearby properties (Cambridge Local Plan 2006 policy 4/13)

Dust

- 13 Prior to the commencement of the development hereby approved, a programme of measures to minimise the spread of airborne dust from the site during the demolition / construction period shall be 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 2006 policy 4/13

Plant noise insulation

- 14 Before the development/use hereby permitted is occupied, a scheme for the insulation of the plant in order to minimise the level of noise emanating from the said plant shall be submitted to and approved in writing by the local planning authority and the scheme as approved shall be fully implemented before the use hereby permitted is commenced.

Reason: To protect the amenity of nearby properties (Cambridge Local Plan 2006 policy 4/13).

Low NOx boiler

- 15 The development hereby approved shall utilise low NOx boilers, i.e., appliances that meet a dry NOx emission rating of 40mg/kWh, to minimise emissions from the development that may impact on air quality. Details of these shall be submitted to the City Council prior to installation and shall only be installed in accordance with the details thus approved prior to first occupation of the building and retained thereafter.

Reason: To protect local air quality and human health by ensuring that the production of air pollutants such as nitrogen dioxide and particulate matter are kept to a minimum during the lifetime of the development, to contribute toward National Air quality Objectives and accords with the requirements of the National Planning Policy Framework (NPPF) and policies 4/13 & 4/14 of the Cambridge Local Plan 2006.

Floodlighting details

- 16 Prior to the occupation of the development an artificial lighting scheme shall be submitted to and approved in writing by the local planning authority. The scheme shall include details of any artificial lighting of the site and an artificial lighting impact assessment with predicted lighting levels at the nearest light sensitive receptor shall be. Artificial lighting on and off site must meet the Obtrusive Light Limitations for Exterior Lighting Installations contained within the Institute of Lighting Professionals Guidance Notices for the Reduction of Obtrusive Light - GN01:2011 (or as superseded).

The approved lighting scheme shall be installed, retained and operated in accordance with the approved details / measures unless the Local Planning Authority gives its written consent to any variation.

Reason: In the interests of amenity (Cambridge Local Plan 2006 policies 3/11 and 4/15).

BREEAM Condition 1 – Design Stage Certification

- 17 Prior to the commencement of the above ground works excluding any pre-construction, demolition, enabling works or piling of the development hereby approved, a BRE issued Design Stage Certificate demonstrating that the 3-storey laboratory building has achieved a BREEAM rating of 'excellent' shall be submitted to, and approved in writing by, the Local Planning Authority.

Reason: In the interests of reducing carbon dioxide emissions and promoting principles of sustainable construction and efficient use of buildings (Cambridge Local Plan 2006 policy 8/16 and Supplementary Planning Document 'Sustainable Design & Construction' 2007).

BREEAM Condition 2 – Post Construction Certification

- 18 Within 12 months of occupation, a certificate following a post-construction review shall be issued by an approved BREEAM Assessor to the Local Planning Authority, indicating that the approved BREEAM rating has been met. In the event that 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 2006 policy 8/16 and Supplementary Planning Document 'Sustainable Design & Construction' 2007).

Renewable energy implementation

- 19 The approved renewable energy technologies shall be fully installed and operational prior to the occupation of the development and shall thereafter be retained and remain fully operational in accordance with a maintenance programme, which shall be submitted to and agreed in writing by the local planning authority.

No review of this requirement on the basis of grid capacity issues can take place unless written evidence from the District Network Operator confirming the detail of grid capacity and its implications has been submitted to, and accepted in writing by, the local planning authority. Any subsequent amendment to the level of renewable/low carbon technologies provided on the site shall be in accordance with a revised scheme submitted to and approved in writing by, the local planning authority

Reason: In the interests of reducing carbon dioxide emissions (Cambridge Local Plan 2006 policy 8/16 and the Cambridge Sustainable Design and Construction Supplementary Planning Document).

Surface water drainage scheme

- 20 Development shall not commence on site until a surface water drainage scheme for the site, based on sustainable drainage principles, has been submitted to and approved in writing by the local planning authority. The scheme shall subsequently be implemented in accordance with the approved details. The scheme shall be based upon the principles within the agreed Flood Risk and Drainage Strategy Report prepared by Smith and Wallwork Engineers dated December 2017 and shall also include:
- a) Full results of the proposed drainage system modelling in the above-referenced storm events (as well as 1% AEP plus climate change), inclusive of all collection, conveyance, storage, flow control and disposal elements, together with an assessment of system performance;
 - b) Detailed drawings of the entire proposed surface water drainage system, including levels, gradients, dimensions and pipe reference numbers
 - c) Full details of the proposed attenuation and flow control measures;
 - d) Temporary storage facilities if required;
 - e) Details of overland flood flow routes in the event of system exceedance, with demonstration that such flows can be appropriately managed on site without increasing flood risk to occupants;
 - f) Full details of the maintenance/adoption of the surface water drainage system;
 - g) Measures taken to prevent pollution of the receiving groundwater and/or surface water;
 - h) A timetable for implementation;

The drainage scheme must adhere to the hierarchy of drainage options as outlined in the NPPF.

Reason: To ensure that the proposed development can be adequately drained and to ensure that there is no flood risk on or off site resulting from the proposed development

Cycleway works

- 21 No occupation of the new Crop Science Building hereby approved shall take place until completion of the cycleway works as shown in drawing 37618/5001/010 Rev P2. The detailed scheme is to be agreed with Cambridgeshire County Council in writing and shall include details of the responsibility for implementation and the programme of works which shall thereafter be complied with in full by the applicant unless otherwise agreed in writing by the Local Planning Authority.

Reason: In the interests of sustainable transport and travel.

Access to the NIAB Farm & office

- 22 Access to the NIAB Farm and Farm office that is situated to the north and south of existing public right of way that runs between Whitehouse Lane and Histon Road shall only take place between the hours of 07:30-09:30 hrs and 16:00-18:00 hrs and be limited solely to direct employees of NIAB. No vehicle with a gross weight in excess of two tonnes shall be allowed to use the track between the hours of 07:30-09:30 hrs and 16:00-18:00 hrs within which the restrictions apply irrespective of whether or not such a vehicle is under the control of a direct employee of NIAB.

Reason: In the interests of highway safety.

Parking Provision

- 23 The maximum number of car parking spaces for use by the NIAB development shall be 144 spaces of which 9 car parking spaces shall be designed for people with disabilities.

Reason: To mitigate the impact of development and accords with the requirements of Policies 8/2 and 8/3 of the Cambridge Local Plan 2006

Archaeology

- 24 No development shall take place within the site until the applicant, or their agent or successors in title, has secured the implementation of a programme of archaeological work in accordance with a written scheme of investigation which has been submitted by the applicant and approved in writing by the local planning authority

Reason: To ensure that an appropriate archaeological investigation of the site has been implemented before development commences in accordance with policy 4/9 of the Cambridge Local Plan 2006.

Disability Access Statement

- 25 Prior to the commencement of the above ground works excluding any pre-construction, demolition, enabling works or piling of the development hereby approved, a Disability Access Statement indicating the provision to be made for disabled people to gain access to new building(s) shall be submitted to and approved by the local planning authority. The approved scheme shall be implemented before the development hereby permitted is brought into use.

Reason: The Disability Access Statement is required to assist the Local Planning Authority with the assessment of the issues relating to disabled people and to satisfy Policy 3/7 of the Local Plan.

Nature Conservation

- 26 Prior to the commencement of the above ground works excluding any pre-construction, demolition, enabling works or piling of the development hereby approved, full details of the nature conservation enhancements shall be submitted to and approved in writing by the local planning authority. The details should include:
- i. Construction details and planting plans for the ponds, swales, rain-gardens and ground preparation, species and provenance for the wildflower meadows.
 - ii. A plan showing the number, specification and location of proposed bird boxes within the scheme.

The approved nature conservation enhancements shall be implemented fully prior to occupation of the development.

Reason: To ensure that the development of the site conserves and enhances ecology and meets the requirements of policies 4/3, 4/6 and 4/8 of the Cambridge Local Plan 2006

Public art

- 27 Prior to the commencement of the above ground works excluding any pre-construction, demolition, enabling works or piling of the development hereby approved, a Public Art Delivery Plan shall be submitted to and approved in writing by the local planning authority and shall include the following:
- Details of the Public Art and artist commission;
 - Details of how the Public Art will be delivered, including a timetable for delivery
 - Details of the overall value/costs of the public art including professional fees and any maintenance costs.

- Details of the location of the proposed Public Art on the application site as applicable.
- The proposed consultation to be undertaken with the local community

The approved Public Art Delivery Plan shall be fully implemented in accordance with the approved details and timetable.

Reason: To accord with the provisions of Cambridge City Council Public Art SPD (2010) and policy 3/7 of Cambridge Local Plan 2006

Cycle store detailed design

- 28 Prior to the commencement of the above ground works excluding any pre-construction, demolition, enabling works or piling of the development hereby approved, the detailed design of all cycle / parking stores shall be submitted to and approved in writing by the local planning authority. The cycle / parking stores should be designed to accommodate different formats of bicycles, including cargo bikes, trailers, etc. Thereafter the development shall be carried out in accordance with the approved details.

Reason: To ensure that the details of development are acceptable. (Cambridge Local Plan 2006, policies 3/4 and 3/12).

Travel Plan

- 29 No occupation of the building shall commence until a Travel Plan has been submitted to and approved in writing by the Local Planning Authority. The Travel Plan shall specify the methods to be used to discourage the use of the private motor vehicle and the arrangements to encourage use of alternative sustainable travel arrangements such as public transport, car sharing, cycling and walking and specifically will be expected to specify the following;
- Travel Plan Surveys will be undertaken annually to monitor the use of car parking spaces provided within the development and if the survey determines that 25% of car parking spaces are not in use the developer will commit to a reduction in car parking spaces.
 - Travel Plan Surveys will be undertaken annually to monitor the use of cycle parking spaces within the development and once 85% occupancy is reached the developer will commit to providing additional cycle parking spaces
 - Free 'taster' bus tickets to be provided for new staff
 - Details of the payment of bond payment after five years from first occupation

The Travel Plan shall be implemented as approved upon the occupation of the development and monitored in accordance with details to be agreed in writing by the Local Planning Authority.

Reason: In the interests of encouraging sustainable travel to and from the site (Cambridge Local Plan 2006, policies 8/2, 8/3 and 8/4).

Pedestrian link

- 30 Prior to the commencement of the above ground works excluding any pre-construction, demolition, enabling works or piling of the development hereby approved, the detailed design of a pedestrian/cycle access link along the southern boundary to facilitate ease of movement for staff/visitors from the site to the new nearby Darwin Green local centre shall be submitted to and approved in writing by the local planning authority. Thereafter the development shall be carried out in accordance with the approved details.

Reason: In the interests of sustainable transport and travel.

Approved plans

- 31 The development hereby permitted shall be carried out in accordance with the approved plans as listed below

- 0527-15-001-01
- 0527-15-003-01
- 0527-15-015-02
- 0527-15-016-02
- 0527-15-017-02
- 0527-15-018-02
- 0527-15-030-01
- 0527-15-031-01
- 0527-15-032-01
- 0527-15-033-01
- 0527-15-035-01
- 0527-15-036-01
- 0527-15-037-01
- 0527-15-038-01
- 0527-15-039-01
- 0527-15-041-01
- 1983 07 REV I
- 1983 08 REV C
- 1983 11 REV C
- 37618/8/500-1/010 P2

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.

INFORMATIVES

1. Dem/Con noise/vibration informative

The noise and vibration report should include:

- a) An assessment of the significance of the noise impact due to the demolition/construction works and suitable methods for this are to be found in BS 5228:2009 Part 1 Annex E - Significance of noise effects. It is recommended that the ABC method detailed in E.3.2 be used unless works are likely to continue longer than a month then the 2-5 dB (A) change method should be used.
- b) An assessment of the significance of the vibration impact due to the demolition/construction works and suitable methods for this are to be found in BS 5228:2009 Part 2 Annex B - Significance of vibration effects.

If piling is to be undertaken then full details of the proposed method to be used is required and this should be included in the noise and vibration reports detailed above.

Following the production of the above reports a monitoring protocol should be proposed for agreement with the Local Planning Authority. It will be expected that as a minimum spot checks to be undertaken on a regular basis at site boundaries nearest noise sensitive premises and longer term monitoring to be undertaken when:-

- Agreed target levels are likely to exceeded
- Upon the receipt of substantiated complaints
- At the request of the Local Planning Authority / Environmental Health following any justified complaints.

Guidance on noise monitoring is given in BS 5228:2009 Part 1 Section 8.4 - Noise Control Targets and in Annex G - noise monitoring.

A procedure for seeking approval from the Local Planning Authority (LPA) in circumstances when demolition/construction works need to be carried out at time outside the permitted hours. This should incorporate a minimum notice period of 10 working days to the Local Planning Authority and 5 working days to neighbours to allow the Local Planning Authority to consider the application as necessary. For emergencies the Local Planning Authority should be notified but where this is not possible the Council's Out of Hours Noise service should be notified on 0300 303 3839. Contact details for monitoring personnel, site manager including out of hours emergency telephone number should be provided.

2. Plant sound insulation informative

To satisfy the plant sound insulation condition, the rating level (in accordance with BS4142:2014) from all plant, equipment and vents etc. (collectively) associated with this application should be less than or equal to the existing background level (L90) at the boundary of the premises subject to this application and having regard to noise sensitive premises.

Tonal/impulsive sound frequencies should be eliminated or at least considered in any assessment and should carry an additional correction in accordance with

BS4142:2014. This is to prevent unreasonable disturbance to other premises. This requirement applies both during the day (0700 to 2300 hrs over any one hour period) and night time (2300 to 0700 hrs over any one 15 minute period).

It is recommended that the agent/applicant submits an acoustic prediction survey/report in accordance with the principles of BS4142:2014 "Methods for rating and assessing industrial and commercial sound" or similar, concerning the effects on amenity rather than likelihood for complaints. Noise levels shall be predicted at the boundary having regard to neighbouring premises.

It is important to note that a full BS4142:2014 assessment is not required, only certain aspects to be incorporated into an acoustic assessment as described within this informative.

Such a survey / report should include: a large scale plan of the site in relation to neighbouring premises; sound sources and measurement / prediction points marked on plan; a list of sound sources; details of proposed sound sources / type of plant such as: number, location, sound power levels, sound frequency spectrums, sound directionality of plant, sound levels from duct intake or discharge points; details of sound mitigation measures (attenuation details of any intended enclosures, silencers or barriers); description of full sound calculation procedures; sound levels at a representative sample of noise sensitive locations and hours of operation.

Any report shall include raw measurement data so that conclusions may be thoroughly evaluated and calculations checked.

3. Dust condition informative

To satisfy the condition requiring the submission of a program of measures to control airborne dust above, the applicant should have regard to:

- Council's Supplementary Planning Document - "Sustainable Design and Construction 2007": <http://www.cambridge.gov.uk/public/docs/sustainable-design-and-construction-spd.pdf>
- Guidance on the assessment of dust from demolition and construction http://iaqm.co.uk/wp-content/uploads/guidance/iaqm_guidance_report_draft1.4.pdf
- Air Quality Monitoring in the Vicinity of Demolition and Construction Sites 2012 http://www.iaqm.co.uk/wp-content/uploads/guidance/monitoring_construction_sites_2012.pdf
- Control of dust and emissions during construction and demolition - supplementary planning guidance https://www.london.gov.uk/sites/default/files/Dust%20and%20Emissions%20SPG%208%20July%202014_0.pdf

4. Fume cupboards informative

Ventilation associated with fume and microbiological cupboards / cabinets shall be installed (including consideration of flue / exhaust termination discharge heights that are required for adequate dispersion) in accordance with national and industry standards, codes of practice and technical guidance, such as:

- Building Regulations
- BS EN 14175 - 'Fume Cupboards' - Parts 1 to 7
- BS 7989:2001 Specification for re-circulatory filtration fume cupboards
- BS 5726 various - Microbiological safety cabinets.

5. Unexpected contamination Informative

If unexpected contamination which has not previously been identified is encountered whilst undertaking the development, it is advised that works cease on site until the Local Planning Authority has been notified and/or the additional contamination has been fully assessed and proposals for remediation have been discussed and approved by the LPA. The remediation should then be carried out in full and in liaison with the appropriate regulatory bodies.

6. Groundwater contamination informative

The water environment is potentially vulnerable and there is an increased potential for pollution from inappropriately located and/or designed infiltration (SuDS). We consider any infiltration (SuDS) greater than 2.0 m below ground level to be a deep system and are generally not acceptable. All infiltration SuDS require a minimum of 1.2 m clearance between the base of infiltration SuDS and peak seasonal groundwater levels. All need to meet the criteria in our Groundwater Protection: Principles and Practice (GP3) position statements G1 to G13 which can be found here: <https://www.gov.uk/government/collections/groundwater-protection>. In addition, they must not be constructed in ground affected by contamination and if the use of deep bore soakaways is proposed, we would wish to be re-consulted. The proposals will need to comply with our Groundwater protection position statements G1 and G9 to G13. Only clean, uncontaminated surface water should be discharged to any soakaway, watercourse or surface water sewer. Surface water from roads and impermeable vehicle parking areas shall be discharged via trapped gullies. Prior to being discharged into any watercourse, surface water sewer or soakaway system, all surface water drainage from lorry parks and/or parking areas for fifty car park spaces or more and hardstandings should be passed through an oil interceptor designed compatible with the site being drained. Roof water shall not pass through the interceptor. Site operators should ensure that there is no possibility of contaminated water entering and polluting surface or underground waters.

7. Foul water drainage informative

Foul water drainage (and trade effluent where appropriate) from the proposed development should be discharged to the public foul sewer, with the prior approval of AWS, unless it can be satisfactorily demonstrated that a connection is not reasonably available. Anglian Water Services Ltd. should be consulted by the Local Planning Authority and be requested to demonstrate that the sewerage and sewage disposal systems serving the development have sufficient capacity to accommodate the additional flows, generated as a result of the development, without causing pollution or flooding. If there is not capacity in either of the sewers, the Agency must be re-consulted with alternative methods of disposal.

8. Oil storage informative

Notwithstanding the provision of the Town and Country Planning General Permitted Development Order 1995 (or any order revoking or re-enacting that Order), any oil storage tank shall be sited on an impervious base and surrounded by oil tight bunded walls with a capacity of 110% of the storage tank, to enclose all filling, drawing and overflow pipes. The installation must comply with Control of Pollution Regulations 2001, and Control of Pollution (Oil Storage) Regulations 2001. Site operators should ensure that there is no possibility of contaminated water entering and polluting surface or underground waters.

9. Habitat regulations informative

Before carrying out any works, the person undertaking it must ensure that the trees do not contain any bat roosts or nesting birds. Bats can be found in tree cavities and cracks within dense ivy and epicormic growth. This is because under the Wildlife & Countryside Act 1981, the Conservation (Natural Habitat) Regulations 1994 and the Countryside Rights of Way Act 2000, Section 81, it is an offence to disturb bats and their roosts or to intentionally take, damage or destroy the nest of any wild bird while it is in use or being built. The nesting period is defined as the beginning of March to the beginning of August. If you believe bats to be living in the tree(s) you are advised to contact the local Bat Conservation Group (cambridgeshirebats@hotmail.com)

Contact details

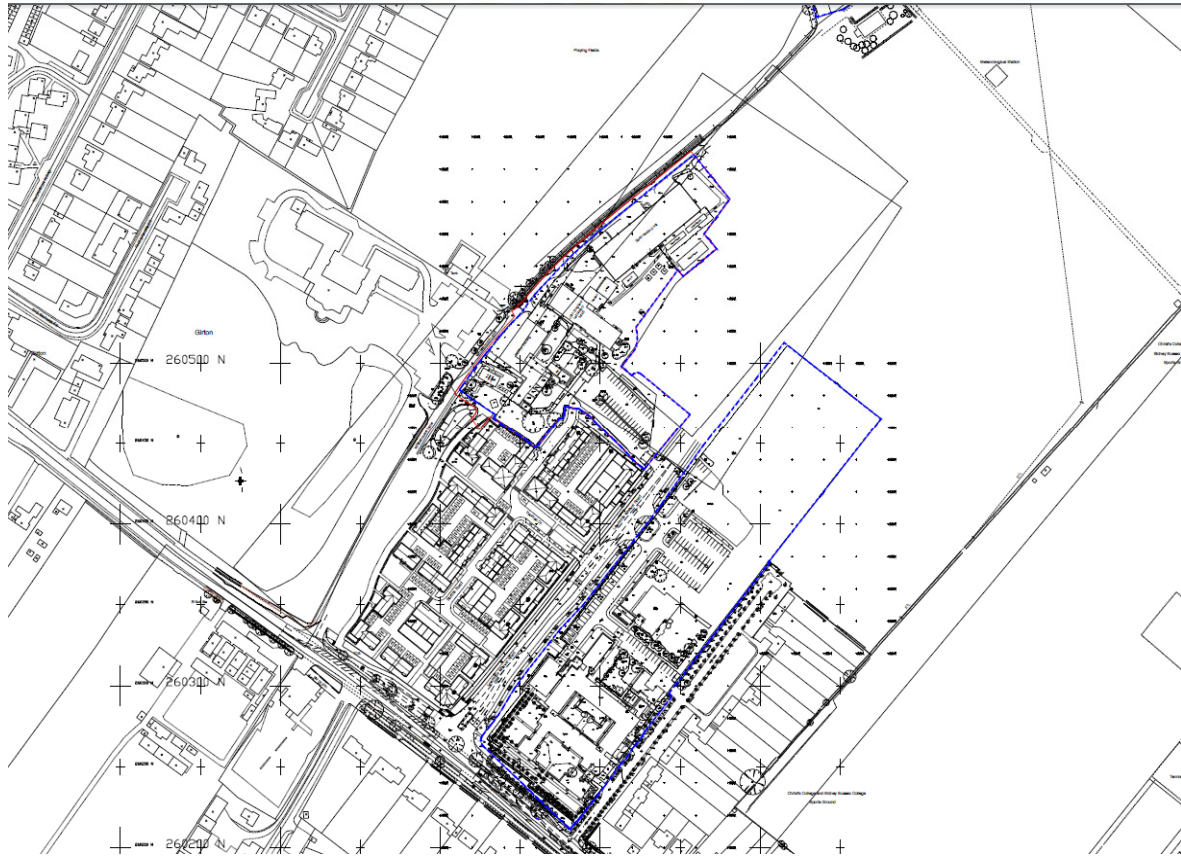
To inspect any related papers or if you have a query on the report please contact:

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APPENDIX 1 Location Plan



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