

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. |
|---------|---|

| | |
|----------------|--|
| | <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.

| | |
|---------------------------------|---|
| | <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> |
|--|---|

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

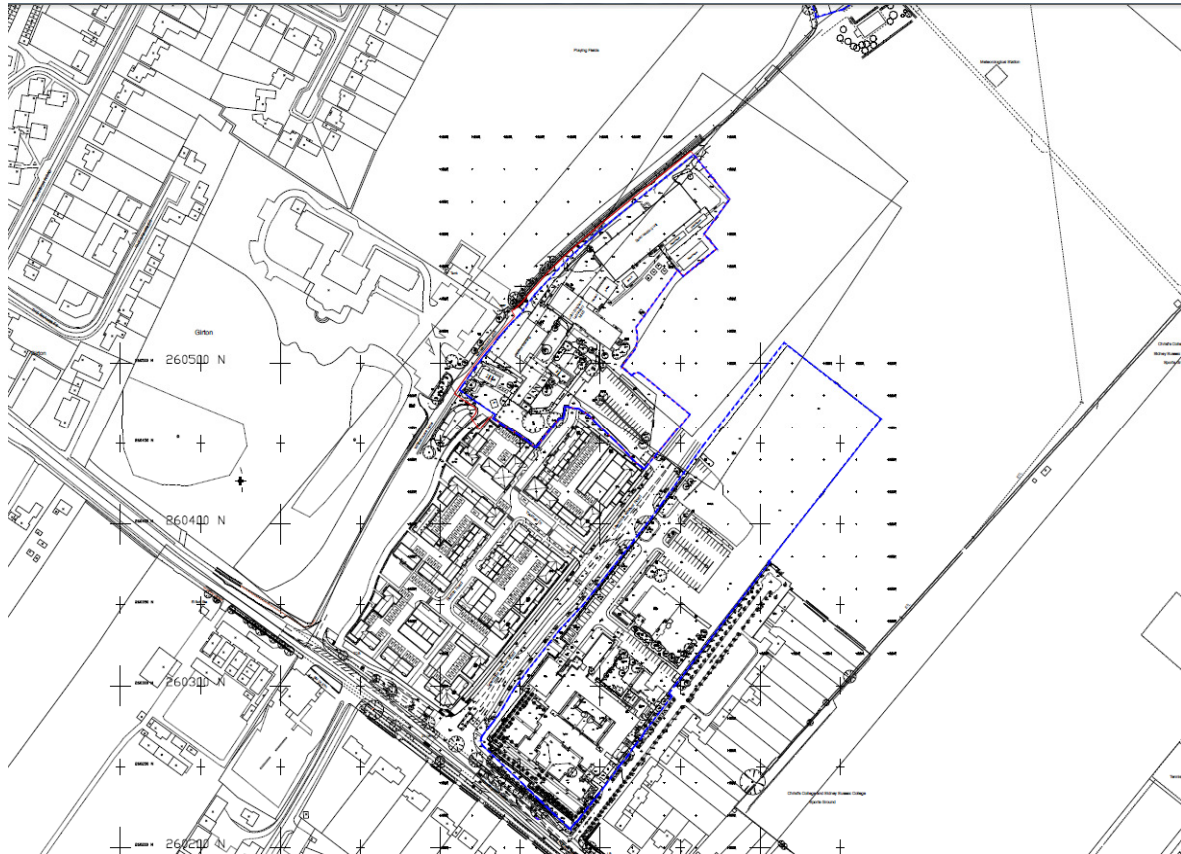
To inspect any related papers or if you have a query on the report please contact:

Author's Name: Mark Wadsworth

Author's Phone Number: 01223 457291

Author's Email: mark.wadsworth@cambridge.gov.uk

APPENDIX 1 Location Plan



General layout



LIZ LAKE ASSOCIATES
LANDSCAPE ARCHITECTS
liz@lizlake.com www.lizlake.com

NIAB Bingham
1983 11 Rev C Rendered Landscape Master



Site Sections

**LIZ LAKE
ASSOCIATES**
LANDSCAPE ARCHITECTS

office@lizlake.com www.lizlake.com

1983 08 Rev C
Landscape GA Sections 04.12.17

