



## Joint Development Control Committee

**Date:** Tuesday, 12 December 2023

**Time:** 10.00 am

**Venue:** Council Chamber, The Guildhall, Market Square, Cambridge, CB2 3QJ  
[access the building via Peashill entrance]

**Contact:** democratic.services@cambridge.gov.uk, tel 01223 457000

### Agenda

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- 2 Declarations of Interest
- 3 Minutes (PAGES 3 - 12)

### Applications

- 4 23/01878/FUL - 59 Cowley Road Cambridge (PAGES 13 - 82)  
Cambridgeshire CB4 0DN
- 5 07/0003/COND51A / 07/0003/COND52E /  
07/0003/COND53 - Land Between Huntingdon Road (PAGES 83 - 94)  
and Histon Road, Cambridge Darwin Green
- 6 23/03273/FUL - Land East Of Park And Ride, (PAGES 95 - 130)  
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Park, Fulbourn Road, Cambridge

### **Joint Development Control Committee Members:**

**Cambridge City Council:** Cllrs S. Smith (Vice-Chair), Baigent, Flaubert, Porrer, Smart and Thornburrow, Alternates: Gilderdale, Levien, Nestor and Nethsingha

**South Cambridgeshire District Council:** Cllrs Bradnam (Chair), Cahn, Fane, Hawkins, Stobart and R.Williams, Alternates: Cone, Garvie, J.Williams and H.Williams

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**JOINT DEVELOPMENT CONTROL COMMITTEE**30 October 2023  
10.05 am - 1.14 pm**Present:** Councillors Bradnam (Chair), S. Smith (Vice-Chair), Baigent, Flaubert, Porrer, Smart, Thornburrow, Cahn, Hawkins and Garvie**Officers Present:**

Strategic Sites Manager: Philippa Kelly

Principal Planner: Guy Wilson

Legal Adviser: Keith Barber

Committee Manager: Sarah Steed

Meeting Producer: Claire Tunnicliffe

**FOR THE INFORMATION OF THE COUNCIL****23/49/JDCC Apologies**

Apologies were received from South Cambs Councillors Fane, R.Williams and Stobart. Councillor Garvie attended as alternate for Councillor Stobart.

**23/50/JDCC Declarations of Interest**

<b>Item</b>	<b>Councillor</b>	<b>Interest</b>
23/51/JDCC	Cahn	Part of the Application falls within his ward. His wife is a member of Community Land Trust in Impington. Discretion unfettered.
	Thornburrow	Was a member of the Cam Conservators. Was the City Council's Representative on Water Resources East.
	Baigent	A member of Cambridge Cycling Campaign.

	Bradnam	Was the Deputy Chair of the Cam Conservators. Had also attend the Forum Cllr Thornburrow convened.
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**23/51/JDCC 22/02528/OUT - Darwin Green Phases Two and Three Development Site, Cambridge Road, Impington**

The application sought approval for outline planning permission (all matters reserved except for means of access) for up to 1,000 residential dwellings, secondary school, primary school, community facilities, retail uses, open space and landscaped areas, associated engineering, demolition and infrastructure works.

The application had been appealed against non-determination within an agreed timeframe and could no longer be determined by it as the local planning authority. The application comes to this Committee to establish the local planning authority's position for the purposes of conducting the appeal.

The Principal Planner updated their report by referring to:

- i. An additional condition regarding the proposed demolition of existing buildings which detailed in the Amendment Sheet.
- ii. An update to the Officer's recommendation including an additional recommendation (c) that:

Members delegated authority to Officers in consultation with the Chair and Vice-Chair to settle:

- i. a scheme of measures (the Scheme) providing for and delivering enhanced water saving and other appropriate mitigation measures and
- ii. the appropriate conditions which support and secure delivery of the Scheme.

Alison Wright (Applicant's Agent) addressed the Committee in support of the application.

The Committee received a representation in objection to the application from the Environment Agency (EA) representatives.

The representation covered the following issues:

- i. Water was a precious resource which was under pressure all over the country and particularly in Cambridgeshire. Increased abstraction was a risk to chalk streams and wetland habitats.
- ii. The EA had a duty to protect the environment and ensure that there was enough water for people, businesses, and the environment. The EA regulated the extraction of water and worked with water companies, farmers, industry and businesses to ensure that water was available.
- iii. The EA had a legal duty to secure the proper and efficient use of water resources. The EA, where necessary, would take action to prevent deterioration/over abstraction. The EA had acted in this case as the planned development was not in terms of water supply sustainable and risked harm to the environment. Solutions and mitigations needed to be led by the local planning authority and Cambridge Water Company.
- iv. The EA objected to the application on the grounds that it would increase abstraction and have an associated increased risk in deterioration to water bodies within the Greater Cambridgeshire area.
- v. The grounds for the objection are that the water supply demands for this development both alone and in combination with other proposed development posed a significant risk of deterioration to Water Framework Directive designated water bodies.
- vi. The EA raised significant concerns regarding Cambridge Water Company's ability to meet the demand for water in its supply area without increasing the risk of deterioration to the status of water bodies, which was considered to be of direct relevance to this matter.
- vii. Cambridge Water Company were already abstracting at unsustainable levels, in some cases to capped levels on its licences. The EA had raised concerns regarding Cambridge Water Company's Water Resource Management Plan with the company through their letter of representation earlier in the year.
- viii. The EA's best available evidence was that the environment was under pressure from abstraction currently and any additional development and its associated increases in water abstraction would exceed the environmental limits until a time when new strategic solutions and those which were more sustainable could be delivered.

The EA representatives said the following in response to Members' questions and those matters for which clarification was sought:

- i. The EA would support and provide advice to the local planning authority and water companies regarding water supply challenges, but it was not the EA's to provide solutions or mitigation measures.
- ii. In response to a question regarding the application being in a sand and gravel protection area advised that any localised water supplies in the sand and gravel were minor and unlikely to be sustainable sources.
- iii. In terms of evidence for the existing environmental impact, the EA had undertaken investigations which identified water bodies not meeting good ecological status.
- iv. There was wider evidence on the effects of abstraction on headwaters and springs.
- v. Many of Cambridge Water Company's abstractions were predominantly affecting chalk streams.
- vi. Noted that Cambridge Water only provided fresh water supplies. The EA is a consultee on Cambridge Water's revised draft Water Management Plan and would provide a response to DEFRA in the next few weeks.
- vii. Due to the way Cambridge Water's supply zone operated, it was difficult to identify one abstraction source to a particular zone. The EA was concerned about this development in combination with other development and associated risk. The EA had been involved in another planning inquiry and the ecological evidence provided at that inquiry would support both matters.
- viii. Noted there was another development within Greater Cambridge (Eddington) which featured a facility for grey water usage. Grey water recycling in residential development was being considered by the Cambridge Water Scarcity Working Group but was reliant on a change in legislation. Grey water usage was regulated by the Drinking Water Inspectorate.
- ix. Noted in previous versions of the Water Resources Management Plan there was reliance on strategic water infrastructure. One option was a pipe from Grafham Water which would not be available until 2032. This would bring additional water into the Cambridge supply zone. Until strategic resources were available, Cambridge Water would have to rely on demand management options. A Fen Reservoir was also being considered which may be available from late 2030's.
- x. Confirmed that Cambridge Water Company were working within the confines of their licence abstraction level. Noted abstraction licences

- were issued many years ago. The environmental position has since changed.
- xi. The EA were working with the Cambridge Water Scarcity Working Group to try and identify whether mitigation measures could be put in place which could reduce current levels of consumption within Cambridge Water Company's supply area which could then relinquish an element of water which could be utilised to support development. It would need to be proven how much water had been saved and that the environment was benefitting / or there was no further deterioration before the EA would support new development.
  - xii. The EA had networks monitoring water levels in rivers and the aquifers. This data would naturally fluctuate and would be affected by abstraction. Noted that demand management was reliant on behavioural changes of customers which came with a certain level of risk, but this did not mean it should not be tried.
  - xiii. If the application did not proceed there would still be a deterioration in water supply. The proposal regarding Grafham Water would allow Cambridge Water Company to make the licence changes to bring levels back to the baseline against which the environment was last assessed (River Basin Management Place). The Fen Reservoir is likely to be required to bring the water quality back to 'good' status.
  - xiv. Information could be provided to Members after the meeting to advise what level of abstraction reduction was needed to work towards 'good' water quality status.

The Strategic Sites Manager, Principal Planner and Legal Officer said the following in response to Members' questions:

- i. The local planning authority also made representations on Cambridge Water Company's Water Management Plan which would be considered by DEFRA in due course.
- ii. Wanted to draw Members attention to the Appellant representative's presentation where she outlined the willingness of the Applicant to consider further mitigation measures which may be necessary to address the concerns being raised by the EA. Members were pointed to the additional Officer recommendation regarding an enhanced mitigation package which could include extra site-wide efficiency measures beyond the 110 litres per person per day or delaying the development until the delivery of the major strategic infrastructure identified in the draft Water Resources Management Plan.

- iii. Noted that the local planning authority could indirectly influence Water Companies by providing responses to consultations on Water Management Plans.
- iv. Reminded Members that as the Applicant had submitted an appeal against non-determination to the Planning Inspectorate the Committee were no longer the determining authority ie: the decision maker for the application. The Committee were being asked to provide a 'minded to' resolution to enable Officers to respond to the appeal.
- v. Officers would take away the request for a briefing on the cumulative impact of decisions regarding the insufficiency of water supply.
- vi. The detailed points made by the Quality Panel would be picked up at reserved matters application stages and as part of the Design Code should the Inspector allow the appeal, however key parameters needed to be agreed at the outline application stage.
- vii. Officers were satisfied that there was good connectivity to the site. Noted there were some potential obstacles regarding connectivity for example where land did not fall within the ownership of the Applicant.
- viii. Skatepark provision would be considered at reserved matters stage.
- ix. Early years provision would be provided through the primary school; no nursery provision was planned on-site.
- x. Clarified that Members were able to discuss any additional issues during debate including amendments to the Officer's recommendation, reason(s) for refusal and / or changes to proposed conditions detailed in Appendix 7 of the Officer's report.
- xi. The land within the planning application area was not identified as a retail area within the Local Plan but Local Plan Policy E/22 acknowledged there would be some retail provision in large developments. Officers considered the proposed area of retail provision was sufficient. The retail building would be separate to the community building, but it was anticipated to be in the same area.
- xii. Girton Parish Council had an intention to provide additional burial space and this site would make a contribution to be secured through the Section 106 Agreement – see the Heads of Terms in the Officer report to Committee.
- xiii. A contribution to swimming pool provision was included within the Section 106 Agreement Heads of Terms for off-site provision.
- xiv. The detail regarding the adoption of roads would be considered at the Design Code stage and through subsequent reserved matters application.
- xv. The Heads of Terms for the Section 106 Agreement provided that it was expected that the long-term management of the country park could be



managed by the City Council, or the Wildlife Trust or the Land Trust (a national organisation) a private management company. Noted concerns raised by Members regarding future management of the country park and a request to consult with residents about it.

- xvi. Suggested the amendment of condition 42 requiring the methodology be submitted and signed off by the Environmental Health Team to ensure any future noise impacts from the A14 were considered.

The Strategic Sites Manager, in order to assist the Committee with the number of alterations sought to the wider instruction to Officers in respect of the planning appeal, offered the following summary of further amendments to the Officer's recommendation reflecting Members' debate during the meeting, relative to the draft planning conditions and the proposed s106 Agreement as follows:

- i. To update the Officer's recommendation to include the following text:
  1. To delegate to Officers in consultation with the Chair and Vice Chair to settle:
    - a. a scheme of measures providing for and delivering enhanced water saving and other appropriate mitigation measures; and
    - b. the appropriate conditions which support and secure delivery of the measures.
  2. to explore the ability of the inclusion of the relevant section from the Levelling Up and Regeneration Act 2023 relating to the protection of chalk streams within the reason for refusal.
2. To amend the draft planning conditions set out in Appendix 7 of the Officer's report:
  - condition 9 (Site Wide Design Code) to require discharge of the condition prior to the submission of the first reserved matters application rather than concurrently with the first application of reserved matters.
  - condition 26 (Tree Protection) to add in a requirement for replacement planting within 5 years.
  - Condition 41 (BREAAAM Pre-Assessment) to ensure the school is constructed to the highest aspiration.
  - Condition 42 (Noise attenuation (road traffic)) to widen the scope of the condition so the methodology for the assessment was agreed with the local planning authority enabling the Environmental Health Officer to consider potential noise attenuation in respect of the proposed country park.
  - Conditions 10 (Youth and Play Strategy) and 45 (Youth and Play Space Details) to include reference to inclusive play.

- To make provision to ensure that approval of reserved matters applications are future proofed in as much that they are referenced to and meet the requirements for regulations in place at the time of the relevant reserved matters application.
  - To consider an additional condition relating to the Sustainable Urban Drainage System (SUDS) to provide a mechanism for ensuring so far as possible the developer has a default responsibility for resolving unexpected problems.
  - To delete condition 60 set out in Appendix 7 of the officer's report.
3. To explore an appropriate planning mechanism for exempting homeowners from a developer imposed restrictive covenant which restricts any residential unit being used as a venue providing nursery and early years childcare facilities.
4. To include provisions in the section 106 agreement which:
- i. require earlier trigger points for the delivery of infrastructure as guided by the County Council;
  - ii. require early trigger points for bus route phasing (prior to residential occupation); and
  - iii. ensure the long-term management and maintenance of the country park is settled after engagement with relevant stakeholders.

The Committee:

**Resolved (unanimously) that:**

- a) had the appeal against non-determination not been made, the Council would have refused planning application 22/02528/OUT for the following reason:

The application has failed to demonstrate that the water to the development site can be supplied sustainably and would not cause harm to the environment by reason of impact on ground water bodies including chalk aquifers. In the absence of adequate mitigation measures and site wide water efficiency measures, the development is considered to be unacceptable. The proposals are therefore contrary to Policy CC/7 Water Quality of the South Cambridgeshire Local Plan 2018 which requires all development proposals to demonstrate that the quality of ground, surface or water bodies will not be harmed. It also conflicts with Paragraphs 174, 175, 179, and 180 of the NPPF which seeks to ensure

- new development proposals help or improve local environmental conditions including in relation to water and should protect biodiversity and ecological networks and to also include (if appropriate) to the relevant section of the Levelling-up and Regeneration Act 2023 relating to protection of the chalk streams.
- b) members delegated authority to Officers to negotiate, settle and complete a s106 agreement and to agree the wording of any planning conditions which would be applied in the event the appeal is allowed, in general accordance with the draft Heads of Terms and list of draft conditions included at Appendix 6 and Appendix 7 (as amended in Committee).
  - c) members delegated authority to Officers in consultation with the Chair and Vice-Chair to settle:
    - a. a scheme of measures (the Scheme) providing for and delivering enhanced water saving and other appropriate mitigation measures and
    - b. the appropriate conditions which support and secure delivery of the Scheme.
  - d) to add additional conditions to the list set out in Appendix 7 regarding:
    - a. the proposed demolition of existing buildings as detailed in the Amendment Sheet.
    - b. to consider an additional condition relating to the Sustainable Urban Drainage System (SUDS) to provide a mechanism for ensuring so far as possible the developer has a default responsibility for resolving unexpected problems.
  - e) to amend the following conditions set out in Appendix 7 of the Officer's report:
    - a. condition 9 (Site Wide Design Code) to require the discharge of the condition prior to the submission of the first reserved matters application rather than concurrently with the first application of reserved matters.
    - b. condition 26 (Tree Protection) to add in requirement for replacement planting within 5 years.
    - c. condition 41 (BREAAM Pre-Assessment) to ensure the school is constructed to the highest aspiration.
    - d. condition 42 (Noise attenuation (road traffic)) to widen the scope of the condition so the methodology was agreed with the local planning authority and Environmental Health, enabling the Environmental Health Officer to consider noise attenuation in respect of the proposed country park.

- e. conditions 10 and 45 (Youth & Play Strategy and Youth and Play Space Details) to include reference to inclusive play.
- f. to make provision within conditions to ensure that approval of reserved matters applications are future proofed in as much that they are referenced to and meet the requirements for regulations in place at the time of the relevant reserved matters application.
- f) to delete condition 60 set out in Appendix 7 of the officer's report.
- g) to explore an appropriate planning mechanism for exempting homeowners from a developer imposed restrictive covenant which restricts any residential unit being used as a venue providing nursery and early years childcare facilities.
- h) to amend the section 106 agreement to
  - a. require earlier trigger points for the delivery of infrastructure as guided by the County Council
  - b. require early trigger points for bus route phasing (prior to residential occupation); and.
  - c. ensure the long-term management and maintenance of the country park is settled after engagement with relevant stakeholders.

The meeting ended at 1.14 pm

**CHAIR**



## **23/01878/FUL – 59 Cowley Road, Cambridge, Cambridgeshire, CB4 0DN**

### **Application details**

**Report to:** Joint Development Control Committee

**Lead Officer:** Joint Director of Planning and Economic Development

**Ward/parish:** East Chesterton

**Proposal:** Change of use and refurbishment of existing car showroom and new-build two-storey extension to create a new Operational Hub, reconfiguration and refurbishment of existing MOT garage to provide upgraded office and storage space, car and van parking, cycle parking, landscaping, and associated infrastructure.

**Applicant:** Cambridge City Council

**Presenting officer:** Guy Wilson, Principal Planner, Strategic Sites team

**Reason presented to committee:** Cambridge City Council is the applicant.

**Member site visit date:** N/A

#### **Key issues:**

1. Principle of development
2. Design, layout, and scale
3. Landscaping
4. Water resources, management, and flood risk
5. Biodiversity and trees

6. Carbon reduction and sustainable design
7. Transport and access
8. Amenity and environmental health

**Recommendation: Approve** application 23/01878/FUL subject to:

- A. the conditions and informatives as detailed in this report, with delegated authority to officers carry through minor amendments to those conditions and informatives (and to include others considered as appropriate and necessary) prior to the issuing of the planning permission; and
- B. the prior completion of a Section 106 Agreement under the Town and Country Planning Act 1990 with delegated authority to officers to negotiate, settle and complete such an Agreement as referenced in the Heads of Terms within this report including any other planning obligations considered appropriate and necessary to make the development acceptable in planning terms.

**Report contents:**

<b>Section</b>	<b>Document heading</b>
1	<a href="#"><u>Executive summary</u></a>
2	<a href="#"><u>Site description and context</u></a>
3	<a href="#"><u>The proposal</u></a>
4	<a href="#"><u>Environmental Impact Assessment</u></a>
5	<a href="#"><u>Relevant site history</u></a>
6	<a href="#"><u>Policy</u></a>
7	<a href="#"><u>Consultations</u></a>
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10	<a href="#"><u>Planning Assessment</u></a>
11	<a href="#"><u>Principle of development</u></a>
12	<a href="#"><u>Design, Layout, and Scale</u></a>
13	<a href="#"><u>Landscaping</u></a>
14	<a href="#"><u>Water Management and Flood Risk</u></a>
15	<a href="#"><u>Biodiversity and Trees</u></a>
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17	<a href="#"><u>Transport and Access</u></a>
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19	<a href="#"><u>Heritage Assets</u></a>
20	<a href="#"><u>Utilities</u></a>
21	<a href="#"><u>Other Matters</u></a>
22	<a href="#"><u>Planning Obligations</u></a>
23	<a href="#"><u>Planning Balance</u></a>
24	<a href="#"><u>Recommendation</u></a>
25	<a href="#"><u>Conditions</u></a>
26	<a href="#"><u>Appendices</u></a>

**Table 1 Contents of report**

## Appendices:

Document	
1	List of documents submitted with the application
2	Cambridgeshire Quality Panel Report

**Table 2 Appendices**

### **1. Executive summary**

- 1.1 The report relates to a full planning application for a new Operational Hub to serve the City Council. The development involves the change of use of the site from car sales, servicing, and storage uses, the demolition of a number of existing buildings, and construction of a two-storey extension to the car showroom. The site is within the northern are of Cowley Road, bounded by the First Public Drain.
- 1.2 The site lies within the area which is covered by the emerging North East Cambridge Area Action Plan (NECAAP). The NECAAP is being prepared by the Councils. A 'Regulation 19 Proposed Submission' was published in November 2021 which is effectively a final draft of the NECAAP which the Councils propose to adopt. Prior to formal public consultation on the Proposed Submission AAP, the Councils paused the AAP process until a decision has been made on the separate Development Consent Order (DCO) process for the proposed relocation of the Cambridge Water Recycling Centre (CWRC).
- 1.3 The NECAAP does not yet have sufficient weight to be considered a significant material consideration in the determination of the application. The National Planning Policy Framework (NPPF) and the Cambridge Local Plan 2018 therefore form the basis for determination of the application.
- 1.4 The site lies adjacent to the CWRC. There is no formal approval for the relocation of this facility at this stage, and as such there is an ongoing odour impact associated with the use. CCC commissioned a Technical Note on Odour and Cambridge Water Recycling Centre Study to understand the impact on development in this interim period. This study is a material consideration in determining planning applications.

- 1.5 The proposal is considered to represent a high standard of design, appropriate to its context. The development will include well-considered landscape works, maintaining and enhancing the landscape corridor along the First Public Drain, including extensive tree planting across the site, and will support a significant Biodiversity Net Gain.
- 1.6 The proposed buildings will be highly sustainable, with the re-use and upgrading of the existing buildings, all-electric heating and cooling, rooftop photovoltaics, as well as electric vehicle charging infrastructure.
- 1.7 The proposals will reduce surface water run-off rates from the site, reducing the risk of flooding, will integrate SuDS features, and will reduce the risk of pollution of the adjacent watercourse.
- 1.8 The application is considered to adequately consider and mitigate the impact of odour from the CWRC; as well as other environmental impacts which will be generated by the proposed development, including noise.
- 1.9 The proposal is not considered to hinder the future wider redevelopment of the area along the principles set out in the draft NECAAP, and includes potential for a new route through the site to be provided over the First Public Drain, improving connectivity in the area. Whilst the proposals do not fully comply with the vision set out in the NECAAP, primarily in relation to the relatively low-density form of development proposed, only limited weight can be afforded to this conflict, and the applicant has clearly justified why it is not practical to fully comply with some elements of the draft plan.
- 1.10 The proposed development is considered to be sustainably located, and is not considered likely to have a significant impact on the local highway network.
- 1.11 Having considered the development proposals against the provisions of the Development Plan, NPPF, consultee comments, and other material considerations, officers recommend the Committee agrees with the recommendation to approve as set out in section 24 below.

## **2. Site description and context**

- 2.1 The site is a broadly 'L' shaped parcel of located within the Cowley Road industrial estate, and also includes the unadopted northern spur of Cowley Road. The site is currently occupied by a number of businesses including a car showroom, garage, and storage business. Existing buildings on the



site are between 1-1.5 storeys, which also contains extensive hardstanding for storage and parking. Access to the site is from Cowley Road where there is a pavement along the near (west) side. The site is generally level.

- 2.2 The Cambridge Waste Water Treatment Works (CWRC) is to the north and west of the site. There is a bus depot and various industrial and commercial premises to the south and east. Similar to the site, development in the surrounding area is typically formed of 1-2 storey commercial and industrial buildings with large area of hardstanding and open storage, with some taller structures at the CWRC.
- 2.3 There are no Listed Buildings, Scheduled Monuments or Conservation Areas within or close to the Site. There are no other environmental designations, such as Sites of Special Scientific Interest (SSSI), County and City Wildlife Sites, Local Nature Reserves or Ancient Woodlands within the site. The site is in Flood Zone 1 where there is a low risk of fluvial flooding, and Environment Agency mapping shows it is mostly at very low risk of surface water flooding, with small areas at low risk. A watercourse (the First Public Drain) runs along the western and northern boundaries of the site.
- 2.4 The site is within the Cambridge Northern Fringe East and new railway station Area of Major Change as identified in the Cambridge Local Plan 2018. It is also in a Water Recycling Area Consultation Area, Transport Infrastructure Area Consultation Area, and Minerals Safeguarding Area as identified in the Cambridgeshire and Peterborough Minerals and Waste Plan 2021.

### **3. The proposal**

- 3.1 The application is for the change of use of the site, conversion of the existing car show, and erection of a two-storey extension to create a new Operational Hub, together with the reconfiguration and refurbishment of the existing MOT garage, removal of a number of existing buildings, provision of parking, landscaping, and associated infrastructure.
- 3.2 Vehicular access to the site is proposed to be from the turning head at the northern end of Cowley Road, whilst a dedicated pedestrian and cycle entrance is proposed to replace the existing access to the car showroom. Alongside formalised parking arrangements, tree planting and other landscape works are proposed. These include providing landscape buffers to the south east and north west boundaries, and attenuation

ponds and swales along the north western side of the site. A substation is proposed in the southern corner of the site.

- 3.3 Since submission the application has been amended and additional information submitted to address officer and consultee comments, and further consultations have been carried out as appropriate.

**Application Documentation**

- 3.4 A list of submitted documents is included in **Appendix 1**.

**Pre-application engagement**

- 3.5 The proposals were subject to pre-application discussions with officers of the shared planning service. The pre-application engagement has informed the application submission including the site layout, landscape strategy, and sustainability strategy. Pre-application engagement also included a review by the Accessibility Officer where the provision of accessible building access, welfare facilities, and accessible car and cycle parking were discussed, with recommendations incorporated into the proposals.

- 3.6 Between the commencement of pre-application discussion and the submission of the application it was also presented to the Cambridgeshire Quality Panel on 19<sup>th</sup> December 2022. A number of specific recommendations were made. The full minutes are attached as **Appendix 2**. Key issues and recommendations of the meeting are tabulated below, together with the officer response.

	<b>ISSUES AND RECOMMENDATIONS OF THE QUALITY PANEL</b>	<b>OFFICER RESPONSE</b>
1.	Query over the design life of the proposals and potential to relocate in the future.	<p>The Operational Hub needs to balance a requirement to meet the operational needs of the City Council and timely delivery of the site, whilst not prejudicing the potential future redevelopment of this part of the AAP area.</p> <p>The proposals, by adapting the existing site, do not prevent the use and layout of the site being reviewed in the future to</p>

		account for any redevelopment of the wider area (as well as any future changes to City Council service delivery), whilst providing a permanent and significantly improved base of operations.
2.	A large proportion of the site is proposed for parking which may conflict with higher density uses nearby in the future. A more intensive use of the site should be tested, and the amount of parking needed clarified.	The site is significantly smaller than the existing depot, designed to accommodate the minimum parking required for operational needs. The applicant has looked at options such as a multi-storey car park however due to the limited width of the site this is likely to be prohibitively expensive and have an inefficient layout.
3.	Concern about how efforts to limit staff parking will be enforced.	Personalised travel planning is proposed to support staff to make use of sustainable transport options.  The operational hub is also proposed to be delivered alongside changes in operations where staff will take vehicles home overnight, reducing the need for staff to commute to site by private vehicle.
4.	Good connections to the surrounding area are important.	The proposals have been updated to include a potential future connection over the first public drain.  As the NECAAP is at an early stage of development, there is uncertainty at this time about the details of future connections with the surrounding area.
5.	Extensive hard surfacing is proposed resulting in concerns about managing heat and surface water.	The extent of hard surfacing has been reduced through the pre-application process, with tree-planting and soft landscaping proposed across the site, alongside SuDS features.

6.	The planting and management of trees will be important.	The layout of trees has been amended through the pre-app and application process. Conditions are proposed to secure planting details and the long-term maintenance of landscape.
7.	A 'dirty' entrance to the main building is recommended avoiding the need to go through the main office area.	Direct access to the welfare lobby is proposed, avoiding the need to go through office areas.
8.	Embodied carbon should be considered in the application, as well as understanding the operational energy needs of new build versus retained buildings.	As well as being designed to minimise embodied carbon through the reuse of existing buildings, the development is targeting low operational energy use requirements reflecting policies proposed in the draft Greater Cambridge Local Plan.
9.	The indicated timber clad design will need to be further developed.	Detailed elevations have been submitted, showing the proposed architectural treatment, which is considered high-quality.
10.	Photovoltaics should be maximised.	65sqm of photovoltaic panels, providing 13KWp are proposed on the new build roof. This will be reviewed at the detailed design stage to see if additional photovoltaics can be integrated on the roof of the existing showroom.

**Table 3: Officer response to Issues and Recommendations of the Cambridgeshire Quality Panel**

3.7 The application was also presented in a pre-application briefing to the Joint Development Control Committee on 19 October 2022. Queries from members are summarised in the table below:

	<b>ISSUE RAISED</b>	<b>OFFICER RESPONSE</b>

1.	Whether existing operations from the depot would be relocated to the new site?	Existing uses from the depot will relocate to the site, with the exception that a waste transfer facility is no longer required.
2.	How will the plan fit with the NECAAP?	The site is in an area proposed to be allocated for industrial and storage and distribution uses, and the proposed use is considered suitable for this area. The development has been designed to ensure it does not prejudice the delivery of the AAP.
3.	How will the First Public Drain be protected from pollution?	Run-off from the washdown area and other parts of the site will be filtered within the site to prevent pollution entering the First Public Drain.
4.	What sustainable transport and accessibility options have been considered?	Secure cycle parking is proposed, include spaces for non-standard cycles, and space for charging e-bikes. Other measures including travel planning are proposed. Parking within the site is proposed to be for staff vehicles, not private cars.
5.	What sustainable design measures are proposed?	The proposals re-use the existing buildings to reduce embodied carbon, and will be full-electric with rooftop-solar, ASHPs, and EV charging.

**Table 4: Officer response to questions from the JDCC pre-application briefing**

3.8 The issues raised in pre-application discussions are discussed further in the relevant sections below.

#### **4. Environmental Impact Assessment**

4.1 The Town and Country Planning (Environmental Impact Assessment) Regulations 2017 require certain development to be assessed to determine whether it will have any significant environmental effects. Regulation 8 sets out that planning applications which are Schedule 1 or Schedule 2 development, which have not already been subject of a

screening opinion or screening direction, and which are not accompanied by an environmental statement, should be screened by the local authority.

- 4.2 This site is considered to fall within category 10.(b) of column 1 of Schedule 2 (urban development projects), but is below the thresholds in column 2. The site is not in a sensitive area as defined by the regulations. As such the proposal is not considered EIA development,

## 5. Relevant site history

- 5.1 The table below details the relevant planning history for the application site.

Reference	Description	Outcome
19/1359/FUL	Change of use from B1(c) light industrial to Class B1(a) office facility.	Granted 29.06.2020
09/0842/FUL	Erection of detached workshop building for motor vehicle servicing and repair	Granted 12.11.2020
06/0211/FUL	Siting of office (portacabin) to create a Hire Centre for portable buildings.	Granted 24.05.2006

**Table 5: Relevant Site history**

## 6. Policy

### Legislation

EIA Directives and Regulations – EIA Regulations

- 6.1 European Union legislation with regard to environmental assessment and the planning regime remains unchanged despite the UK leaving the European Union on 31 January 2020. The Government passed secondary legislation in October 2018 to ensure the continued operation of the EIA regime.

Planning and Compulsory Purchase Act 2004 (as amended)

- 6.2 Section 38(6) of the Planning and Compulsory Purchase Act 2004 requires that applications are determined in accordance with the development plan unless material considerations indicate otherwise. The development plan for the LPA is the Cambridge Local Plan 2018.

Community Infrastructure Levy Regulations 2010 (as amended)

- 6.3 The Community Infrastructure Levy Regulations 2010 (as amended) (the CIL Regulations) generally set out regulations relating to the Community Infrastructure Levy (CIL). Part 11 refers specifically to planning obligations (including those in Section 106 Agreements) and is relevant to the consideration of these applications and will influence the final content of Section 106 Agreement, in the event that planning permission is granted.
- 6.4 CIL Regulation 122 imposes limitations on the use of planning obligations. It states (where there is no CIL charging regime), a planning obligation may only constitute a reason for granting planning permission for the development if the obligation is:
- a) necessary to make the development acceptable in planning terms;
  - b) directly related to the development, and
  - c) fairly and reasonably related in scale and kind to the development.

#### Equalities Act 2010

- 6.5 The applications have been assessed against the relevant sections of the Equalities Act 2010. It is not considered that the Applications discriminates against people with protected characteristics (age, gender reassignment, being married or in a civil partnership, being pregnant or on maternity leave, disability, race including colour, nationality, ethnic or national origin, religion or belief, sex, sexual orientation) specified in this Act.

Conservation of Habitats and Species Regulations 2017  
Environment Act 2021  
ODPM Circular 06/2005 – Protected Species

#### **National Planning Policy and Guidance**

- 6.6 The following national policies and guidance are referred to in this report:

National Planning Policy Framework 2023 (NPPF)  
National Planning Practice Guidance  
National Design Guide 2019  
Local Transport Note 1/20 (LTN 1/20) Cycle Infrastructure Design  
Circular 11/95 (Conditions, Annex A)  
Technical Housing Standards – Nationally Described Space Standard (2015)

#### **Cambridge City Council Local Plan (2018)**

- 6.7 For the purposes of the s38(6) of the 2004 Act, the Development Plan is the Cambridge Local Plan (September 2018), and the County Minerals and Waste Local Plan 2036 (July 2021).
- 6.8 The relevant policies in the Local Plan include:

Policy 1: The presumption in favour of sustainable development  
Policy 2: Spatial strategy for the location of employment development  
Policy 14: Areas of Major Change and Opportunity Areas  
Policy 15: Cambridge Northern Fringe East and new railway Station Area  
Policy 28: Sustainable design and construction, and water use  
Policy 29: Renewable and low carbon energy generation  
Policy 31: Integrated water management and the water cycle  
Policy 32: Flood risk  
Policy 33: Contaminated land  
Policy 34: Light pollution control  
Policy 35: Human health and quality of life  
Policy 36: Air quality, odour and dust  
Policy 40: Development and expansion of business space  
Policy 41: Protection of business space  
Policy 55: Responding to context  
Policy 56: Creating successful places  
Policy 57: Designing new buildings  
Policy 58: Altering and extending existing buildings  
Policy 59: Designing landscape and the public realm  
Policy 61: Conservation and enhancement of historic environment  
Policy 69: Protection of sites of biodiversity and geodiversity importance  
Policy 70: Protection of priority species and habitats  
Policy 71: Trees  
Policy 80: Supporting sustainable access to development  
Policy 81: Mitigating the transport impact of development  
Policy 82: Parking management  
Policy 85: Infrastructure delivery, planning obligations and the Community Infrastructure Levy

6.9 The relevant policies in the Cambridgeshire and Peterborough Minerals and Waste Local Plan 2021 are:

Policy 5: Minerals Safeguarding Areas  
Policy 16: Consultation Areas

### **Neighbourhood plan**

6.10 N/A.

### **Supplementary Planning Documents (SPD)**

6.11 The following Supplementary Planning Documents (SPD) are relevant:

Greater Cambridge Biodiversity SPD – Adopted February 2022  
Sustainable Design and Construction SPD – Adopted January 2020  
Cambridgeshire Flood and Water SPD – Re-adopted December 2018  
Biodiversity SPD – Adopted January 2022



## Other guidance

- 6.12 The following SPDs were adopted to provide guidance to support previously adopted Development Plan Documents that have now been superseded by the Cambridge Local Plan 2018. These documents are still material considerations when making planning decisions, with the weight in decision making to be determined on a case-by-case basis:

Planning Obligations SPD – Adopted March 2010  
Public Art SPD – Adopted January 2010

- 6.13 Other relevant guidance includes:

Biodiversity Checklist for Land Use Planners in Cambridgeshire and Peterborough (2001).  
Cambridge and South Cambridgeshire Level 1 Strategic Flood Risk Assessment (2010)  
Cambridgeshire and Peterborough Waste Partnership (RECAP): Waste Cambridgeshire Design Guide for Streets and Public Realm (2007)

## North East Cambridge Area Action Plan (NECAAP)

- 6.14 CCC and SCDC are jointly preparing an Area Action Plan (AAP) for Northeast Cambridge (NEC). The wider Northeast Cambridge site is located in one of the last remaining significant brownfield sites in Greater Cambridge.
- 6.15 Policy 15 (Cambridge Northern Fringe East and new railway Station Area of Major Change) of the Cambridge Local Plan (2018) and Policy SS/4 of the South Cambridge Local Plan (2018) has allocated the area for high-quality mixed-use development, primarily for employment uses such as B1, B2 and B8, as well as a range of supporting commercial, retail, leisure and residential uses (subject to acceptable environmental conditions).
- 6.16 The local plans do not specify the amount of development, site capacities, or timescales for development, deferring such matters to the preparation of the joint AAP. This is because the planning of the area is dependent on the relocation of the CWRC which has been determined as a Nationally Significant Infrastructure Project (NSIP) which requires Anglian Water to submit a Development Consent Order (DCO) application to the Planning Inspectorate (PINS).
- 6.17 A DCO application has now been submitted to and accepted for examination by the Planning Inspectorate. The preliminary meetings took place on the 17th and 18th October 2023.

- 6.18 Since the local plans were adopted, CCC as landowner, in partnership with Anglian Water as owners of the CWRC, has sought to secure funding, through the Housing Infrastructure Fund (HIF), to relocate the CWRC.
- 6.19 The vacated CWRC site, together with land around the new Cambridge North station, the Cambridge Business Park, St John's Innovation Park, the Cambridge Science Park and other land, will provide the opportunity for the creation of a new urban quarter to the city.
- 6.20 The councils recognise that the component parts of the NEC area will be developed out separately and at different times, potentially several years apart. While the councils wish to see early delivery on NEC, the councils also consider that it is important that the ambition in the adopted Local Plan for comprehensive mixed-use development is achieved.

#### AAP Status

- 6.21 The AAP has already been the subject of three rounds of public consultation and has been refined at each stage having regard to matters raised by respondents. In addition, a full suite of evidence and topic papers has been prepared:
- Issues and Options – 8th December 2014 – 2nd February 2015
  - Issues and Options – 11th February – 25th March 2019
  - Draft Area Action Plan – 27th July – 5th October 2020
- 6.22 A Proposed Submission AAP was prepared and reported to the councils (South Cambridgeshire District Council Cabinet 10th January 2022, Cambridge City Council Planning and Transport Scrutiny Committee 11th January 2022), where the Proposed Submission AAP was considered and agreed for future public consultation. This next stage is contingent upon the separate DCO being concluded.
- 6.23 Both councils fully endorse the AAP vision, strategic objectives, spatial strategy, and policies. However, the proposals within the Proposed Submission AAP are predicated upon the CWRC being relocated – and therefore contingent on the DCO for the relocation of CWRC being approved by the Secretary of State for the Department of Environment, Food and Rural Affairs (DEFRA).
- 6.24 Until the DCO process is concluded, and the relocation project authorised to commence, the AAP process is paused.
- 6.25 The Proposed Submission AAP has not been the subject of publication and consultation, it therefore currently attracts “limited” (i.e., little) weight as a material consideration in planning decision making and advice.

#### AAP Evidence Base

- 6.26 A full suite of evidence base studies has nevertheless been prepared for the AAP. These have been reported to the relevant committees of the councils alongside the Proposed Submission AAP and are published on the councils' shared planning webpages: North East Cambridge AAP Document Library ([greatercambridgeplanning.org](http://greatercambridgeplanning.org))
- 6.27 These studies are considered to provide evidence of the existing context of NEC and its surrounds. The evidence base provides background information and the Councils' direction of travel and as such the documents may be a relevant consideration which attracts weight if and to the extent that it is material to the application of adopted development plan policies.

## 7. Consultations

### Consultation Responses

#### Local Highways Authority

- 7.1 **No objection.** The section of Cowley Road onto which the site faces is a private street, therefore any impact on the development will be on the surrounding highway network, rather than within the immediate environs of the site.

#### County Transport Team

- 7.2 **No objection.** Initial comments requested further detail on bus provision and pedestrian and cycle access.
- 7.3 Updated comments set out that there is no objection subject to a Travel Plan being secured, and a contribution towards sustainable transport improvements along Cowley Road. This would provide a bridge over the ditch between Cowley Road and the shared footway/cycleway to the south.

#### Lead Local Flood Authority

- 7.4 **No objection.** Initial comments requested further on the proposed drainage strategy.
- 7.5 Updated comments set out that is no objection, with the submitted information that surface water and potential impact on water quality can be adequately managed. Conditions are requested relating to the detailed

surface water drainage design, and management of water during construction.

## Urban Design

- 7.6 **No objection.** The proposals are generally supported, with the site well connected, and generally well designed. Details should be secured by condition in relation to the Cowley Road frontage and boundary treatment, external materials, cycle stores, the substation, and other stores and enclosures. Conditions are also recommended in relation to hard and soft landscaping, and biodiverse roofs.

## Landscape

- 7.7 **No objection, further information requested.** Requests details of vehicle tracking to demonstrate landscape proposals are deliverable. Also requests details of the Cowley Road frontage boundary treatment, substation, refuse stores, and other enclosures. The DAS should include reference to the updated planting strategy. Conditions are recommended in relation to tree pits, biodiverse roofs, and hard and soft landscaping.

## Sustainability

- 7.8 **No objection.** As the proposals involve reuse and new build, a bespoke sustainability assessment is used, which is supported. The proposals involve a number of sustainability measures including passive design elements such as brise soleil, energy use in line with the emerging NECAAP, and targeting the equivalent of 5 BREEAM Water credits, with rainwater and greywater recycling being considered. Other measures such as low embodied carbon materials are supported. Conditions are recommended to ensure the development is carried out in accordance with the sustainability assessment, and in relation to water efficiency measures.

## Environmental Health

- 7.9 **No objection.** Development within the AAP area has potential to create environmental constraints on nearby land uses if this is not properly considered.
- 7.10 The operational hub has the potential to result in a number of environmental impacts, in particular introducing a new noise source,

including noise at night and early mornings. Noise from operational plant should be kept to existing background levels.

- 7.11 The design, layout, and orientation of any future residential properties nearby will need to be influenced, and potentially limited, by the existing and proposed industrial and commercial uses on the site and surrounding area.
- 7.12 If the development results in a statutory noise nuisance to nearby future residences, this may result in restrictions on operations/hours.
- 7.13 The preliminary assessment of the risk of contamination is acceptable, and an intrusive investigation is required. Conditions are recommended.
- 7.14 In relation to air quality, the likely risks from demolition and construction are agreed, and a dust management and mitigation plan required. Proposed EV provision is acceptable.
- 7.15 In relation to odour, it is important the development is protected from odour unless and until the CWRC is relocated. The use of mechanical ventilation is supported. A condition is recommended to prevent the provision of outdoor seating until the CWRC is relocated.
- 7.16 There are no objections to the proposed lighting strategy from an environmental health perspective.
- 7.17 Recommends conditions on contamination, materials management plan, construction hours, piling, dust, plant noise, ventilation, odour, lighting, and EV charging.

#### **Nature Conservation Officer**

- 7.18 **No objection.** The survey efforts, including in relation to water voles and bats is adequate. Given the poor ecological condition of the site, a significant BNG of approximately 400% is expected. Conditions are requested relating to a Landscape and Ecological Management Plan, Construction Ecological Management Plan, nesting boxes, lighting, and biodiversity net gain.

#### **Architectural Liaison Officer**

- 7.19 **No objection.** Requests details of lighting and secure fencing, by condition. Recommendations in relation to the detail of CCTV, alarms, accesses, and secure cycle storage.

## **Anglian Water**

7.20 **No objection.** No comments on the application.

## **County Archaeology**

7.21 **No objection.** No objection or requirements in relation to this development.

## **Cadent Gas**

7.22 **No objection.** There are medium and low pressure gas pipelines in close proximity to the site. No objection from the proposal from a planning perspective, however request an informative.

## **Cambridgeshire Quality Panel Meeting of November 2019**

7.23 A copy of the Panel's full report can be found in Appendix 2.

## **8. Third Party Representations**

8.1 No third part representations have been received.

## **9. Member Representations**

9.1 No representations have been received from District or County Councillors.

## **10. Planning Assessment**

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

- Principle of development
- Design, scale, and layout
- Landscaping
- Water resources, management and flood risk
- Biodiversity and trees
- Carbon reduction and sustainable design
- Transport and access

- Heritage assets
- Amenity and environmental health
- Utilities

## **11. Principle of Development**

### **Proposed Use**

- 11.1 The site currently includes a mix of uses, with the main use as a car showroom ('sui generis'), alongside a motor garage (B2 Use Class), and storage and distribution uses (B8 Use Class).
- 11.2 The proposed use of the development as an 'operational hub,' involves serving as the depot and base of operations for a number of maintenance and management services carried out by Cambridge City Council which operate across the city, including associated storage, vehicle maintenance facilities, and office accommodation. The proposed use includes a mix of activities, including significant activity outside of standard working hours. Officers consider that the proposed use does not fall into the defined limits of any specific Use Class under the Town and Country Planning (Use Classes) Order 1987 (as amended), or that it represents a clear mix of two or more such uses. As such the proposals are considered to be a 'sui generis' use.
- 11.3 Albeit the proposed use is considered sui generis, it is considered to represent an employment development which is similar in nature, and compatible with, office, research, industrial, and storage and distribution uses.

### **Site Selection**

- 11.4 The services proposed to operate out of the site form an essential public service, necessary to the functioning of the city. This was historically located on Mill Road with that site vacated to make more efficient use of the site and provide affordable housing. The Council currently operates a depot located at the western end of Cowley Road. This has a temporary permission, expiring at the end of 2026, and which will form part of a comprehensive redevelopment of the CWRC and surrounding land, known as the Core Site, and which is central to delivery of the NECAAP.
- 11.5 The applicant has set out that they undertook a site selection process, considering a number of factors including availability of land, meeting operational needs, and planning constraints.

- 11.6 Sites beyond the Green Belt were ruled out as they would require significant travel on a daily basis, increasing commuting for staff and reducing the efficiency of operations.
- 11.7 Sites within the Green Belt were also ruled out on the basis that, in accordance with national policy, development should only take place within the Green Belt under very special circumstances, and it would be challenging to demonstrate this threshold had been met if alternative sites are available.
- 11.8 Sites within the city were also reviewed. The applicant has advised that during the site selection process there have been few commercial properties available for sale. Those advertised on the open market have either been unsuitable, are occupied with long leases, or were considered prohibitively expensive. Land in the City Council's ownership was also reviewed, and this site was considered the only site of a sufficient size and in an appropriate location to meet operational needs.

#### **Adopted policy context**

- 11.9 Policy 1 of the Local Plan 2018 sets out a presumption in favour of sustainable development, and that the Local Planning Authority will seek approve wherever possible development which accords with the Local Plan that improves the economic, social and environmental conditions in the area, unless material considerations indicate otherwise.
- 11.10 The site is in within the Cambridge Northern Fringe East and new railway station Area of Major Change, which is allocated as an area for an employment-led mixed-use development, including office, research, industrial, storage and distribution, and supporting commercial, retail, leisure and residential uses. Policy 15 has a number of specific requirements for development proposals, which are considered in turn below:

**A. Taking into account existing site conditions and environmental and safety constraints:** The application includes consideration of existing conditions including contamination, noise and odour on the proposed development, which is discussed further in the amenity section below. Subject to the application of conditions, the proposals are considered acceptable in this respect.

There are no residential uses in close proximity to the site, and the proposed use is not considered likely to cause a nuisance or to any existing uses nearby. The potential for the development to cause



pollution and have other environmental impacts during construction and operation has also been considered and is discussed further in the drainage and amenity sections below. It is considered the effects of the development can be adequately controlled through conditions.

**B. Demonstrating that impacts from the CWRC can be mitigated:**

The impact of odour from the CWRC has been considered, with mechanical ventilation proposed to serve the buildings. A condition is proposed to prevent the provision of outdoor seating unless and until the CWRC relocates.

**C. Ensuring appropriate access and linkages are planned for in a high quality and comprehensive manner:** There is no certainty over the detailed location and form of future connections near to the site at this stage, with the NECAAP at an early stage and including limited detail, and specific proposals for the neighbouring CWRC /Core Site early in the process pre-application discussions and public consultation.

The proposals retain the existing Cowley Road access, and would not prejudice any improvements to cycling and pedestrian infrastructure along this street. A potential future connection north over the First Public Drain is shown to be safeguarded on the proposed plans. This will allow a connection to be provided once there is greater certainty on the future layout of the CWRC /Core Site.

**D. Protecting and enhancing existing ecological interests including along the First Public Drain wildlife corridor:** The proposals will retain and enhance the wildlife corridor along the First Public Drain, widening the landscape corridor and delivering ecological enhancements across the site. This is discussed further in the biodiversity section below.

**E. Giving due consideration to safeguarding the appropriate future development of the wider site:** The NECAAP is still at an early stage of development, and is likely to be subject to change as a result of public consultation and examination. The site is within as an area proposed to be retained for industrial and related uses. The proposal will also safeguard potential future linkages, maintain and enhance a green corridor along the First Public Drain, and will not compromise the wider redevelopment of the Cowley Road industrial estate in the future. Whilst the proposals do not fully reflect the vision for the area as set out in the emerging AAP, as discussed below, the proposals are

considered to adequately safeguard the future development of this section of the NECAAP area.

- 11.11 On this basis the proposals are considered to be in compliance with the requirements of Policy 15. Policy 40 supports employment development in specific locations, including the Northern Fringe East, and it is considered the proposals are also compliant with this policy.

### **Emerging Policy Context**

- 11.12 As set out in the policy section above, the emerging NECAAP is at an early stage of development and can only be afforded limited weight at this stage.
- 11.13 Notwithstanding this, the pre-submission draft NECAAP November 2021 sets out that the Cowley Road Industrial estate is to be retained as an industrial-led mixed-use area. The proposals are considered to be in compliance with this.
- 11.14 The draft NECAAP does envisage that the Cowley Road Industrial Estate should be subject to densification, in order to accommodate industrial and related uses displaced from elsewhere, alongside some additional new homes and commercial development. The proposals see a significant intensification of use compared to the existing depot; however the site would still be relatively low-density in character, with extensive surface-level car parking and only extending to two storeys. This reflects the constraints on the development, including meeting operational needs. The relatively light-touch redevelopment of the site, retaining existing buildings, allows for consideration of a more comprehensive redevelopment in the future, once the NECAAP has been through examination, and which can be progressed working with other landowners in the vicinity.
- 11.15 Compliance with the draft NECAAP in relation to layout, design, and other matters is discussed in the relevant sections below.

### **Minerals and safeguarding**

- 11.16 Policy 5 of the Cambridgeshire and Peterborough Minerals and Waste Local Plan (CPMWLP) 2021 requires that the minerals authority is consulted on developments within Mineral Safeguarding Areas, with a number of exceptions including where a development is within a settlement boundary, or is consistent with an allocation in a development plan. The proposals are considered to accord with this policy.

11.17 Policy 16 of the CPMWLP 2021 requires that the minerals and waste authority is consulted on all developments within consultation areas. No comments have been received in response. Policy 16 also sets out that development within a consultation area should not prejudice any existing or future use relating to the reason for designation of the consultation area, should not result in unacceptable amenity issues, and that regularly occupied development in Water Recycling Consultation Areas only being permitted where an odour assessment demonstrates it is acceptable. The proposed use is not considered to prejudice any of the consultation area designations, and as discussed in the amenity section below, the impact of odour has been adequately accounted for.

### **Conclusion on Principle of Development**

11.18 On the basis of the above the principle of development is considered acceptable in accordance with Local Plan 2018 policies 15 and 41, CPMWLP 2021 policies 5 and 16.

## **12. Design, Scale and Layout**

12.1 Policies 55 (Responding to context), 56 (Creating successful places), 57 (Designing new buildings), and 58 (Altering and extending existing buildings) seek to ensure that development responds appropriately to its context, is of a high quality, reflects or successfully contrasts with existing building forms and materials and includes appropriate landscaping and boundary treatment.

12.2 The NPPF provides advice on achieving well-designed places and conserving and enhancing the natural environment.

### **Layout**

12.3 The site is currently divided into a number of businesses, each with their own access. The site is proposed to be consolidated into a single compound, with a single vehicular access off the Cowley Road turning head. A separate pedestrian and cycle access is proposed.

12.4 The majority of existing structures within the site are proposed to be removed, with the main car showroom building and garage retained, and with the car showroom extended. The majority of the site is proposed to be retained for parking and servicing.

- 12.5 Providing separate vehicular and pedestrian/cycle entrances is considered to represent an efficient design, which prioritises safe and direct access to the building for pedestrians and cyclists, and as such is supported.
- 12.6 The proposed site layout is largely guided by the retention of the car showroom and garage, and is considered to be in keeping with the existing character of the area.
- 12.7 As noted above, the emerging NECAAP envisages a densification of development in the area, including higher plot ratios, meaning a significantly increased proportion of a plot to be built form, and open hardstanding etc. reduced. Options to increase the density of the site have been explored, including provision of a multi-storey car park. The applicant has not pursued these options on the basis that any significant layout change would require the removal of existing buildings, increasing the cost and embodied carbon of any redevelopment. Based on testing by the application, the site constraints and requirement to accommodate large vehicles would make a multi-storey car park layout relatively inefficient and prohibitively expensive. A more comprehensive redevelopment once the NECAAP has established and the character of the surrounding area has begun to change, could be considered by the applicant in the future.

### **Scale, height, and massing**

- 12.8 The existing buildings within the site are generally 1-1.5 storey, with relatively low density 1-2 storey industrial development typical of the surrounding area.
- 12.9 The proposed two storey extension to the car showroom is considered to be in accordance with the prevailing character of the surrounding area, and as such is considered acceptable.
- 12.10 The draft NECAAP suggests that heights of 3-6 storeys (10-16m) typically, and up to a maximum of 8 (25m) are likely to be considered suitable for this area. The proposals would be below this, however extensive tree planting is proposed within the site, including potential for some larger specimens, which will add scale to the site. Again, as discussed above, a more comprehensive redevelopment providing greater scale across the site can be considered in the future.

### **Building Design and Appearance**

- 12.11 The existing garage is brick with a tile roof, whilst the car showroom and other buildings in the vicinity of the site are predominately metal clad.
- 12.12 The car showroom building is proposed to be rendered, with the contemporary two-storey extension part-rendered and part clad with vertical timber slatting. A canopy is proposed to the front of the existing showroom. Vertical timber brise soleil are also proposed in front of windows on the extension. The garage is proposed to remain largely unchanged.
- 12.13 The design of the extension is considered to be of a high-quality, with the vertical timber cladding and render softening the appearance of the building, whilst still referencing the industrial/commercial character of the site. The works to the existing car showroom are also considered acceptable, giving a coherent appearance to the building. Details of materials are proposed to be secured by way of condition (**Condition 18**).
- 12.14 Some ancillary structures are proposed within the site, including a substation and refuse store. Officers had requested that details of these be provided, however the applicant has advised the design of these if not yet available. As such it is proposed to secure these by way of a condition (**Condition 19**).
- 12.15 In terms of the layout and design of the buildings, they are designed to meet the operational needs of the City Council, with extensive welfare facilities, storage, and flexible office, meeting, and training spaces. The proposals represent a significant improvement over the existing depot, and will provide staff with a much improved working environment.

### **Cambridgeshire Quality Panel**

- 12.16 The proposals were presented to the Cambridgeshire Quality Panel in December 2022. A summary of their key comments, and responses from officers is set out in Table 3.

### **Conclusion on Design**

- 12.17 Overall, the proposed development is considered to represent an appropriately high-quality standard of design within its context. The site does not fully comply with the emerging NECAAP in relation to the site layout and design, however this is clearly justified in the application submission and officers consider this approach acceptable. Conditions are proposed in relation to materials, and details of ancillary structures.

Subject to this, the proposal is considered acceptable in design terms in accordance with Local Plan policies 55, 56, 57, and 58.

### **13. Landscape**

- 13.1 Local Plan policies 55, 56, and 59 set out a number of requirements relevant to landscape works, including that development should respond positively to its context, and takes a comprehensive approach to design with landscape areas integral to the scheme. The design of landscape should incorporate consideration of accessibility and inclusivity, as well as biodiversity, and climate change.
- 13.2 As discussed above, the NECAAP envisages a substantial green corridor along the First Public Drain, providing multiple functions including supporting biodiversity, water management, and amenity.
- 13.3 The site at present is relatively open with hard surfacing used for storage and parking to much of the site. There is existing vegetation along the boundaries with the First Public Drain, together with a small area of hedging within the site itself.
- 13.4 The landscape proposals have evolved through pre-application discussions, and the application itself. Soft landscaping is proposed to be concentrated along the western boundary of the site, to supplement existing vegetation along the First Public Drain. Planting is also proposed along the site frontage, as well as throughout the car park.
- 13.5 The landscape masterplan is considered to complement the site design, with the extensive tree planting providing structure to the site, supporting biodiversity, and providing shading. Planting on the Cowley Road boundary will help to better define this frontage. Focusing soft landscape areas along the First Public Drain is also supported.
- 13.6 The urban design officer had requested details of hard surfacing, which has been provided by the applicant. Block paving is proposed to the pedestrian walkways and parking spaces, with tarmac to the roads and access routes. As the site will see regular movements by larger vehicles, the use of hard-wearing surfaces is considered acceptable. Detailed specifications are proposed to be secured by condition (**Condition 20**).
- 13.7 Following discussions with officers, the applicant has submitted a plan showing that in the north-west corner of the site, the washdown area could be relocated to elsewhere with the site, and the vacated area used

to enlarge the landscape corridor along the First Public Drain. Together with the improvements to the landscape corridor proposed as part of this application, this is considered acceptable. Given that the NECAAP is still at an early stage, and there is lack of certainty over the detail and timing of strategic proposals for green space along this corridor, officers consider that a condition to specifically safeguard this land would not comply with the 6 tests set out at paragraph 55 of the NPPF.

- 13.8 The Landscape Officer has requested details of vehicle tracking. These have now been submitted, and demonstrate that the proposed soft landscape areas can be delivered without conflicting with vehicle access requirements.
- 13.9 The landscape officer has also asked for further details of boundary planting and fencing, to ensure this is of a high quality. As the detail of the fencing type is not yet available this is proposed to be secured through a hard and soft landscaping condition (**Condition 20**). This condition also secures details of landscape maintenance and management, and replacement planting in the event any trees fail. Conditions are also proposed in related to tree pits (**Condition 11**), and biodiverse roofs (**Condition 21**). Subject to these conditions, the proposal is considered acceptable in relation to landscape in accordance with Local Plan policies 55, 56 and 59.

#### **14. Water management, water resources, and flood risk**

- 14.1 Policy 32 of the Local Plan sets out that development should mitigate the risk of flooding for the lifetime of the development, and should not increase the risk of flooding elsewhere. Policy 31 sets out that an integrated approach should be taken to water management, with water managed as close to the source as possible, including with green or brown roofs to any flat roofs. The policy also requires that where development is close to water body, it seeks to enhance that water body in terms of hydromorphology, biodiversity potential, and setting.
- 14.2 Policy 28 of the Local Plan requires non-residential buildings to include full credits for BREEAM Wat 01.
- 14.3 These policies are supplemented by the Cambridgeshire Flood and Water SPD, and paragraphs 159-169 of the NPPF.

#### **Flood Risk and Surface Water Drainage**

- 14.4 The site is in Flood Zone 1 where there is a low risk of fluvial flooding. Environment Agency mapping shows it is mostly at very low risk of surface water flooding, with small areas at low risk. A watercourse (the First Public Drain) runs along the western and northern boundaries of the site.
- 14.5 Investigations by the applicant indicate that surface water from the site currently either drains directly into the First Public Drain, or into gullies on Cowley Road, from which it is then discharged into the First Public Drain. The estimated existing run-off rate is 125litres/second.
- 14.6 The application is supported by a drainage strategy, which has been updated following comments from the LLFA. The drainage strategy proposes a series of SuDS features including attenuation basins, green/brown roofs, and rainwater harvesting, as well as underground storage crates. Due to soil conditions and the risk of contamination from activities and materials within the site, infiltration and features such as permeable paving are not considered appropriate. The proposed drainage strategy is designed to accommodate a 1-in-100-year storm event, including a 40 allowance for climate change, and reduce run-off rates to a peak of 6.2l/s. Whilst this is slightly above greenfield rates, reducing this further is not considered feasible without causing maintenance issues.
- 14.7 Surface water collected by the system will be filtered to prevent contamination of the adjacent watercourse.
- 14.8 Exceedance testing has been undertaken to ensure that in an extreme flood event which exceeds the system capacity, water is kept away from buildings and is contained within the site.
- 14.9 Following submission of additional information, the LLFA have raised no objection to the application on the grounds of surface water drainage, subject to planning conditions to secure details of surface water drainage (**Condition 17**) and the management of surface water run-off during the construction phase (**Condition 6**).

### **Water Resources**

- 14.10 There is an existing potable water supply to the site from Cowley Road. As set out above, policy 28 requires developments to use water efficiently, including meeting the full credits of BREEAM Wat 01 category.



- 14.11 Whilst the site is using a bespoke sustainability assessment methodology, the development is targeting the full 5 credits under BREEAM Wat 01, representing a 55% reduction in water use compared to a baseline building. Water usage for the proposed development is estimated to be lower than at present. This is intended to be achieved through low-consumption fittings and appliances, as well as rainwater harvesting. The applicant has also confirmed that greywater will be used for vehicle washing.
- 14.12 The approach to the sustainable use of water is supported by the Sustainability Officer, subject to a condition to secure details of water conservation measures (**Condition 26**).

### **Foul Water**

- 14.13 The submitted utilities statement sets out that there existing public sewers within the vicinity of the site, and it is proposed to connect into the existing network. The drainage strategy includes a calculation of estimated flows from the development. This also sets out that areas near the garage which may carry contaminants will also drain into the foul sewer. No objection has been received from Anglian Water. As the site is already developed, and water efficiency measures including water recycling are proposed, the development is not expected to have a significant impact on the volume of flows from the site.

### **Conclusion on flood risk and water resources**

- 14.14 The proposed development is considered to adequately mitigate the risk of flooding, make efficient use of water, and mitigate the risk of pollution to nearby waterbodies and groundwater in accordance with Local Plan policies 28, 31, and 32.

## **15. Biodiversity and Trees**

- 15.1 Policy 70 of the Local Plan 2018 outlines a primary objective for biodiversity to be conserved or enhanced and provides for the protection of Protected Species, Priority Species and Priority Habitat and states that proposals that harm or disturb populations and habitats should secure achievable mitigation and / or compensatory measures resulting in no net loss. Policy 71 sets out that development proposals should preserve, protect, and enhance existing trees and hedges of amenity value.

- 15.2 Para 174 of the NPPF advises that decisions should contribute to and enhance the natural and local environment by providing net gains for biodiversity.
- 15.3 The Councils' Biodiversity SPD (2022) require development proposals to deliver a net gain in biodiversity following a mitigation hierarchy which is focused on avoiding ecological harm over minimising, rectifying, reducing and then off-setting.
- 15.4 The Environment Act requires all development to achieve a 10% biodiversity Net Gain, however this will only apply to applications submitted from early 2024.

### **Biodiversity**

- 15.5 The application is supported by a Preliminary Ecological Appraisal as well as species specific surveys for water voles and bats. The surveys indicate that habitats on site are of low ecological value at present, however the First Public Drain Provides an important wildlife corridor. The bat survey indicates there are no roosts on site presently, however the First Public Drain is a commuting and foraging habitat for bats. Evidence of Water Voles has also been found along the First Public Drain. The site also includes potential breeding habitat for a number of birds, with species including kingfishers potentially present along the First Public Drain.
- 15.6 The Council's Nature Conservation Officer has reviewed the submitted information and is content with the survey efforts. They have requested a number of conditions to ensure habitats along the First Public Drain are protected, construction activity is undertaken in an ecologically sensitive manner, and to ensure appropriate mitigation and enhancements are put in place (**Conditions 7, 8, and 22**). An ecologically sensitive lighting scheme is also proposed to be secured (**Condition 23**).
- 15.7 A biodiversity Net Gain has been submitted. Under the assessment criteria, the site is currently considered to be of little ecological value, with a current value 0.1 habitat units, and no hedgerow units. The creation of new habitats including modified grassland, ponds, and shrubs is calculated to result in a significant net gain, of an additional 0.44 habitat units, and 0.13 hedgerow units. This represents a 451.49% biodiversity net gain. A condition is proposed to secure compliance with the proposed biodiversity enhancements (**Condition 9**).

- 15.8 Subject to the conditions discussed above, the ecological impact of the proposals and proposed mitigation and enhancement measures are considered acceptable in accordance with Local Plan policy 70.

### **Trees**

- 15.9 An arboricultural assessment has been submitted as part of the application, with species within the site including Elder and Willow, mostly self-seeded specimens growing in cracks and between fences. This assesses that the majority of vegetation within the site is of low to poor quality, with little amenity value. The exception to this is the group of trees along the First Public Drain.
- 15.10 The proposals will involve the removal of most trees within the site, with the group along the First Public Drain retained. Significant compensatory planting is proposed throughout the site.
- 15.11 Given the low value of most of the existing trees, retention of the group along the First Public Drain, and compensatory planting, the proposals are considered acceptable in accordance with Local Plan policy 71.

## **16. Carbon reduction and sustainable design**

- 16.1 The Councils' Sustainable Design and Construction SPD (2020) sets out a framework for proposals to demonstrate they have been designed to minimise their carbon footprint, energy and water consumption, and to ensure they are capable of responding to climate change as required by policy 28 of the Local Plan.
- 16.2 Policy 28 of the Local Plan requires that all development should take the available opportunities to integrate the principles of sustainable design and construction into the design of proposals. This should include climate change adaptation, carbon reduction and water management. The policy also requires non-residential buildings to include full credits for Wat 01 of BREEAM.
- 16.3 Paragraph 152 of the NPPF advises that the planning system should support the transition to a low carbon future in a changing climate.
- 16.4 The proposal combines a mixture of refurbishment of existing buildings, alongside new build elements, which is not something that easily fits within BREEAM assessments. As such it was agreed with the sustainability officer at the pre-application stage to use a bespoke assessment methodology.

- 16.5 The application is accompanied by a sustainability statement, and energy statement. This sets out how the development has been designed to a high sustainability standard. This includes:
- Adapting to the changing climate through using passive design features to minimise the risk of overheating, supported by dynamic thermal modelling.
  - Aiming to meet the energy and emissions targets in the emerging Greater Cambridge Local Plan, with a targeted Energy Use Intensity of 55kWh/m<sup>2</sup>/year. The design seeks to achieve this through high levels of insulation, use of heat pumps, and installation of photovoltaics.
  - Targeting maximum BREEAM water credits.
  - Minimising embodied carbon by maximising reuse of the existing building fabric, and aiming to use materials with low embodied carbon where possible.
  - Provision of charging points for electric vehicles, e-scooters, and e-bikes.
- 16.6 The application has been reviewed by the Council's Sustainability Officer who raises no objection to the proposal subject to a condition to secure the measures in the sustainability strategy (**Condition 27**) and water efficiency (**Condition 26**). They also sought clarification on options to reduce potable water demand for vehicle washing, and the application has confirmed greywater is proposed to be used for this purpose.
- 16.7 The appellant has suitably addressed the issue of carbon reduction and sustainable design and subject to conditions, the proposal is considered to comply with Local Plan policy 284 and the Greater Cambridge Sustainable Design and Construction SPD 2020.

## **17. Transport and Access**

- 17.1 Policy 80 (Supporting sustainable access to development) of the Cambridge Local Plan (2018) supports developments where access via walking, cycling and public transport are prioritised and accessible for all.
- 17.2 Policy 81 (Mitigating the transport impact of development) of the Cambridge Local Plan (2018) states that developments will only be permitted where they do not have an unacceptable transport impact.

- 17.3 Policy 82 of the Cambridge Local Plan (2018) requires development to comply with the car and cycle parking standards set out within appendix L.
- 17.4 A Transport Position Statement (TPS) has been issued by the County Council regarding development in Northeast Cambridge. The County's approach is informed by the transport evidence base for the emerging NECAAP, including the A10 Study, which establishes that Milton Road is already at capacity.

### **Access and Transport Impacts**

- 17.5 The northern arm of Cowley Road provides access to the site, with pedestrian footpath on the western side of this street. There is a pedestrian footway along the east-west section of Cowley Road, heading west. Cycle access to the site is on-road, which given the low levels of traffic is considered acceptable. A new pedestrian and cycle-access is proposed to the site, segregated from vehicular traffic. This is supported.
- 17.6 In relation to vehicular access, the site is currently accessed off Cowley from a number of points. Vehicular access is proposed to be consolidated into a single point at western end of the Cowley Road turning head. This is considered to provide a safe and convenient means of access.
- 17.7 The proposals seek to reduce vehicle trips compared to the existing depot, and this relies on staff having good access to the site. Whilst the footpath along the northern arm of Cowley Road is considered acceptable, there is no pedestrian footway heading east from the site towards Cambridge North Station. As such the County Transport Assessment Team have recommended that the proposals contribute to the delivery of a bridge connecting Cowley Road to the shared pedestrian and cycleway which runs parallel to the south. This would provide a safe and convenient off-road route for pedestrians and cyclists to both Cambridge North Station and Milton Road. This can be secured by way of a Section 106 obligation.
- 17.8 In relation to public transport, the nearest bus stop, served by the Citi 2 service, is approximately 500m away. Cambridge North Station and bus stops served by the Milton Park & Ride and Busway B are all within approximately 900m of the site. Subject to the pedestrian improvements discussed above, it is considered the site has good accessibility by public transport.

- 17.9 There is potential for Cowley Road to continue north over the first Public Drain as part of the redevelopment of the CWRC site, to provide improved pedestrian, cycle, and bus connectivity through the NECAAP area. Submitted plans show a potential route for this to be safeguarded, with the parking currently shown in this area to be relocated elsewhere within the site, which is supported.
- 17.10 In relation to trip generation and transport impacts, as set out in the submitted Transport Statement, the proposals will relocate the existing depot use from the western end of Cowley Road. The proposals will also see a rationalisation of the Council's vehicle fleet, and changes to operations, as well as no staff parking provided on site. As a result, the proposals are expected to result in a substantial reduction in vehicle trips compared to the existing depot. Vehicle trips also don't follow the standard AM and PM peaks, with activity generally earlier in the morning (6-8 AM) and then with a PM peak of around 4 PM. As such vehicle trips from the site are not considered likely to significantly contribute to peak time congestion on Milton Road and A14.
- 17.11 Travel planning is proposed to assist in compensating for the loss of on-site staff parking, with a number of measures proposed including personalised travel planning.
- 17.12 The Local Highways Authority and Transport Assessment Team have confirmed they have no objection to the scheme subject to the pedestrian and a condition to secure a travel plan (**Condition 25**).

### **Cycle parking**

- 17.13 Appendix L of the Local Plan 2018 sets minimum cycle parking standards of 1 space per 30sqm GFA/ 2 spaces for every 5 members of staff for offices, and 1 space for every 3 members of staff for general industry. Storage and other 'B' class uses should be considered on merit.
- 17.14 32 Sheffield type cycle stands are proposed, providing 64 cycle spaces, including 2 spaces for non-standard cycles. The cycle parking requirement for an equivalent office or industrial use would be 42 or 66 cycle parking spaces. On this basis, the level of cycle parking proposed is considered acceptable.
- 17.15 Cycle parking will be conveniently and securely located by the main building. Showers, lockers, and a drying room are also proposed within the main building. A condition is proposed to secure the details of cycle parking, including stands and secure enclosure (**Condition 24**).

## **Car parking**

- 17.16 Appendix L of the Local Plan 2018 sets maximum car parking standards of 1 space per 40sqm GFA for offices and general industry, and 1 space per 100sqm GFA for storage uses. Accessible parking should represent at least 5% of capacity from the outset, with a further 5% future provision.
- 17.17 As set out above, no staff parking is proposed on site, with the exception of 3 accessible parking bays. 90 parking spaces are proposed of varying sizes to accommodate fleet vehicles.
- 17.18 A further 14 parking spaces are proposed for motorcycles and scooters.
- 17.19 The removal of staff parking is proposed to be supported by changes to operations, including a move for staff to park their work vehicles at home, allowing them to travel directly to job sites. As well as walking and cycling, there are a range of transport options available to access the site including bus and rail services, and the Milton Park & Ride, where services start from 6:45 AM. On this basis the level of parking provision is considered acceptable, subject to a travel plan and pedestrian and cycle connectivity improvements discussed above.

### **Conclusion on Transport and Access.**

- 17.20 The site is considered to be in a sustainable location with good access via public transport. Subject to improvements to pedestrian and cycle connectivity, and travel planning, the development is considered acceptable in relation to transport and access in accordance with Local Plan policies 80, 81, and 82.

## **18. Amenity and Environmental Health**

- 18.1 Policy 33 of the Local Plan sets out that development proposals should demonstrate there will be no adverse impact to occupiers, surrounding uses, or the wider environment from contamination, supported by an appropriate level of assessment.
- 18.2 Policy 34 sets out that development proposals should demonstrate that lighting proposals should be minimum required for tasks and safety, minimising light pollution and an impact on amenity and ecology.
- 18.3 Policies 35 and 36 set out that development should not result in adverse impacts amenity, health, on the wider environment from noise and

vibration, air quality, odour, or dust. Any impact should be appropriately mitigated.

### **Neighbouring properties**

- 18.4 There are no residential uses in close proximity to the site, with the nearest dwellings off Fen Road being over 300m away. As such the proposals are not likely to have any impact on existing residents during construction or operation.

### **Odour**

- 18.5 The site lies within close proximity to Cambridge Water Recycling Centre (CWRC). The CWRC is due to be relocated as part of the wider redevelopment of the area. However, there is no formal approval for the relocation yet therefore there is an ongoing odour impact associated with the use. Cambridge City Council commissioned a [Technical Note](#) on odour and Cambridge water recycling centre study to understand the impact on development in this interim period. This study is a material consideration in determining planning applications.
- 18.6 The Technical Note includes a map showing contours for likely odour exposure. The site is in zone 6. Low sensitivity receptors such as industrial uses are considered likely to be appropriate. The expansion of other business uses can be acceptable subject to appropriate mitigation, and allowing external seating.
- 18.7 The application is supported by an Air Quality Assessment which includes consideration of odour. This sites out that mitigation is proposed in accordance with the Technical Note, with the building fully mechanically ventilated, with air filtered to remove odour and pollutants. A condition is proposed to secure submission details of the mechanical ventilation and filtration system (**Condition 12**).
- 18.8 Outdoor seating is shown on the proposed plans. As the Technical Note recommends outdoor seating is not provided due to odour levels in this area, a condition is recommended to defer the provision of outdoor seating unless and until the use of the current CWRC ceases (**Condition 29**).

### **Noise and Vibration**

- 18.9 During construction, given the industrial nature of the area, and absence of nearby residences, noise and vibration from construction activity is



unlikely to be a significant nuisance. Standard conditions are proposed in relation to construction hours and piling (**Conditions 15 and 16**) to manage the impacts of construction activity.

- 18.10 As the building is proposed to be insulated and mechanically ventilated, and given the proposed use of the site, it is not considered likely that will be significantly affected by noise from nearby uses.
- 18.11 The proposed use is a potential source of noise, and a standard condition is proposed to ensure any plant equipment does not increase noise levels (**Condition 13**).
- 18.12 As discussed above, the NECAAP proposes significant change in the surrounding area, with a residential-led redevelopment of the CWRC proposed, and the potential for residential development within the Cowley Road industrial estate. The proposed Operational Hub use will result in noise from loading of vans, vehicle movements etc. throughout the day, and early in the morning. Whilst fencing and planting can potentially provide some mitigation, it is not feasible to fully mitigate this.
- 18.13 As discussed above, the NECAAP proposals carry only limited weight at this stage, and no residential development has been permitted close to the site. As such it is not possible to assess the likely impact on any
- 18.14 Paragraph 187 of the NPPF is clear that existing businesses and facilities should not have unreasonable restrictions placed on them as a result of development permitted after they were established, and that the onus is on any new development to provide suitable mitigation (the 'agent of change' principle). As such the layout and design of any residential development close to the site in the future will need to incorporate appropriate mitigation.

### **Light Pollution**

- 18.15 A lighting statement has been submitted setting out the design principles for proposed site lighting, including that it should be sufficient for its purpose, directed downward, and designed to avoid spillage. As no details of the positions and types of lighting have been submitted, a condition is proposed to secure this detail (**Condition 23**).

### **Contamination**

- 18.16 A Preliminary Contamination Risk Assessment has been submitted as part of the application. This identifies the potential for contamination to be

present, associated with current and historic industrial and commercial uses within the site and surrounding area, and that an intrusive investigation will be required to establish what remediation is required.

- 18.17 The Council's Environmental Health team have reviewed this report and consider it adequate. They have recommended a series of conditions to secure an investigation and subsequent remediation (**Conditions 3 and 4**), as well as the reporting and remediation of any unexpected contamination (**Condition 5**).
- 18.18 Based on the submitted information, the Council's Environmental Health team have recommended conditions are applied relating to remediation method statement, and unexpected contamination.

### **Air Quality**

- 18.19 Construction activity has the potential to generate dust. The Environmental Health team have recommended a condition to secure dust control measures to mitigate this (**Condition 14**).
- 18.20 The site is not within an Air Quality Management Area, however there is potential for development to contribute to poor air quality, particularly from vehicle emissions. As set out in the Air Quality Assessment, electric vehicle charging points are proposed. 20 7kW charging columns are proposed to be installed, serving 40 parking spaces. Provision for the future installation of a further 6 20kW charging columns, serving another 12 parking spaces is proposed. Passive provision for future installation of chargers to other spaces is also proposed. This is considered acceptable by officers, and is proposed to be secured through a condition (**Condition 28**).

### **Conclusion amenity and environmental health**

- 18.21 The application has been considered by the Environmental Health team, who have no objection to the scheme, subject to conditions. Subject to these, the potential impact of the development on amenity, human health, and the environment is considered to have been adequately considered in accordance with Local Plan policies 33, 34, 35, and 36.

## **19. Heritage assets**

- 19.1 Policy 61 of the Local Plan requires development proposals to conserve and enhance the historic environment.

- 19.2 There are no Listed Buildings, Scheduled Monuments or Conservation Areas within or close to the site.
- 19.3 An archaeological desk-based assessment has been undertaken, and accompanies the application. This finds there is likely to have been prehistoric and Roman activity in the area, however any buried remains are likely to have been removed from activity related to quarrying and a sewage works.
- 19.4 The County Archaeological team have reviewed the application and have no objection to the scheme, and do not recommend any conditions. The application is not considered likely to cause any harm to heritage assets and is considered compliant with Local Plan Policy 61.

## **20. Utilities**

### **Electricity**

- 20.1 A new connection to the electricity network will be required to serve the development, with capacity of 1410kVA required to meet loads from the buildings as well as electric vehicle charging. UKPN has confirmed to the applicant that this can be provided. A new substation is proposed to serve the development, to be located in the south east corner of the site.

### **Gas**

- 20.2 The development is proposed to be gas free.
- 20.3 Cadent Gas have advised that they have existing infrastructure in the vicinity of the site, and have recommended an informative to alert the applicant to their safety requirements.

### **Digital Infrastructure**

- 20.4 There are existing Openreach connections to the site, with underground cables to the car showroom and overhead wires to the maintenance building. New underground provision is proposed to serve the development, to accommodate provision from multiple service providers.

## **21. Other Matters**

### **Safety and Security**

- 21.1 A number of security and safety measures are proposed, including secure perimeter fencing, and site lighting.
- 21.2 The Police Architectural Liaison Team note that based on their date the site is at medium risk to the vulnerability of crime. They have made a number of recommendations to reduce the risk of crime.
- 21.3 The recommendations of the police are covered by other conditions, or relate to details which would not normally be controlled through the planning system.

### **Waste Management**

- 21.4 The application is accompanied by a Waste Management Statement. This sets out the potential sources and volumes of waste generated by the development, and how they are proposed to be managed. This includes measures to manage any hazardous waste. The proposals are considered acceptable and adequately considers the environmental risk from any waste generated or stored on site.

## **22. Planning obligations (S106)**

- 22.1 The Community Infrastructure Levy Regulations 2010 have introduced the requirement for all local authorities to make an assessment of any planning obligation in relation to three tests. If the planning obligation does not pass the tests, then it is unlawful. The tests are that the planning obligation must be:
- a) necessary to make the development acceptable in planning terms;
  - b) directly related to the development; and
  - c) fairly and reasonably related in scale and kind to the development.
- 22.2 The appellant has indicated their willingness to enter into a S106 planning obligation in accordance with the requirements of the Council's Local Plan and the NPPF.
- 22.3 Policy 85 states that Planning permission will only be granted for proposals that have made suitable arrangements for the improvement or provision of infrastructure necessary to make the scheme acceptable in planning terms. The nature, scale and phasing of any planning obligations and/or Community Infrastructure Levy (CIL) contributions sought will be related to the form of the development and its potential impact upon the surrounding area.

## **Heads of terms**

- 22.4 The County Council Transport Assessment Team note that the limiting of parking on site and promotion of sustainable travel modes will result in an increase in staff accessing the site by foot and by bike. High quality pedestrian and cycle routes to the site are therefore important. They have therefore requested £17,000 towards the delivery of a sustainable travel connections in the surrounding area. This is planned to support the delivery of a bridge between the east-west section of Cowley Road and the shared footway/cycleway which runs parallel to the south.
- 22.5 The planning obligation is necessary, directly related to the development and fairly and reasonably in scale and kind to the development and therefore passes the tests set by the Community Infrastructure Levy Regulations 2010 and are in accordance with Local Plan policy 85.

## **23. Planning balance**

- 23.1 Planning decisions must be taken in accordance with the development plan unless there are material considerations that indicate otherwise (section 70(2) of the Town and Country Planning Act 1990 and section 38[6] of the Planning and Compulsory Purchase Act 2004).
- 23.2 The development proposals are considered to be in general accordance with the policies of the development plan.
- 23.3 The NPPF is a material consideration which must be taken into account where it is relevant to a planning application. This includes the presumption in favour of sustainable development found in paragraph 11 of the NPPF, which requires approving development proposals that accord with an up-to-date development plan without delay, or any adverse impacts of doing so would significantly and demonstrably outweigh the benefits, when assessed against the policies in the NPPF taken as a whole.
- 23.4 The NPPF lists the three dimensions to sustainable development: economic, social and environmental. These dimensions are interdependent and need to be pursued in mutually supportive ways to achieve sustainable development.
- 23.5 The benefits and dis-benefits of the development proposals have been evaluated against the objectives of the NPPF and the presumption in favour of sustainable development, as summarised below.

### **Economic Objective**

- 23.6 The NPPF places a clear emphasis on the importance of economic growth and delivering economic benefits as a key component of sustainable development.
- 23.7 The proposed development will provide a permanent operational hub for various city services, supporting approximately 200 jobs and making an important contribution to functioning of the city, including maintenance of public spaces, housing, and other premises.
- 23.8 The development will generate jobs and economic activity, both directly and through the supply chain, during construction. The development will also free up the existing depot site for redevelopment.

### **Social Objective**

- 23.9 The NPPF places a clear emphasis on the importance of supporting strong, vibrant and healthy communities.
- 23.10 The city services which are proposed to operate out of the site provide significant social benefits, including through the maintenance of open space and housing. The proposed development will also provide a considerable improvement in welfare facilities for staff compared to the existing depot site.

### **Environmental Objective**

- 23.11 The NPPF places a clear emphasis on protecting and enhancing the built and historic environment; including making effective use of land, improving biodiversity, using natural resources prudently, minimising waste and pollution, and mitigating and adapting to climate change, including moving to a low carbon economy.
- 23.12 The proposed operational hub will support the transition to 'net-zero,' through low-embodied and operational carbon use for the buildings within the site, and supporting the electrification of the operational vehicle fleet. The development will promote the use of sustainable modes of transport for staff. The proposals will also support a significant biodiversity net gain, reduce the risk of flooding, and improve water management.

### **Conclusion**

- 23.13 Overall, the proposed development will bring significant measurable economic, social, and environmental public benefits which accord with the three dimensions of sustainable development set out in the NPPF.

- 23.14 With regard to the NECAAP, there are areas of conflict, as discussed above. However, the NECAAP can only be afforded limited weight at this stage, the development is required to meet operational needs, and the applicant has sought to comply with the NECAAP as far as practical and provided justification for why they cannot comply with all elements.
- 23.15 In the planning balance, officers consider that, in this case, the proposed development will bring significant social, economic and environmental benefits that accord with the three dimensions of sustainable development.
- 23.16 Having taken into account the provisions of the development plan, the NPPF and PPG, section 70 of the Town and Country Planning Act 1990, section 38[6] of the Planning and Compulsory Purchase Act 2004, and the views of statutory consultees and wider stakeholders, as well as all other material planning considerations, the proposed development is recommended for approval subject to the completion of a section 106 planning agreement to secure necessary developer contributions and subject to a number of controlling and safeguarding conditions.

## **24. Recommendation**

### **24.1 Approve planning application 23/01878/FUL subject to:**

- A. The conditions and informatives as detailed in this report, with delegated authority to officers carry through minor amendments to those conditions and informatives (and to include others considered as appropriate and necessary) prior to the issuing of the planning permission; and
- B. The prior completion of a Section 106 Agreement under the Town and Country Planning Act 1990 with delegated authority to officers to negotiate, settle and complete such an Agreement as referenced in the Heads of Terms within this report including any other planning obligations considered appropriate and necessary to make the development acceptable in planning terms.

## **25. Conditions**

### **Time limits**

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

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

### **Approved Drawings**

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

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

### **Phase 2 Site Investigation**

3. No development shall commence until the following have been submitted to and approved in writing by the Local Planning Authority:
  - a) A Phase 2 Intrusive Site Investigation Report based upon the findings of the approved Phase 1 Desk Top Study.
  - b) A Phase 3 Remediation Strategy based upon the findings of the approved Phase 2 Intrusive Site Investigation Report.

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

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



### **Contamination Verification Report**

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

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

### **Unexpected Contamination**

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

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

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

### **Construction Surface Water Run-off**

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

Reason: To ensure surface water is managed appropriately during the construction phase of the development, so as not to increase the flood risk to adjacent land/properties or occupied properties within the development itself; recognising that initial works to prepare the site could bring about unacceptable impacts

### **Landscape and Ecological Management Plan**

7. No development shall commence until a Landscape and Ecological Management Plan (LEMP) has been submitted to, and approved in writing by, the local planning authority. The LEMP shall include the following:
  - a) Description and evaluation of features to be managed.
  - b) Ecological trends and constraints on site that might influence management.
  - c) Aims and objectives of management.
  - d) Appropriate management options for achieving aims and objectives.
  - e) Prescriptions for management actions.
  - f) Prescription of a work schedule (including an annual work plan capable of being rolled forward over a five-year period).
  - g) Details of the body or organisation responsible for implementation of the plan.
  - h) Ongoing monitoring and remedial measures.

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

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

### **Construction Ecological Management Plan**

8. No development shall commence (including demolition, ground works, vegetation clearance) until a Construction Ecological Management Plan (CEcMP) has been submitted to and approved in writing by the local planning authority. The CEcMP shall include the following:
  - a) Risk assessment of potentially damaging construction activities.
  - b) Identification of biodiversity protection zones.
  - c) Practical measures (both physical measures and sensitive working practices) to avoid or reduce impacts during construction (may be provided as a set of method statements).
  - d) The location and timings of sensitive works to avoid harm to biodiversity features.
  - e) The times during construction when specialist ecologists need to be present on site to oversee works.
  - f) Responsible persons and lines of communication.
  - g) The role and responsibilities on site of an ecological clerk of works (ECoW) or similarly competent person.
  - h) Use of protective fences, exclusion barriers and warning signs if applicable.

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

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

### **Biodiversity Net Gain**

9. No development shall commence, apart from below ground works and demolition, until a Biodiversity Net Gain (BNG) Plan has been submitted to

and approved in writing by the local planning authority. The BNG Plan shall target how a minimum net gain in biodiversity will be achieved through a combination of on-site and / or off-site mitigation. The BNG Plan shall include:

- a) A hierarchical approach to BNG focussing first on maximising on-site BNG, second delivering off-site BNG at a site(s) of strategic biodiversity importance, and third delivering off-site BNG locally to the application site;
- b) Full details of the respective on and off-site BNG requirements and proposals resulting from the loss of habitats on the development site utilising the appropriate DEFRA metric in force at the time of application for discharge;
- c) Identification of the existing habitats and their condition on-site and within receptor site(s);
- d) Habitat enhancement and creation proposals on the application site and /or receptor site(s) utilising the appropriate DEFRA metric in force at the time of application for discharge;
- e) An implementation, management and monitoring plan (including identified responsible bodies) for a period of 30 years for on and off-site proposals as appropriate.

The BNG Plan shall be implemented in full and subsequently managed and monitored in accordance with the approved details. Monitoring data as appropriate to criterion v) shall be submitted to the local planning authority in accordance with DEFRA guidance and the approved monitoring period / intervals.

Reason: To provide ecological enhancements in accordance with the NPPF 2021 para 174, Cambridge Local Plan 2018 policies 59 and 69 and the Greater Cambridge Shared Planning Biodiversity SPD 2022.

### **Materials Management Plan**

10. No material for the development (or phase of) shall be imported or reused until a Materials Management Plan (MMP) has been submitted to and approved in writing by the Local Planning Authority. The MMP shall include:
- a) details of the volumes and types of material proposed to be imported or reused on site
  - b) details of the proposed source(s) of the imported or reused material
  - c) details of the chemical testing for ALL material to be undertaken before placement onto the site.
  - d) results of the chemical testing which must show the material is suitable for use on the development
  - e) confirmation of the chain of evidence to be kept during the materials movement, including material importation, reuse placement and removal from and to the development.

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

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

### **Tree Pits**

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

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

### **Mechanical Ventilation**

12. Prior to the commencement of development, details of the operational hub office building mechanical ventilation and odour abatement / filtration system for the purpose of extraction, abatement and filtration of odours associated with the existing - Anglian Water wastewater treatment plant / works, shall be submitted to and approved in writing by the local planning authority. The details shall include location of air intake and outlet points, specifications and drawings (including location plans) for the odour abatement / control technology to be installed, and an Odour Management Plan for the building, which should incorporate full details of the maintenance and repair requirements for the odour abatement / control system.

The approved extraction/filtration, odour abatement / control scheme and Odour Management Plan shall be installed and implemented before the use hereby permitted is commenced and shall thereafter be retained as such.

Reason: To protect amenity and human health (Cambridge Local Plan 2018 policy 35 and 36).

### **Plant Noise**

13. No operational plant, machinery or equipment shall be installed until a noise assessment and any noise insulation/mitigation as required has been submitted to and approved in writing by the local planning authority. Any required noise insulation/mitigation shall be carried out as approved and retained as such.

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

### **Dust**

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

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

### **Piling**

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

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

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

### **Construction Hours**

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

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

### **Surface Water Drainage Details**

17. No laying of services, creation of hard surfaces or erection of a building shall commence until a detailed design of the surface water drainage of the site has been submitted to and approved in writing by the Local Planning Authority. Those elements of the surface water drainage system not adopted by a

statutory undertaker shall thereafter be maintained and managed in accordance with the approved management and maintenance plan.

The scheme shall be based upon the principles within the agreed Drainage Strategy, Mott Macdonald, Ref: 100109015, Rev: P02, Dated: October 2023 and shall also include:

- a) Full calculations detailing the existing surface water runoff rates for the QBAR, 3.3% Annual Exceedance Probability (AEP) (1 in 30) and 1% AEP (1 in 100) storm events;
- b) 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 and including an allowance for urban creep, together with an assessment of system performance;
- c) Detailed drawings of the entire proposed surface water drainage system, attenuation and flow control measures, including levels, gradients, dimensions and pipe reference numbers, designed to accord with the CIRIA C753 SuDS Manual (or any equivalent guidance that may supersede or replace it);
- d) Full detail on SuDS proposals (including location, type, size, depths, side slopes and cross sections);
- 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) Demonstration that the surface water drainage of the site is in accordance with DEFRA non-statutory technical standards for sustainable drainage systems;
- g) Full details of the maintenance/adoption of the surface water drainage system;
- h) Permissions to connect to a receiving watercourse or sewer;
- i) Measures taken to prevent pollution of the receiving groundwater and/or surface water



Reason: To ensure that the proposed development can be adequately drained and to ensure that there is no increased flood risk on or off site resulting from the proposed development and to ensure that the principles of sustainable drainage can be incorporated into the development, noting that initial preparatory and/or construction works may compromise the ability to mitigate harmful impacts.

### **Materials**

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

Reason: To ensure that the external appearance of the development does not detract from the character and appearance of the area. (Cambridge Local Plan 2018 policies 55, 57 and/or 58).

### **Ancillary Structures**

19. No development of any ancillary structures as shown on the approved plans, including the substation and external stores, shall commence until full details of that structure have been submitted to and approved in writing by the Local Planning Authority. The details submitted should include plans and elevations, specifications, and external materials and finishes..

The development shall be carried out in accordance with the approved details and maintained thereafter.

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

### **Hard and Soft Landscaping**

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

- a) proposed finished levels or contours; car parking layouts, other vehicle and pedestrian access and circulation areas; hard surfacing materials; minor artefacts and structures (e.g. Street furniture, artwork, play equipment, refuse or other storage units, signs, lighting, CCTV installations and water features); proposed (these need to be coordinated with the landscape plans prior to being installed) 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;
- b) 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;  
If within a period of five years from the date of the planting, or replacement planting, any tree or plant is removed, uprooted or destroyed or dies, another tree or plant of the same species and size as that originally planted shall be planted at the same place as soon as is reasonably practicable, unless the Local Planning Authority gives its written consent to any variation.
- c) boundary treatments indicating the type, positions, design, and materials of boundary treatments to be erected,
- d) a landscape maintenance and management plan, including long term design objectives, management responsibilities and maintenance schedules for all landscape areas.

The submitted boundary treatment details submitted under part c) shall show that high-quality fencing such as a vertical bar or mesh fencing is to be used to the Cowley Road frontage, and not a palisade type or similar security fence.

All hard and soft landscape works shall be carried out and maintained in accordance with the approved details. The works shall be carried out prior to the occupation of any part of the development or in accordance with a programme agreed in writing with the Local Planning Authority.

If within a period of five years from the date of the planting, or replacement planting, any tree or plant is removed, uprooted or destroyed or dies, another tree or plant of the same species and size as that originally planted shall be planted at the same place as soon as is reasonably practicable, unless the Local Planning Authority gives its written consent to any variation.

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

### **Biodiverse Roofs**

21. Prior to any development above ground level, except for demolition, details of the biodiverse (green, blue or brown) roof(s) shall be submitted to and approved in writing by the Local Planning Authority.

Details of the green biodiverse roof(s) shall include means of access for maintenance, plans and sections showing the make-up of the sub-base to be used and include the following:

- a) Roofs can/will be biodiverse based with extensive substrate varying in depth from between 80-150mm,
- b) Planted/seeded with an agreed mix of species within the first planting season following the practical completion of the building works (the seed mix shall be focused on wildflower planting indigenous to the local area and shall contain no more than a maximum of 25% sedum (green roofs only),
- c) The biodiverse (green) roof shall not be used as an amenity or sitting out space of any kind whatsoever and shall only be used in the case of essential maintenance or repair, or escape in case of emergency,

- d) Where solar panels are proposed, biosolar roofs should be incorporated under and in between the panels. An array layout will be required incorporating a minimum of 0.75m between rows of panels for access and to ensure establishment of vegetation,
- e) A management/maintenance plan approved in writing by the Local Planning Authority,

All works shall be carried out and maintained thereafter in accordance with the approved details.

Reason: To ensure the development provides the maximum possible provision towards water management and the creation of habitats and valuable areas for biodiversity. (Cambridge Local Plan 2018; Policy 31).

### **Nest Boxes**

22. Prior to any development above ground level, except for demolition, a scheme for the provision of nest boxes has been submitted to and approved in writing by the Local Planning Authority. The scheme shall include details of box numbers, specification and their location. No building/the use commenced until nest boxes have been provided in accordance with the approved scheme.

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

### **Lighting**

23. No lighting shall be installed until an ecologically sensitive external lighting scheme has been submitted and approved in writing by the local planning authority. The lighting scheme shall be designed in accordance with the principles and recommendations contained within the submitted document "Cambridge Operational Hub; RIBA Stage 2 - Lighting Statement; Revision P1 (Document Reference 100109015 | 012 | P1 | 100109015, Mott MacDonald)," and the Preliminary Ecological Appraisal by MKA Ecology both received

15.05.2023. The scheme as approved shall be maintained and retained thereafter.

Reason: To protect amenity and ecological interests (Cambridge Local Plan 2018 policies 36 and 57).

### **Cycle Parking**

24. The development shall not be occupied or the permitted use commenced, until details of facilities for the covered, secure parking of cycles for use in connection with the development have been submitted to and approved in writing by the Local Planning Authority. The details shall include the means of enclosure, materials, type and layout of the cycle store, and details of the cycle stands. The development shall be carried in full in accordance with the approved details prior to occupation or commencement of use and shall be retained as such.

Reason: To ensure appropriate provision for the secure storage of cycles (Cambridge Local Plan 2018 policy 82).

### **Travel Plan**

25. No occupation of the building shall commence until a Travel Plan has been submitted to and approved in writing by the Local Planning Authority, in accordance with the principles set out in the Draft Travel Plan by Pell Frischmann received 15.05.2023. 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 how the provisions of the Plan will be monitored for compliance and confirmed with the local planning authority The Travel Plan shall be implemented and monitored as approved upon the occupation of the development.

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

### **Water Efficiency**

26. Prior to the occupation of the development, a water efficiency specification based on the BREEAM Wat01 Water Calculator Methodology shall be submitted and approved in writing by the local planning authority. This information shall demonstrate the achievement of 5 credits for water efficiency (Wat01) and that the development shall be carried out in accordance with the agreed details.

Reason: To ensure the development makes efficient use of water and promotes the principles of sustainable design and construction (Cambridge Local Plan 2018 Policy 28 and the Greater Cambridge Sustainable Design and Construction SPD 2020).

### **Sustainability Strategy**

27. The development hereby permitted shall be designed and built in accordance with the targets included in the Bespoke Sustainability Assessment Matrix as set out in the Cambridge City Council New Operational Hub – Sustainability Statement, April 2023, Lansdowne Warwick. All measures shall be implemented in full prior to the occupation of the development.

Reason: To ensure the development makes efficient use of water and promotes the principles of sustainable design and construction (Cambridge Local Plan 2018 Policy 28 and the Greater Cambridge Sustainable Design and Construction SPD 2020).

### **EV Charging**

28. The electric vehicle charge points and associated infrastructure shall be installed and operated in accordance with the electric vehicle charge point scheme detailed within the document “Cambridge City Council New Operational Hub; Sustainability Statement”, Reference CCCHUBSS0532v2 (Lansdowne Warwick, 17th April 2022) and as shown on drawing no. 3068-LAN-00-00-DR-A-0110-P09; “Proposed Site Plan” (Lanpro, August 2022). The details as approved shall be maintained and retained.

Reason: In the interests of encouraging more sustainable modes and forms of transport and to reduce the impact of development on local air quality, in accordance with the National Planning Policy Framework (NPPF 2021) paragraphs 107, 112, 174 and 186, Policies 36 and 82 of the Cambridge Local Plan (2018) and Cambridge City Council's adopted Air Quality Action Plan (2018).

### **External Seating**

29. Notwithstanding the approved plans and landscaping details, no external seating shall be installed until the Anglian Water wastewater treatment plant / works (and associated sources of odour) have been decommissioned and / or removed.

Reason: To protect amenity/human health (Cambridge Local Plan 2018 policy 35 and 36).

## **Informatives**

### **Cadent Gas**

Cadent Gas Ltd own and operate the gas infrastructure within the area of your development. There may be a legal interest (easements and other rights) in the land that restrict activity in proximity to Cadent assets in private land. The applicant must ensure that the proposed works do not infringe on legal rights of access and or restrictive covenants that exist.

If buildings or structures are proposed directly above the apparatus the development may only take place following diversion of the apparatus. The applicant should apply online to have apparatus diverted in advance of any works, by visiting [cadentgas.com/diversions](https://cadentgas.com/diversions)

### **Pollution Control**

Surface water and groundwater bodies are highly vulnerable to pollution and the impact of construction activities. It is essential that the risk of pollution (particularly during the construction phase) is considered and mitigated appropriately. It is important to remember that flow within the watercourse is likely to vary by season and it could be dry at certain times throughout the

year. Dry watercourses should not be overlooked as these watercourses may flow or even flood following heavy rainfall.

**S106 agreement**

This permission is accompanied by a s106 agreement

**Background papers:**

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

- South Cambridgeshire Local Plan 2018
- South Cambridgeshire Local Development Framework SPDs



## 26. Appendices

### Appendix 1 – Application Documents

The application is supported by:

- Existing and Proposed Plans
- Design and Access Statement
- Planning Statement
- Preliminary Ecological Appraisal
- Water Vole Survey
- Bat Survey
- Biodiversity Net Gain Assessment
- Arboricultural Assessment
- Sustainability Statement
- Energy Statement
- Utilities Statement
- Transport Assessment
- Draft Travel Plan
- Archaeological Desk Based Assessment
- Air Quality Assessment
- Preliminary Contamination Risk Assessment
- Waste Management Plan
- Drainage Strategy
- External Lighting Statement
- Acoustics Strategy Report

## Appendix 2 – Cambridgeshire Quality Panel Report



# Cambridgeshire Quality Panel

Cambridge City Operational Hub

Monday 19<sup>th</sup> December 2022

Virtual Meeting

Panel: Robin Nicholson (chair), Steve Platt, Phil Jones, Luke Engleback and Kirk Archibald.

Local Authority: Guy Wilson (GCSP), Helen Sayers (GCSP), Tom Davies (GCSP), Tam Parry (CCC)

The Cambridgeshire Quality Charter for Growth sets out the core principles for the level of quality to be expected in new development across Cambridgeshire. The [Cambridgeshire Quality Panel](#) provides independent, expert advice to developers and local planning authorities against the four core principles of the Charter: connectivity, character, climate, and community.

## **Development overview**

These proposals provide for a permanent operational hub to accommodate Cambridge City Council's fleet vehicle parking. The vehicles, owned by the council, are used for street cleaning, landscaping, maintenance, and health and safety work, and include street sweepers, vans, tractors, trailers, and mowers. The proposals also include an office building for Operational Services and provide a welfare hub for staff members based on the current Cowley Road site.

## **Presenting team**

The scheme is promoted by Cambridge City Council and supported by Lanpro Services. The presenting team is:

William Nichols (Lanpro Services), Daniel Orford (Lanpro Services), Thomas Odorico (Lanpro Services) and James Elms (Cambridge City Council)

## **Local authority's request**

Officers have asked the Panel to focus on how the site will relate to the evolving character of the surrounding area and ensure that the site is a good neighbour both with respect to the townscape/ landscape impact of the development, and minimising potential for noise and light pollution from the site.

## **Cambridgeshire Quality Panel summary**

The Cambridge City Operational Hub is a great location for its intended purpose, but the scheme needs a clearer ambition and to further provide evidence on how the path to net zero carbon is to be achieved. The biggest concern is the design life of the site in the wider context of the emerging North-East Cambridge development, which is a changing area, and with land values potentially rising significantly, and demand for future commercial development, this could make the City Council need to move the operational hub elsewhere.

These views are expanded upon below, and include comments made in closed session.

**Connectivity – “places that are well-connected enable easy access for all to jobs and services using sustainable modes”**

The Panel asked if the units Optimum Recycling Solutions and Tarmac Cambridge Asphalt are within the red line boundary, and if so, are they going to be bought out? If the two plots are combined into the one site, the existing turning head could be removed to help achieve a better balance between green and grey infrastructure, with a more coherent and efficient site providing the space needed for vehicle parking. The applicant explained that both units are included within the red line to provide resilience in the short-term transition but may not be required in the longer term. It also forms part of the construction compound whilst building on site.

The operational hub has a large amount of vehicle parking in an area that is allocated for high density development, which could cause tension with future neighbours. The Panel noted the need to plan for the long term (25 to 60 years for example) and queried if the site is going to remain in place for that long especially when the land values rise and development increases in density around it. Therefore, could it be a commercial opportunity for the City Council? If this is a possibility, there should be a testing layout of what the site would look like if the car parking infrastructure were consolidated at some point in the future with the removal of turning head to provide more flexibility and a more efficient layout. The applicant explained that there are other businesses along that stretch of road that require the turning head and so it needs to be retained. The area to the north of the existing building is considered too small by the applicant to accommodate a viable multistorey car park.

The Panel wasn't convinced about the location of the limited staff car parking provision and suggested that staff may park off site, even with a Traffic Regulation Order (TRO) in place. If there are going to be parking restrictions, these need to be enforceable. The applicant said that limited car parking for staff is in transition, but the longer-term vision is that no staff car parking will be provided, to align with the wider council's objectives.

The shared pedestrian and cycling route, on the edge of the eastern boundary appears too narrow (about 1 meter in width). With a primary school planned to the north of the site, good connections are needed, so proposals as to how to make this route wider were recommended.

The site cycle entrance should be more understated and allow for more planting.

**Character – “Places with distinctive neighbourhoods and where people create ‘pride of place’**

The site has many hard surfaces, which will absorb a lot of heat, and make summer conditions unpleasant for staff by radiating heat back. There is an opportunity to make significant improvements here by greening up the space to reduce this effect and provide shade. Greening up the design would also reduce the amount of water run-off. The plans shown do not provide sufficient clarity on how the site will drain to the swale area. The Panel discouraged the use of underground grey infrastructure because that would be adding to the embodied carbon.

Consideration of soil is very important. As most of the surface is sealed, it is unclear what is underneath and so soil will need to be imported. Consideration should be given to how the soil for SuDS features is going to be used and how it is going to ensure any trees and plants thrive. The tree planting areas appear to provide very small pits surrounded by hard pavement, so there were concerns about whether trees will survive in these conditions. However, as they are close to parking areas, paving could be made porous and developed in a different way such that the root systems can use larger tree cells integrated within the SuDS offer.

The Panel highlighted the importance of tree management, and the key is to have sufficient, healthy soil for the trees to grow. The choice of tree species is critical to the success of this element of the planting strategy.

The areas for fleet parking could be covered by a green or brown roof that would supplement the biodiversity offer. Green roofs would slowly sequester carbon, whilst the paving for the parking can be of crushed concrete type that can also sequester carbon.

The swales planting should be treated as a wet woodland to encourage more biodiversity and insect life which would help feed birds and bats, provide shelter for insectivorous birds such as swifts and swallows. Sparrow terraces and/or other bird and bat boxes are recommended. These interventions can change and improve the quality and the character of the place.

Trees will need to be managed and consideration should be given to how they, and in particular their canopy, may impact on PVs.

In relation to the new and the existing buildings, it was highlighted that the plans do not identify any reception area for the office, raising questions about what access control mechanisms will be in place.

The Panel recommend the provision of a “dirty entrance” to the new building, with changing rooms and showers for workers with muddy boots etc., to avoid having to dirty the main office area.

It is important that images shown to the Panel properly relate to the proposed design. For example, the slide showing attractive timber elevations was not developed to show how this works for this building. More detailed sections and elevations would have been helpful.

Elevation plans suggest that windows sills are low on the upstairs floor, which will impact on heat gain adversely with no daylight benefit and should be reviewed.

It would be helpful to show examples of best practice from elsewhere in Britain or Europe. For example, there is a municipal facility in Copenhagen where the garage and workshop roofs are a public demonstration of sedum roof design.

***Climate – “Places that anticipate climate change in ways that enhance the desirability of development and minimise environmental impact”***

The Panel asked what the embodied carbon of the existing buildings was and whether it was significant. Embodied carbon calculations for the whole development should be presented as part of the planning application.

A comparison of operational energy between the existing and new buildings over time should be made. An analysis of the benefits of keeping old buildings against providing new ones would be beneficial. For example, how much operational energy is required to run the depot and how will this change over time? How much water is required? A case for how the path to achieve net zero carbon needs to be presented.

The Panel recommended maximising the number of photovoltaic panels (PVs), for example, garages and canopies could be covered with additional PVs. It was

suggested to combine PVs with on-site battery storage, particularly if the whole fleet is to be electrified. How many vehicles will be charged overnight in the long term? How much could the PVs and storage combination contribute in order to achieve net zero carbon?

**Community – “places where people live out of choice and not necessity, creating healthy communities with a good quality of life”**

The hub has an important function for the city, and benefits from an excellent location, especially for staff but the big issue is its intended design life. The Panel were concerned about the impacts of the rest of North-East Cambridge when it is developed in the future and re-iterated whether this facility may well move elsewhere as land value rises and there could be pressure from the City Council, which is already distributing functions to other parts of the city, such as Cherry Hinton Hall and Queen Anne Terrace, to release this land.

In the future there will be new primary schools and a district centre close to the hub, so the question is how long this facility will be tolerated here?

**Specific recommendations**

- Review the balance between grey and green infrastructure on site to maximise the amount of landscape.
- If design were to be started again, would the same layout be chosen? What is the role of the turning head?
- Useful to do a testing layout for a more intensive, denser design, and what this would look like?
- Provide clarity on staff parking restrictions and ensure these are enforceable.
- Consider how to improve the eastern boundary treatment for the cycling and walking route to make it wider and downgrade the design of the cycling entrance.
- Use permeable and porous surfaces to sequester carbon and allow trees to grow and avoid unnecessary grey infrastructure for drainage into the swales.
- Importance choices for trees in terms of soil needed and impact of tree canopies on PVs; trees need a management plan.



- Review the amount of space that could be utilised for green and brown roofs.
- Explore if swales could be wet woodland as raingardens would be great to encourage more biodiversity.
- Review layout for a “dirty entrance”, the role of timber cladding and height of first floor windows sills.
- Develop the timber elevation image into a detail design
- Embodied carbon calculations for the operation lifetime of the hub should be presented as part of the planning application.
- Maximise the number of PVs and consider their use over canopies, how much power can be generated and stored?
- Make a case for how many vehicles are needed.
- How can the site be a good neighbour for the future North-East development and in particular to the proposed primary schools and district centre?

The opportunity for ongoing engagement with the developer and design team would be welcomed as the scheme develops.

### **Contact details**

For any queries in relation to this report, please contact the panel secretariat via [growthdevelopment@cambridgeshire.gov.uk](mailto:growthdevelopment@cambridgeshire.gov.uk)

Author: Judit Carballo

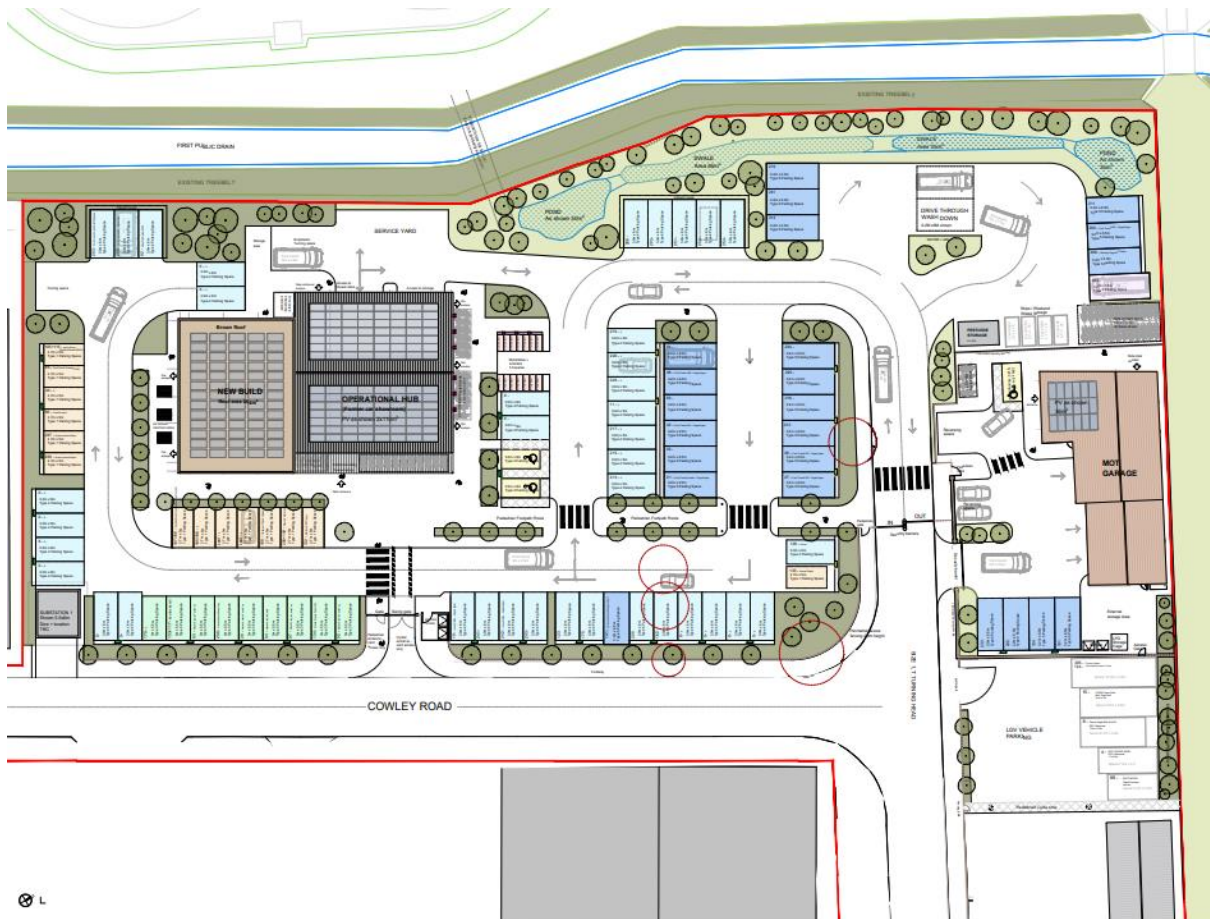
Issue date: 23<sup>rd</sup> December 2022

## Appendix A – Background information list and plan

- Local authority background note
- Applicant's background note
- Proposed Site Plan
- Proposed Ground Floor Plan
- Proposed First Floor Plan
- Proposed Elevations and Sections
- Main Presentation

Documents may be available on request, subject to restrictions/confidentiality.

### Site Plan





## **07/0003/COND51A, 07/0003/COND52E & 07/0003/COND53**

### **Land Between Huntingdon Road And Histon Road Cambridge**

**Committee Date:** 12<sup>th</sup> December 2023

**Report to:** Joint Development Control Committee

**Lead Officer:** Joint Director of Planning and Economic Development

**Ward/parish:** Castle

**Proposal:**

07/0003/COND51A - Submission of details required by condition 51 (Construction Environmental Management Plan) for Darwin Green One of outline permission 07/0003/OUT

07/0003/COND52E - Submission of details required by condition 52 (Construction Method Statement) Darwin Green One BDW2 of outline permission 07/0003/OUT

07/0003/COND53 - Submission of details required by condition 53 (Construction) for Darwin Green One BDW2 of outline permission 07/0003/OUT

**Applicant:** Barratt David Wilson Homes (Cambridgeshire)

**Presenting officer:** John Shuttlewood

**Reason presented to Committee:** This Committee item relates to three discharge of condition applications associated with reserved matters applications previously determined by the JDCC which have generated a lot of third-party interest. It is therefore considered appropriate the applications are taken to JDCC for determination.

**Member site visit date:** N/A

**Key issues:**

1. Insufficient placing of noise / vibration / dust monitoring stations
2. Inconsistences of information between submitted documents

**Recommendation:** to approve and discharge the conditions 07/0003/COND51A, 07/0003/COND52E and 07/0003/COND53 in full.

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**1.0 Executive Summary**

1.1 This report deals with three applications seeking to re-discharge conditions 51, 52 and 53 of planning permission 07/0003/OUT which now require the submission of detailed demolition related details for the whole of the site known as Darwin Green One as well as the relevant specific parcel known as BDW2. The conditions had been discharged in full but due to the unforeseen requirement to undertake demolition works on site the details submitted require updating.

1.2 The submitted details meet relevant Local Plan policies.

1.3 Officers recommend that the Committee re-discharge of conditions 51, 52 and 53 in full.

**2.0 Site Description and Context**

2.1 The Darwin Green site is in the North-West fringe of Cambridge City, between Huntingdon Road and Histon Road. The parcel known as 'BDW2' is located in the south-east corner of the Darwin Green site and is bordered by Howes Place and parcel BDW1 to the north-west.

2.2 To the south-west the site is bordered by residential rear gardens in Huntingdon Road and to the south-east by rear gardens in Woodlark Road. End properties in Hoadley Road and Windsor Road lie near to the north-east corner of the parcel. The remaining north-east boundary and beyond is part of the wider Darwin Green site yet to be developed.

### **3.0 The Proposal**

3.1 The submissions encompass updated details relating to construction related conditions forming part of the outline permission 07/0003/OUT to regularise activities on the site which involve demolition. The description of development of the outline planning permission did not involve demolition or lead to requiring the submission of any related mitigating measures to control the impacts of any demolition effects.

3.2 Earlier this year, the applicant advised that they would need to demolish eight-eight (88) built and partially built structures due to foundation issues on parcel BDW2. Whilst it was considered that planning permission was not required to demolish the completed and unfurnished structures on parcel BDW2, it was accepted by the developer that the introduction of demolition related activities on site required additional details to be submitted concerning a number of construction related conditions attached to the outline planning permission.

3.3 The applicants have submitted a main report along with a large number of appendices relevant to conditions 51 and condition 52. Condition 53 documents comprise one report. To highlight the new information submitted, the text has been highlighted in red within the documents. It should be noted that most of the details within the reports and appendices have been previously discharged so the additional details concerning demolition matters are relatively small in number and scope.

3.4 Condition 51 is a site wide condition requiring the submission of a Construction Environmental Management Plan (CEMP) document and includes updated haul routes to site. The updated plan includes a revision to site delivery times from 1000 – 1400 hours to 0800 – 1800. This reflects the completion of the A14 dual carriageway which at the time of the original CEMP application required a restricted delivery period.

3.5 Condition 52 is a parcel specific condition requiring an updated Construction Method Statement (CMS) showing how the parcel construction accords with the site

wide CEMP document. The CMS shall also provide a parcel construction programme and measures such as dust mitigation measures, access arrangements for vehicles, concrete crusher details, hoarding locations and compound details. Amongst the appendices, is Appendix S.1 Demolition: Site Environmental Management Plan (SEMP).

3.6 Condition 53 is a parcel specific condition requiring a construction programme detailing activities and a related timetable to be submitted.

3.7 During the course of the applications amendments were submitted relating to conditions 51 and 52 to realign British Standards references and the number and location of noise/vibration/dust monitoring stations to address third party representations and consultee comments.

#### 4.0 Relevant Site History

Reference	Description	Outcome
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.	Approved
21/04431/REM	Reserved Matters Application for second housing phase (known as BDW2) including 323 dwellings with associated internal roads, car parking, landscaping, amenity and public open space. The Reserved Matters include access, appearance, landscaping, layout and scale and related partial discharge of conditions 8, 10, 14, 17, 18, 22, 25, 26, 28, 35, 40, 49, 52, 58, 62, 63, 66 and 69 pursuant to outline approval 07/0003/OUT	Approved
07/0003/COND51	Condition 51 - Construction Environmental Management Plan, Part d) Delivery times for construction purposes	Discharge Condition in Part
	Condition 53 – Construction programme	Letter of discharge

		of condition on file
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## **5.0 Policy**

### **5.1 National**

National Planning Policy Framework 2021

National Planning Practice Guidance

Equalities Act 2010

Planning and Compulsory Purchase Act 2004

Circular 11/95 (Conditions, Annex A)

### **5.2 Cambridge Local Plan 2018**

Policy 1: The presumption in favour of sustainable development

Policy 20: Land between Huntingdon Road and Histon Road Area of Major Change

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

Policy 35: Protection of human health and quality of life from noise and vibration

Policy 36: Air quality, odour, and dust

Policy 81: Mitigating the transport impact of development.

### **5.3 Neighbourhood Plan**

N/A

## **5.4 Supplementary Planning Documents**

Greater Cambridge Sustainable Design and Construction SPD (2020)

## **6.0 Consultations**

6.1 Cambridge City Environmental Health Officer - No Objection

6.2 Condition 51 –Comments. The condition can be discharged in full.

6.3 Condition 52 -Comments. The condition can be discharged in full.

6.4 Condition53 – Comments. The condition can be discharged in full.

6.5 County Highways Officer – No objection in relation to the details submitted in respect of conditions 51 & 52.

6.6 Building Control Authority – Noted details for information purposes only.

## **7.0 Publicity**

7.1 The following publicity has been undertaken:

Neighbour notification Yes

Site notice Yes

Advertisement No

7.2 In addition to the statutory consultation one hundred and forty near neighbour properties were notified by hand delivered letter and a second period of re-consultation over ten days was undertaken for the amended scheme with statutory consultees and local resident groups notified.

7.3 As part of a wider non-statutory consultation exercise during the application period, a community meeting was held and attended by the case officer, individuals, resident groups' representatives, and a Ward Councillor.



## 8.0 Third Party Representations

8.1 Five representations have been received in objection. Three from individuals and two from residents' associations. During the application, revised details addressing these concerns were submitted. Details of responses are highlighted below.

8.2 The objections have raised the following issues:

### Conditions 51, 52 & 53 -

- There are insufficient fixed noise, vibration and dust monitors proposed to accurately record and monitor these conditions during construction.
- It is suggested that all references to sensitive receptors are updated to include reference to occupied residential properties along Howes Place, Huntingdon Road, Woodlark Road and Hoadly Road.
- The limits relating to noise, vibration and dust should be clearly set out and consistent with the limits previously approved / agreed by the Local Authority. Notably, there are no fixed noise, vibration and dust monitors proposed along the boundary with Howes Place and the proposed spacing of the monitors along the boundary adjacent to BDW1 is inconsistent with the proposed spacing of the monitors along the other boundaries.
- There are inconsistencies within the submitted documents associated with the limits relating to noise, vibration, and dust and specifically within the CEMP, CMS and SEMP.
- The information relating to the proposed noise, vibration and dust monitors referenced at Appendix C to the SEMP does not appear to have been uploaded to the planning portal and therefore it is not possible to determine whether the specification of the monitors will achieve the required monitoring levels
- ask for confirmation that no asbestos is present in structures to be demolished.
- re: revised Condition 52 CMS report questions concerning methodology for correcting working practises if noise and vibration levels limits are exceeded or is known will likely occur.

-asks for screening used, rather than considered when work is against sensitive receptor boundaries.

Condition 51 – no weekend demolition work proposed and therefore request confirmation there is no need to close the shared path link with Windsor Road during that time.

- signage required at site exit to show haul route to / from sight via Histon Rd and onto A14 only – no route down Histon Road down to town centre or vice versa.

- 24-hour manned telephone hotlines to be made available to report issues concerning dust, emissions, noise and vibration levels.

- In the Revised CMS Main Report, one of the mitigation measures (bullet point 6) is to “make contact with the closest neighbours to see if there are times when they will not be residing within their property so as to minimise the impact”. This seems to us unlikely to be a useful mitigation as such owners may have security concerns about announcing times when their property will be empty.

#### Condition 53

- Approval should be conditional on implementing substantial modifications to rectify these drainage problems and effectively mitigate the associated flooding risks.

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

## **9.0 Assessment**

### **9.0 Principle of Development**

9.1 The applications seek discharge of planning conditions 51, 52 and 53 of outline planning permission 07/0003/OUT. The conditions require details for the site wide Construction Environmental Management Plan, parcel specific Construction Management Scheme and construction programme for which the submitted information provides details.

9.2 The principle of the development is acceptable subject to details assessed below.

## **10.0 Amenity**

10.1 Policies 35 and 36 of the Cambridge Local Plan seek to ensure that development will be permitted where it is demonstrated it will not lead to significant adverse effects and impacts and adverse noise effects can be mitigated using planning conditions.

10.2 The submitted details across conditions 51, 52 and 53 set out to and achieve appropriate ways of working practises to minimise the requirement for mitigating responses to be used to minimise harm to the nearest sensitive receptors around the site.

10.3 Such working practises include hours of working; no weekend demolition activity is proposed; and a single haul route from major dual carriageway A-roads only to/from the site entrance/exit on Histon Rd as set out in Appendix A: Traffic Management of the CEMP.

10.4 Where mitigation measures are required these are detailed in full and considered to be acceptable in responding to the potential harms to local amenity. These measures include the use of water cannons to suppress dust. Noise and vibration monitors to be set at acceptable levels located at appropriate places to protect the amenity of the nearest receptors in nearby streets.

10.5 The applicant and the demolition and piling contractor have proposed environmental control measures.

10.6 The Applicant has submitted details for a 24/7 manned telephone hotline to report incidents of noise, vibration, and dust complaints requiring immediate investigation.

10.7 The number of noise and vibration monitors have been increased and their positioning updated following the comments received from residents of Howes Place. The SEMP document illustrates the positioning of the seven environmental monitors to account for residents in Howes Place, Huntingdon Road, Woodlark Road and Hoadly Road.

10.8 Following comments made by residents, inconsistent details between the CEMP, CMS, and SEMP such as different British Standards quoted have been reviewed by the applicant and amended details submitted to overcome the inconsistencies. Such details have been reviewed by the City's Environmental Health Officer and found to be acceptable.

10.9 The information relating to the proposed noise, vibration and dust monitors referenced at Appendix C to the SEMP have been uploaded under Appendix s.6

Monitors and includes a sound range up to 130 db. This amount is above anticipated levels of between 75db and 85db when working closely to boundaries.

10.10 The Applicant has confirmed that no asbestos is present in the structures to be demolished.

10.11 Screening where applicable will be considered where work is against sensitive receptor boundaries. The SEMP document details the placing of a screening where within five metres of a boundary to lessen the noise by 10 decibels. Other noise reduction measures may be used such as damping mats.

10.12 The CEMP document details and an email responding to resident's questions state that there will be no weekend demolition work unless in exceptional circumstances. Conditioned working hours do permit work on site from 0800 to 1300 on Saturday only and no working on Sundays and public holidays. It follows there is no need to close the shared path link with Windsor Road during that time.

10.13 BDW Cambridge and the demolition contractor propose a method of ensuring that the local residents are aware of the works, the timing of implementation and to give opportunities for residents to engage with the site team.

10.14 The level of information shared is a decision for the developer and contractor. Any information received will be considered as part of the BDW Cambridge and the demolition contractor data management responsibilities as part of their compliance with the General Data Protection Regulation (GDPR).

10.15 Overall, the proposed development is considered to protect human health and quality of life from noise and vibration, and it will not lead to significant adverse effects on health. The proposal is compliant with Cambridge Local Plan (2018) Policies 1, 20, 28, 35, 36, 81 and the NPPF.

## 11.0 Third Party Representations

11.1 The remaining third-party representations not addressed in the preceding paragraphs are summarised and responded to in the table below:

### Third Party Comment

Garden within my property backing onto parcel BDW2 floods. Approval should be conditional on implementing substantial modifications to rectify these drainage problems and effectively mitigate the associated flooding risks.

## Officer Response

The additional details concerning demolition submitted for the construction management conditions are not directly linked to the drainage conditions. Drainage details relating to parcel BDW2 have been approved under condition 17 of the reserved matters application 21/05404431/REM for parcel BDW2.

### 12.0 Other Matters

These three planning applications relate contain new details which concern only the methodology for demolition and the factors mitigating any resulting harm to the local amenity from those proposals. It is acknowledged that there is public interest in wider issues surrounding the required demolition on the site, however, these have other mechanisms of control such as building regulations and civil law.

### 13.0 Planning Balance

13.1 Planning decisions must be taken in accordance with the development plan unless there are material considerations that indicate otherwise (section 70(2) of the Town and Country Planning Act 1990 and section 38(6) of the Planning and Compulsory Purchase Act 2004.

13.2 The details submitted concerning the CEMP and its appendices, the CMS and its appendices and the construction programme are considered to minimise and mitigate any potential harm to residential amenity resulting from construction works on the site.

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

### 14.0 Recommendation

- i. Approve and discharge in full planning condition 07/0003/COND51A (Construction Environmental Management Plan); and
- ii. Approve and discharge in full planning condition 07/0003/COND52E (Construction Method Statement); and
- iii. Approve and discharge in full planning condition 07/0003/COND53 (Construction)

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## **23/03273/FUL – Land East Of Park And Ride, Newmarket Road, Teversham, Cambridge**

### **Application Details**

**Planning Committee Date:** 12 December 2023

**Report to:** Joint Development Control Committee

**Lead Officer:** Joint Director of Planning and Economic Development

**Ward:** Fen Ditton & Fulbourn

**Proposal:** Construction of a temporary replacement car storage compound and pre-delivery inspection building with associated access, boundary treatment, lighting and landscape

**Applicant:** Cambridge University Hospitals NHS Foundation Trust

**Presenting officer:** Michael Sexton, Area Team Leader

**Reason presented to committee:** This application is within the JDCC administrative area and comprises non-residential development on a site having an area of 1 hectare or more.

**Member site visit date:** n/a

#### **Key Issues:**

1. Principle of Development
2. Context of the Site, Design and External Spaces
3. Landscape
4. Transport, Highway Safety and Parking
5. Sustainability
6. Biodiversity
7. Water and Floor Risk Management
8. Other Environmental Considerations

**Recommendation: Approve** application 23/03273/FUL, subject to:

- (i) The conditions and informatives set out below in this report;
- (ii) With authority delegated to officers to carry through minor amendments to those conditions and informatives prior to the issuing of the planning permission.

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Table 1: Contents of report

## 1. Executive summary

- 1.1 The application seeks full planning permission for the construction of a temporary replacement car storage compound and pre-delivery inspection (PDI) building with associated access, boundary treatment, lighting and landscape up to 31 March 2035.



- 1.2 The relocation of the existing car storage and PDI facility will ensure the continued delivery of the Marleigh new community and associated housing provision, as well as the continued operation of the Newmarket Road car dealerships.
- 1.3 The proposed development, on a temporary basis, would not prejudice the future development of the site as part of the wider Cambridge East strategic allocation and would therefore not conflict with Policy SS/3(4) of the South Cambridgeshire Local Plan 2018.
- 1.4 The proposal would enable the development of Marleigh Phase 3 and would therefore align with the aims and objectives of Policies S/3, S/5, S/6, and SS/1(1a) of the Local Plan. The proposal would also support economic development in the area and the on-going operations of the car dealerships on Newmarket Road and therefore confirm with Chapter 6 of the National Planning Policy Framework (NPPF) and the Chapter 8 of the South Cambridgeshire Local Plan 2018.
- 1.5 The proposed development is considered acceptable in design terms, seeks to incorporate a significant amount of new planting to provide a soft landscape buffer to the key edges of the development and would deliver an off-site net gain in biodiversity of more than 10%. Matters relating to highway impact, sustainability measures and drainage arrangements have been found acceptable and to comply with relevant planning policy.
- 1.6 Officers acknowledge that the proposed development would result in a degree of short-term harm to the existing local landscape by virtue of the development of an open and undeveloped area of agricultural grassland. However, the proposed planting scheme will help to mitigate the effects on local views and local landscape character and any harm identified is considered to be outweighed by the benefits of the scheme, as set out in this report.
- 1.7 Officers recommend that the Joint Development Control Committee approves the application subject to the conditions and informatives as detailed in this report, with delegated authority to officers to carry through minor amendments to those conditions and informatives as appropriate.

## **2. Site Description and Context**

- 2.1 The application site is located to the north of Newmarket Road and to the east of Newmarket Road Park and Ride and the Cambridge Ice Arena. The site comprises approximately 1.93 hectares of agricultural land and is accessed directly from Newmarket Road via the Marleigh construction haul road. To the north and east of the site are further areas of agricultural land. To the south and on the opposite side of Newmarket Road is Cambridge Airport.

- 2.2 Footways run adjacent to the southern and western boundaries of the site, including a formal bridleway along the western boundary. The site is relatively flat, sloping slightly to the south and lacks any significant vegetation or planting, with low native scrub vegetation present along the western boundary.
- 2.3 The site is located on the eastern edge of the urban area of Cambridge and within the Cambridge East allocation for development, as set out within Policy SS/3 of the South Cambridgeshire Local Plan (2018) and the Cambridge East Area Action Plan (2008). Specifically, the site is covered by Policy SS/3(4) as safeguarded land for the longer-term development of Cambridge East beyond 2031. Here, development on safeguarded land will only occur once the site becomes available and following a review of both the Local Plan and the Cambridge East Area Action Plan.
- 2.4 The review of the Local Plan is underway through the development of the Greater Cambridge Local Plan. In early 2023 Members made decisions regarding the development strategy and key sites, which included confirming Cambridge East as a key area for future development.
- 2.5 The eastern edge of the site abuts in part the Cambridge Airport Safety Zones, detailed under Policy CE/32 of the Cambridge East Area Action Plan. Within these zones there is a general presumption against new development or changes of use except for a change of use which could not reasonably be expected to increase the numbers of people living, working or congregating on the land.
- 2.6 The site is located in flood zone 1 (low risk). There are no designated heritage assets located in or around the immediate proximity of the site.

### **3. The Proposal**

- 3.1 The proposal is for the construction of a temporary replacement car storage compound and pre-delivery inspection building with associated access, boundary treatment, lighting and landscape. The use of the site is directly associated to car dealerships along Newmarket Road, located to the west of the site.
- 3.2 The Marleigh development, which benefits from outline consent and several reserved matters permissions, secures the consolidation of the existing North Works site on Newmarket Road, currently a 17 hectare site, into a new 4 hectare site car dealership in the south-west corner of Marleigh.
- 3.3 As part of the transitional development of this part of Cambridge East, The applicant (Marshalls) is contractually required to provide a temporary replacement car storage compound and pre-delivery inspection(PDI) building as a like for like facility to replace those removed to redevelop Phase 3 of Marleigh.

- 3.4 The facility is required for a temporary period up to 2035, at which point it is anticipated that an alternative site will have been secured and the Applicant's contractual obligations will have expired.
- 3.5 The relocation of the existing car storage and PDI facility will ensure to the continued delivery of the Marleigh new community and associated housing provision, as well as the operation of the Newmarket Road car dealerships.
- 3.6 Alongside the economic benefits of the scheme in supporting local businesses, the proposed development will also provide environmental benefits through enhanced landscaping to the site, with significant planting added to the boundaries of the site, and a net gain in biodiversity. The location of the site in close proximity to the car dealerships also minimises vehicle movements within the highway network. These factors weigh positively against the small degree of short-term harm to the existing local landscape by virtue of the development of an open and undeveloped area of agricultural grassland, mitigated by the proposed landscape scheme as it establishes.

#### Application Documents

- 3.7 In addition to the application forms and architectural drawings, the application is accompanied by the following supporting information:
- Archaeological Written Scheme of Investigation
  - Ecological Impact Assessment
  - Ground Investigation Report
  - Flood Risk Assessment and Drainage Strategy
  - Landscape and Visual Appraisal
  - Landscape Maintenance Plan
  - Planning Supporting Statement
  - Preliminary Risk Assessment
  - Sustainability Statement
  - Transport Statement
  - Waste Report

## 4. Relevant Site History

- 4.1 The application site has no relevant planning history, but adjoining planning consents are relevant. Table 2 below provides a summary of key planning permissions.

Reference	Description	Decision
Application Site		
n/a	None relevant	-
Adjacent Marleigh Development (Summary)		
21/02450/REM	Reserved matters application detailing, appearance, landscaping, layout and scale	Approved (05-Nov-21)

	for the construction of 421 new homes with associated infrastructure, internal roads and open space as part of Phase 2 pursuant to condition 5 (reserved matters) of outline planning permission S/2682/13/OL	
20/02569/REM	Reserved matters application as part of Phase 1B pursuant to condition 5 (Reserved Matters) of outline planning permission S/2682/13/OL dated 30 November 2016 (EIA Development) for detailed access, appearance, landscaping, layout and scale for the creation of 308 new homes, non-residential floor space, laying out of playing fields, open space, allotments, associated infrastructure and internal roads	Approved (15-Dec-20)
S/1096/19/RM	Reserved matters application detailing access appearance landscaping layout and scale for the creation of 239 new homes and non-residential floorspace including 'Market Square' internal roads landscaping and associated works as part of Phase 1a of the Wing masterplan pursuant to condition 5 (reserved matters) of outline planning permission S/2682/13/OL	Approved (12-Sep-19)
S/1004/18/RM	Reserved matters application detailing appearance landscaping layout and scale for infrastructure works including internal roads landscaping and drainage as part of Phase 1 of the Wing masterplan of approved outline application S/2682/13/OL for up to 1300 homes primary school food store community facilities open spaces landscaping and associated infrastructure and other development	Approved (28-Nov-18)
S/2682/13/OL	up to 1300 homes primary school food store community facilities open spaces landscaping and associated infrastructure and other development	Approved (30-Nov-16)

Table 2: Relevant Planning History

## 5. Policy

- 5.1 A list of relevant planning policy is provided in **Appendix 1** at the base of this report.

## 6 Consultations

- 6.1 **Teversham Parish Council** – Neutral

- 6.2 The application should only be temporary and not, at a later date, be applied for to make this a permanent facility. This area is ultimately allocated as the playing fields for Marleigh development and should remain so.
- 6.3 **Anglian Water** – No objection
- 6.4 **Cambridgeshire Airport** – No objection
- 6.5 Recommend a condition relating to lighting heights and provides an observation on the potential use of cranes during construction.
- 6.6 **Contaminated Land Officer** – No objection
- 6.7 **Designing Out Crime Officer** – Comments
- 6.8 Offer the following comments:
- Fencing – would like to see a copy of the fencing once available.
  - Roller shutter doors – commercial roller shutter doors providing access must be certified to a minimum of LPS 1175 or STS 202 and secure gold rating
  - Would encourage the applicant to consider submitting a Secure by Design application as this development could attain this award with consultation.
- 6.9 **Ecology Officer** – No objection
- 6.10 Recommend a condition to secure ecological measures and/or works to be carried out in accordance with the submitted Ecological Impact Assessment, the submission of an ecological enhancement scheme, a Biodiversity Net Gain Plan and a lighting design strategy for biodiversity.
- 6.11 **Environment Agency** – No objection
- 6.12 **Environmental Health Officer** – No objection
- 6.13 Recommend conditions for hours of works and piling along with informatives for air source heat pumps, demolition, disturbance to neighbouring residents, and statutory nuisance.
- 6.14 **Historic Environment Team (County Archaeology)** – No objection
- 6.15 Recommend a condition requiring the submission of a written scheme of investigation.
- 6.16 **Landscape Officer** – No objection
- 6.17 Recommend a landscaping implementation condition.

- 6.18 **Lead Local Flood Authority** – No objection
- 6.19 Recommend conditions to secure a surface water drainage scheme, including maintenance, and measures to control additional surface water drainage during construction along with informatives relating to infiltration and pollution control.
- 6.20 **Local Highways Authority** – No objection
- 6.21 Would seek that the crossing of the cycleway and bridleway is reconsidered so that priority is given to the non-motorised user on the proposed access carriageway.
- 6.22 **National Highways** – No objection
- 6.23 **Sustainability Officer** – No objection
- 6.24 Recommend a bespoke condition relating to water efficiency measures.
- 6.25 **Transport Assessment Team** – No objection
- 6.26 **Trees Officer** – No objection
- 6.27 **Urban Design Officer** – No objection
- 6.28 Recommend a materials condition.

## **7 Publicity**

- 7.1 The following publicity has been undertaken:

Neighbour notification	Yes
Site Notice	Yes
Advertisement	Yes

## **8 Third Party Representations**

- 8.1 None received.

## **9 Member Representations**

- 9.1 None received.

## **10 Local Groups**

- 10.1 None received.

## **11 Planning Background**

- 11.1 The North Works site covers approximately 17 hectares of land north of Newmarket Road, on the edge of the boundary with Cambridge City. The area is occupied by a range of uses associated to Marshall's automotive and aerospace business.
- 11.2 The development of Marleigh proposes the consolidation of the North Works area within a new and upgraded car dealership, secured under outline planning consent S/2682/13/OL. The final redevelopment of the North Works site will be confirmed through the submission of a reserved matters consent associated to the outline permission.
- 11.3 Marshall Group Properties (MGP) are contractually required to provide a temporary replacement car storage compound and pre-delivery inspection (PDI) building for Marshall Motor Group (MMG), a like for like replacement facility. This will replace the existing facility at North Works, which is to be redeveloped as part of Phase 3 of the Marleigh development.
- 11.4 To facilitate the construction of Marleigh Phase 3, MGP propose to construct a car storage compound and PDI building for MMG on the application site, an area of land within the control of Marshalls directly east of Newmarket Road Park and Ride and Cambridge Ice Arena.
- 11.5 The storage area would cover approximately 1.9 hectares and re-provide the facility that currently exists at North Works. The new PDI building would consist of several covered wash bays and a small office /amenity area for employees. The site benefits from an existing vehicular access onto Newmarket Road, via the Marleigh construction haul road.
- 11.6 The proposed development would provide accommodation for the preparation and cleaning of new vehicles associated with the car sales businesses on Newmarket Road. Maintenance and wash bays would be houses alongside a small office and welfare facility with access to vehicle storage and connection to the public highway.
- 11.7 The facility is required for a temporary period up to 2035, at which point it is anticipated that an alternative site will have been secured and Marshall's contractual obligations will have expired.
- 11.8 The relocation of the existing car storage and PDI facility will ensure the continued delivery of the Marleigh new community and associated housing provision, as well as the operation of the Newmarket Road car dealerships.

### **Pre-application Engagement**

- 11.9 The proposals have been discussed with Council officers as part of a detailed pre-application dialogue. The developer has also sought input from

Cambridgeshire County Council and their Floor Risk and Highway / Transport Teams.

- 11.10 Through pre-application discussion the following key areas were highlighted and refined prior to the submission of the formal planning application:

Access / Transport:

- Access crossing with public bridleway to be considered.
- Vehicle movements associated with trips between the sites and timings to be considered.

Biodiversity

- Artificial lighting impact on commuting and foraging bats to be considered, along with need to investigate other potential protected species.
- BNG calculations required, to be done in conjunction with dangerous bird recommendations, off-site contributions could be accepted.
- Where possible all planting should be native, although in some instances non-native species can be more resilient to climate change and in such cases non-native species with ecologically beneficial attributes should be selected.

Landscaping

- A LVA will need to assess visual impact.
- Encourage more space be made available to benefit landscaping around the site.
- Loss of sedum roof on PDI building accepted, following discussions with Aviaire and Cambridge Airport.
- Key to ensure natural informal edge to the development to reflect its setting as opposed to a rigid block structure of planting.
- Some concern over proposed species, would welcome the submission of a list of appropriate species as cited by Aviaire for further review and consideration.

Sustainability

- Key issue to address is water efficiency of the water bays and need for an understanding of water use associated to existing facility.
- Rainwater harvesting supported, strongly encourage use of a metered water supply.

- 11.11 The developer has responded positively to the pre-application discussions and sought to enhance the scheme following officer guidance. Given the scale of the scheme and limited scope of key issues to consider, officers did not bring pre-application briefing to the Joint Development Control Committee.

- 11.12 The formal application addresses the key points noted above through the submission of detailed technical documents, including ecological reports, detailed planting plans and a detailed Landscape and Visual Impact Appraisal.



## **12 Assessment**

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

- Principle of Development
- Environmental Impact Assessment
- Context of the Site, Design and External Spaces
- Landscape
- Transport, Highway Safety and Parking
- Sustainability
- Biodiversity
- Water and Flood Risk Management
- Other Environmental Considerations

## **13 Principle of Development**

Proposed Development

13.1 The application seeks full planning permission for the construction of a temporary replacement car storage compound and pre-delivery inspection building with associated access, boundary treatment, lighting and landscape.

13.2 A temporary permission is sought to up to 31 March 2035.

13.3 The site is located outside of a development framework boundary and therefore comprises a countryside location in planning terms. The site is not located in the Green Belt.

13.4 Policy S/7 of the Local Plan states that outside development frameworks, only allocations within Neighbourhood Plans that have come into force and development for agriculture, horticulture, forestry, outdoor recreation and other uses which need to be located in the countryside or where supported by other policies in this plan will be permitted.

13.5 The site falls within the Cambridge East allocation, designated under Policy SS/3 of the Local Plan and the further supported by the Cambridge East Area Action Plan.

13.6 Policy SS/3 of the Local Plan sets out that Cambridge East is allocated for development, an area broken down to sub-categories for development including Marleigh (SS/3(1a)) and Land north of Cherry Hinton (SS/3(1b)).

13.7 The site falls within a large area of land covered by Policy SS/3(4), an area of the Cambridge East site safeguarded for longer term development beyond 2031. Therefore, there are no immediate plans for development on the application site; Policy SS/3(4) notes that development on safeguarded land will only occur once the site becomes available and following a review of

both this Plan and the Cambridge East Area Action Plan, a process that is currently underway.

- 13.8 In this context, the proposed development, strictly on a temporary basis, would not prejudice the future development of the site as part of the wider Cambridge East strategic allocation.
- 13.9 The relocation of the existing car storage and PDI facility will ensure the continued delivery of the Marleigh new community and associated housing provision, as well as the operation of the Newmarket Road car dealerships.
- 13.10 The proposal would enable the development of Marleigh Phase 3 and would align with the aims and objectives of Policies S/3, S/5, S/6, and SS/1(1a) of the Local Plan.
- 13.11 The proposal also aligns with Chapters 6 of the NPPF and the Local Plan, which deal with building a strong, competitive economy, by supporting the on-going operations of the car dealerships on Newmarket Road.
- 13.12 Overall, there is no immediate in-principle objection to the proposed development or identified conflict with core policies of the Local Plan, subject to all other material planning considerations.

#### Temporary Permission

- 13.13 The application seeks a temporary permission up to up to 31 March 2035. This period would fulfil Marshall's contractual agreements as part of the Marleigh and North Works redevelopment and provide sufficient time for alternative facilities to be found.
- 13.14 As noted in paragraphs 13.5 to 13.7 above, the site forms part of an area allocated for longer-term development. The proposed development on a temporary basis is not considered to conflict with the identified strategic development of the site.
- 13.15 The proposed temporary permission up to 31 March 2035 is not considered to conflict with the aims and objectives of Policy SS/3(4) of the Local Plan, which refers to longer term development beyond 2031.
- 13.16 Although no weight can be given to the emerging Local Plan, officers have had regard to the Greater Cambridge Local Plan First Proposals and the Development Strategy Update report published on 04 January 2023.
- 13.17 Policy S/CE: Cambridge East of the First Proposals again places the site within the Cambridge that East allocation and details that for approximately 7,000 homes, including affordable homes, and 9,000 jobs on the 'safeguarded land' identified in the 2018 Local Plans at Cambridge Airport, it is anticipated that around 2,900 homes will be delivered by 2041.

- 13.18 This strategic approach was endorsed in early 2023 when Members made decisions regarding the development strategy and key sites, which included confirming Cambridge East as a key area for future development. This decision was made at the Planning & Transport Scrutiny Committee on 17 January 2023 on the Greater Cambridge Local Plan: Development Strategy Update (Regulation 18 Preferred Options) report.
- 13.19 Officers therefore identify no significant conflict between the proposed temporary permission and the longer-term strategic development of Cambridge East.
- 13.20 A temporary period can be secured by way of planning condition, providing a time limit for use of the development up to 31 March 2035 (**Condition 1 – time limit**).
- 13.21 Subject to the recommended condition, the temporary use is considered acceptable.

#### Loss of Agricultural Land

- 13.22 The application site comprises Grade 2 (very good) agricultural land and covers an area of approximately 1.93 hectares.
- 13.23 Policy NH/3 deals with protecting agricultural land and sets out that planning permission will not be granted for development which would lead to the irreversible loss of Grades 1, 2 or 3a agricultural land unless the land is allocated for development in the Local Plan (criterion 1a).
- 13.24 The site is located within an area identified for future housing development in the adopted Local Plan as well as the emerging Greater Cambridge Local Plan. The site will therefore eventually be developed as part of the Cambridge East allocation resulting in the loss of agricultural land. This loss has already been accepted in principle as part of the strategic development strategy for the area.
- 13.25 The proposed temporary permission would not conflict with Policy NH/3 (1a) of the Local Plan.

#### Alternative Sites Assessment

- 13.26 The application is supported by an alternative sites assessment, set out in Section 3 of the Planning Supporting Statement. The Assessment sets out that MGP has undertaken an extensive site search over the last three years to find a suitable alternative location for the facility against key criteria. These include the need for the site to be available now until at least 2035, a location that offers similar accessibility to the car dealerships, accessible from the strategic highway network and not to interfere or conflict with the continued operation of Cambridge City Airport.

- 13.27 Using these criteria three sites were identified and assessed in and around Newmarket Road.
- 13.28 One of the sites, located directly west of Teversham, was in the Green Belt and, in discussions with Council Officers, was ruled out as it would likely be difficult to demonstrate very special circumstances to justify the construction of such a facility in the Green Belt.
- 13.29 Site B, located to the west of the Newmarket Road roundabout adjacent to Newmarket Road and Airport Way was ruled out in consultation with Cambridge Airport, who raised safeguarding concerns.
- 13.30 Site A, the application site, was found to be the preferred site, in consultation with both Council Officers and Cambridge Airport. The application site provides a site much closer to the urban area of Cambridge and the car dealership areas along with opportunities to integrate with existing vegetation and provide additional planting and visual mitigation to the temporary use of the site. The site is also able to make use of the Marleigh haul road as a point of access, reducing potential issues with the highway network and highway safety.
- 13.31 Officers acknowledge the details of the alternatives sites assessment and consider the methodology and conclusions drawn to be appropriate.

#### Conclusion

- 13.32 The proposed construction of a temporary replacement car storage compound and pre-delivery inspection building with associated access, boundary treatment, lighting and landscape is not considered to conflict with Policy SS/3(4) of the Local Plan and to align with the aims and objectives of Policies S/3, S/5, S/6, and SS/3 alongside supporting economic development, in line with Chapters 6 of the NPPF and the Local Plan.
- 13.33 The temporary period of use can be secured by planning condition.

## **14 Environmental Impact Assessment**

- 14.1 The proposal does not represent EIA development The Town and Country Planning (Environmental Impact Assessment) Regulations 2017.

## **15 Context of the Site, Design and External Spaces**

- 15.1 The site comprises approximately 1.93 hectares of agricultural land to the north of Newmarket Road and forms part of the entrance to Cambridge from the East. The site is relatively flat, sloping slightly to the south and lacks any significant vegetation or planting, with low native scrub vegetation present along the western boundary.

- 15.2 The proposed car storage area would comprise gravel filled cellular permeable block grid paving with no defined internal boundaries or formal car park markings on the ground, retaining the general open appearance of the existing site.
- 15.3 The proposal includes the provision of a pre-delivery inspection building. The design of the building is akin to simple agricultural building, an appropriate design approach given the countryside location of the site and its agricultural surroundings. The building has a simple lean-to pitched roof, with a maximum height of approximately 5.1 metres falling to approximately 3.8 metres. The building would be sited to the north-west corner of the site, approximately 175 metres from Newmarket Road.
- 15.4 Externally the building would be finished with profiled fibre cement cladding (black) and a pre-cast concrete plinth with profiled fibre cement roof sheets (natural grey), a material palette considered acceptable in the context of the surrounding area.
- 15.5 The external appearance and materials of the building can be secured by condition **(Condition 14 – Materials)**.
- 15.6 Given its scale and siting, the proposed building is not considered to result in a prominent or dominant building but to provide a general scale and agricultural appearance that is compatible with its surroundings.
- 15.7 The site would be enclosed by a 2.4 metre high compound fence. This boundary treatment would be surrounded by a notable landscape buffer on the eastern and southern boundaries, considered in more detail in Section 16 of this report, but is considered to contribute positively to the overall appearance of the development.
- 15.8 Overall, the proposed temporary car storage compound and pre-delivery inspection building are not considered to result in significant harm to the character or visual amenity of the area, with the building responding to its location with a simple low-profile agricultural form and boundary treatments incorporated to integrate the development with its eastern rural edge..
- 15.9 The proposal is considered to accord with Policy HQ/1 of the Local Plan in design terms.

## **16 Landscape**

- 16.1 The existing site comprises open agricultural land in the form of a field of rough grass to the north of Newmarket Road, east of Newmarket Road Park and Ride. There is a limited amount of existing vegetation present in and around the site, with a line of low native scrub vegetation between the site and the footpath to the west of the site. The relatively flat topography of the site, which slopes slightly to the south, alongside the lack of substantial vegetation or built form, provides a generally clear and open site.

- 16.2 The proposal seeks to incorporate a range of soft landscape and biodiversity enhancements to mitigate the visual impact of the development, to integrate the use with its surroundings, and to provide an enhanced soft landscaped edge to this key gateway into Cambridge City.
- 16.3 The proposal includes a perimetral landscape scheme, which aims to mitigate some of the visual effects arising from the change of use of land and to protect the rural character of the area. The proposed planting consists of a hedgerow around the eastern and southern boundary, with rows at different heights and pockets of planting to the outer edge to create a sense of articulation and natural organic form. The soft landscaped boundary on the eastern edge of the site would have a depth of approximately 5.5 metres, allowing ample planting space. The development will also incorporate a wildflower meadow layer towards the open field which would enhance biodiversity but also contribute to the softening of the straight hedgerow line.
- 16.4 The application is supported by a Landscape and Visual Appraisal (Bidwells, July 2023) and follows extensive engagement with the Council's Landscape Officer through pre-application discussions. The application is also supported by a Landscape Planting Plan and a Landscape Maintenance Plan (Bidwells, August 2023).
- 16.5 The Appraisal notes the existing situation of a relatively clear and open site, the proposed provision of landscape enhancements and provides an assessment of the scheme in the context of eight key viewpoints, including Quy Waters, Newmarket Road (east and west), the adjacent bridleway and Airport Way. The Appraisal also considers the impact of development at Year 1 and Year 10, noting the need to allow some of the proposed landscaping to establish.
- 16.6 In terms of landscape effects, the Appraisal concludes that the proposed development would result in some short-term adverse landscape effects, mostly associated with the loss of the rural qualities and sense of openness of the existing undeveloped site, although these are limited to approaching the site from the east along Newmarket Road. However, the proposed landscape scheme, once matured, helps to mitigate some of the adverse effects and reinstates strong structural planting which will soften the development while contributing to green infrastructure functions of the site.
- 16.7 In terms of visual effects, the Appraisal again concludes that there would be some initial adverse effects limited to local views near the site. The development would extend the urban experience of Newmarket Road. However, the proposed landscape strategy, which includes planting along the eastern and southern boundaries of the site mitigates some of the identified adverse effects and as the boundaries mature would provide a considerable screen to the site, reinstating the verdant qualities of the visual experience, with a seasonal screening effect.

- 16.8 Officers concur with the assessment and general conclusions of the Landscape and Visual Appraisal.
- 16.9 Officers acknowledge that the proposed development would initially result in a degree of harm to the existing local landscape by virtue of the development of an open and undeveloped area of agricultural grassland. However, the proposed planting scheme will help to mitigate the effects on local views and local landscape character.
- 16.10 The proposed planting would contribute positively to the context of the area and to the gateway function of the site by softening the visual impact of the development in its countryside location. Furthermore, it is important to note that the local views of the site are typically transient views with Newmarket Road providing a key transport corridor in and out of Cambridge.
- 16.11 Overall, officers are satisfied that most of the adverse effects are limited to local views and mitigated through a mature landscape scheme, which will integrate the proposal with its local context. Officers also acknowledge that the site is allocated for development and in the longer-term the existing rural context of the existing area will change significantly.
- 16.12 The application has been subject to formal consultation with the Council's Landscape Officer, who raises no objection to the proposal subject to a condition requiring landscaping to be implemented in accordance with the submitted details submitted.
- 16.13 Officers consider it reasonable and necessary to impact a landscape compliance condition to ensure that the proposed landscape is delivered as presented within the application, alongside compliance with the landscape maintenance plan submitted (**Condition 2 – Approved Plans, Condition 12 – Landscape Implementation, Condition 13 – Landscape Maintenance**).
- 16.14 Subject to the recommended conditions, the proposal is considered to accord with Policies HQ/1, NH/2, and NH/4 of the Local Plan.

## **17 Transport, Highway Safety and Parking**

### Transport Impact

- 17.1 The application is supported by a Transport Statement (WSP, August 2023), which considers the transport and traffic impact arising from the proposed development.
- 17.2 The Statement highlights that the site will be accessed via the Marleigh eastern access road, currently a construction traffic haul route for the Marleigh development. Access into the car storage compound and PDI building is via a new priority junction that crosses an existing shared-use foot and cycleway and bridleway. The junction has been designed to provide priority to pedestrians, cyclists and equestrians using the shared-use foot

and cycleway and bridleway. Vehicle tracking demonstrates that a car, transit van and refuse vehicle can safely enter and egress the new car storage compound and PDI building.

- 17.3 The Statement details that the anticipated operation of the site involves MGP staff driving vehicles to be stored to / from the new compound via Newmarket Road and is expected to result in up to 60 additional vehicle trips between the site and car dealerships per day (Monday to Saturday), outside of peak periods. In addition, an average of four car transporter movements are expected per day, with all loading and unloading taking place clear of the public highway.
- 17.4 The application has been subject to formal consultation with Cambridgeshire County Council's Transport Assessment Team, who raise no objection to the proposal given the minimal impact on the highway network surrounding the site.
- 17.5 In consultation with the Transport Assessment Team, officers are satisfied that the proposed development would not result in harm to the highway network.

#### Highway Safety

- 17.6 The application has been subject to formal consultation with the Local Highways Authority, who raise no objection to the proposed development.
- 17.7 As noted above, the site will utilise an existing point of access to Newmarket Road, which provides suitable intervehicle visibility splays while vehicle loading and unloading will take place clear of the public highway.
- 17.8 In consultation with the Local Highways Authority, officers are satisfied that the proposed development would not result in harm to the highway safety.

#### Parking

- 17.9 The application proposes a temporary car storage compound associated to with the operation of the car dealerships on Newmarket Road. The proposal does not result in the generation of new employees, rather it supports the ongoing operation of the existing businesses. Consequently, no additional parking requirements arise from the proposed development in terms of staff parking, which is already provided on the dealership site. Officers also note that Newmarket Road provides alternative modes of travel for employees of the dealerships.
- 17.10 The storage compound and PDI building themselves are located approximately 750 metres, or a 10-minute walk, from the car dealerships on Newmarket Road. This makes it viable for staff moving cars between the two sites to travel by foot.



- 17.11 No cycle parking provision has been proposed, which could be considered acceptable in the context of the proposals. However, the use of bicycle movements between the car dealership and application site could be beneficial. To that end, and in discussion with the applicant, officers consider it include a condition to secure details of cycle parking as part of any consent **(Condition 7 – Cycle Parking Provision)**.

#### Conclusion

- 17.12 The proposed development is not considered to result in harm to the highway network or highway safety, to not give rise to additional parking demands, with details of cycle parking provision secured by condition.
- 17.13 The proposal would accord with Policies S/3, TI/2 and TI/3 of the Local Plan.

## 18 Sustainability

- 18.1 The application is supported by a Sustainability Statement (WSP, August 2023), which sets out all of the sustainability measures that have been incorporated into the proposal in accordance with local and national policy.
- 18.2 The proposed building falls below the 1,000sqm threshold set out under Policy CC/3 of the Local Plan for onsite renewable energy generation. Nonetheless, there has been a focus on reducing the energy demand of the development where possible.
- 18.3 The key sustainability consideration in this instance therefore relates to water use associated with the car washing facilities (Policy CC/4 of the Local Plan). The proposal is for a like for like temporary replacement of the current facilities in terms of the number of vehicles stored and the number of vehicles processed per day.
- 18.4 Where the scheme differs from the existing facility is in relation to water use for car cleaning/valeting, with the addition of a rainwater harvesting system to offset up to 316,953 litres of water per year for car washing. The current water use associated with car washing has been stated to be around 632,500 litres/year. This corresponds to about 50% of the annual car wash water usage and represents a significant potable water saving compared to the existing car compound.
- 18.5 Water use in the building itself will be relatively limited, focussed on toilet facilities and a small kitchen area in the crew room. Within these spaces low flow appliances are to be implemented in line with BREEAM Wat01 requirements, alongside meters and sub-meters and flow control devices. The approach achieves 6 credits across the BREEAM methodology for water, including 2 credits under Wat01 (water use associated with the toilet and kitchen facilities) and 1 Wat04 credit, which relates to the reduction in water use being achieved for the car washing facility).

- 18.6 The location of the rainwater harvesting tank is shown in the Proposed Foul and Surface Water Drainage Strategy Layout drawing contained within Appendix H of the Flood Risk Assessment and Drainage Strategy. This approach is supported by officers and is considered to take a practical approach to reducing the main source of water use for the proposal.
- 18.7 Other sustainability measures that are to be implemented on site include fabric improvements and energy efficient measures to reduce the energy demand and associated carbon emissions of the building in line with the requirement of current Building regulations, while the building takes an all-electric approach to energy. Given the temporary nature of the proposed development, the approach is supported by officers.
- 18.8 The application has been subject to formal consultation with the Council's Sustainability Officer, who raises no objection to the proposal.
- 18.9 A bespoke condition to secure the proposed water efficiency measures is recommended, which is considered appropriate as part of any consent **(Condition 11 – Water Efficiency (compliance))**.
- 18.10 Taking the above into account, the proposal would not conflict with Policy CC/3 of the Local Plan and would comply with Policy CC/4 of the Local Plan in terms of water efficiency.

## **19 Biodiversity**

- 19.1 The application is supported by an Ecological Impact Assessment (MD Ecology, July 2023), which comprised a desk study and extended Phase 1 habitat survey.
- 19.2 The Assessment notes that the site comprises part of a former arable field, which was sown as grassland in late 2018/early 2019 during the initial set up for the Marleigh development and that there are no hedgerows, shrubs or trees within the site boundaries. No sites of biodiversity importance will be affected by the proposed development. The site is located within the impact risk zones of two Sites of Special Scientific Interest (SSSIs): Wilbraham Fens and Stow-cum-Quy Fen.
- 19.3 The findings of the Assessment report that there are no hedgerows, shrubs or trees within the site, and no priority habitats or irreplaceable habitats and that no non-native invasive plant species were recorded during the survey. There are no invertebrate records on the site, that there are no desk study records of great crested newts within 2 kilometres of the site and that reptiles are likely to be absent from the site. Water voles, badgers and other mammals are also considered to be absent from the site.
- 19.4 The Assessment does consider the impact of the development on birds and foraging bats further, noting that the development would result in the loss of approximately 1.93 hectares of grassland. The Assessment sets out that, in

relation to skylarks, it would be necessary to avoid damage or destruction of nests, or disturbance of nesting birds and topsoil stripping and the start of construction should therefore ideally take place outside of the nesting season.

- 19.5 The Assessment also considers the lighting proposals associated to the proposed development, also noting the existing access road being lit by street lights on lighting columns. The lighting for the proposed development has been designed to avoid any increase in light spillage into the area west of the access road where woodland and an off-site attenuation pond are present. As a result, significant effects on foraging bats through light spillage are not predicted.
- 19.6 In consultation with the Council's Ecology Officer, officers are satisfied that the submitted report has found no major constraints to works and no evidence to suggest a protected species licence will be required prior to works commencing. Officers concur with the analysis and require no further protected species surveys or information prior to determination.
- 19.7 In terms of biodiversity net gain (BNG), the Assessment sets out that a full BNG assessment had not been undertaken but details that the proposed development would result in the loss of all of the grassland within the site boundaries (1.93ha) resulting in a loss of 3.86 habitat units. The proposed landscape scheme, which includes a line of planted native trees and shrubs, and the strip of sown wildflower seeds, could provide an additional 0.35 habitat units of enhancement. The re-sowing of amenity grassland will effectively re-create something similar to that which is currently present and will therefore not provide any loss or gain.
- 19.8 Following initial comments from the Council's Ecology Officer, a Biodiversity Metric 4.0 was submitted to support the application. The Metric confirms the loss of 3.86 habitat units on site.
- 19.9 However, the Planning Supporting Statement sets out that to compensate for the on-site loss, the applicant proposes to deliver a net gain through the purchase of 4.25 credits at Lower Valley Farm, Cambridge, providing slightly above a 10% net gain in biodiversity. This can be secured by condition **(Condition 6 – Biodiversity Net Gain)**.
- 19.10 The off-site approach to BNG was discussed extensively with officers at pre-application stage and agreed as an appropriate course of action in this instance given the temporary nature of the proposed use and the longer-term development plans for the site and surrounding area.
- 19.11 In terms of biodiversity enhancement measures on site, again, the proposed development is only temporary and involves the construction of a building within an extensive area of hard surface. Given the temporary nature of the site in combination with Airport Safeguarding requirements, it is not

considered appropriate to install bird nest or bat roost boxes within the new building, or other similar enhancement measures on-site.

- 19.12 The application has been subject to formal consultation with the Council's Ecology Officer, who raises no objections to the proposed development following the submission of the Biodiversity Metric 4.0, subject to conditions for compliance with the submitted Ecological Impact Assessment, a scheme of ecological enhancement, BNG and a lighting design strategy for biodiversity.
- 19.13 Officers consider it reasonable and necessary to impose conditions requiring compliance with the submitted and biodiversity net gain (**Condition 6 – Biodiversity Net Gain, Condition 10 – Ecology Compliance**).
- 19.14 In terms of a lighting scheme, the submitted Ecological Impact Assessment has found the submitted lighting scheme acceptable and no direct objections to that scheme have been raised by the Council's Ecology Officer. The submitted lighting scheme can be secured as an approved plan while the installation of further external lighting can be restricted by planning condition (**Condition 2 – Approved Plans, Condition 8 – External Lighting**).
- 19.15 As set out above (paragraph 19.11) a condition requiring the submission of a biodiversity enhancement scheme is not considered appropriate in this instance.
- 19.16 Based on the above evaluation, and subject to the planning conditions as described, officers are satisfied that the proposed development would not result in adverse harm to protected habitats, species or priority species and would achieve a net gain in biodiversity.
- 19.17 Taking the above into account, the proposal would comply with Policy NH/4 of the Local Plan.

## **20 Water and Flood Risk Management**

- 20.1 The application site is located within flood zone 1 (low risk) and is not identified as being at risk from surface water.
- 20.2 In accordance with paragraph 163 of the NPPF, as the site is within flood zone 1 (low risk) and the proposed development is for 'Less Vulnerable' car storage, the proposal is considered to satisfy the Sequential and Exception Tests
- 20.3 The application is supported by a Flood Risk Assessment and Drainage Strategy (WSP, August 2023).
- 20.4 The Assessment details that the site is at low or negligible risk from all sources of flooding with the exception of groundwater flooding which the

Strategic Flood Risk Assessment indicates is a possibility for development at below existing ground level.

- 20.5 As there will be a moderate increase in the impermeable area across the site, there will be an increase in the likelihood and magnitude of standing water and surface water runoff occurring. A surface water strategy has been devised to mitigate this.
- 20.6 The preferred surface water drainage strategy consists of capturing roof runoff and directing it via a pipe network towards soakaway crates located to the east of the proposed building. The car storage area of the compound will be constructed from a permeable pavement that will capture flows arising from the car park and external hard standing areas around the building, before infiltrating to sub-soils.
- 20.7 It is proposed that foul flows will be directed via gravity to a package pumping station whereby they will discharge via a rising main to an existing Anglian Water foul sewer on the adjacent Marleigh development.
- 20.8 The application has been subject to formal consultation with Anglian Water, and the Lead Local Flood Authority, who raise no objection to the proposed development, subject to conditions.
- 20.9 The Lead Local Flood Authority comment that the information submitted demonstrates that surface water from the proposed development can be managed through the use of permeable paving infiltrating surface water from the car park into the subsoil with surface water from the building draining into a soakaway crate via rainwater harvesting tank. Water quality has been adequately addressed when assessed against the Simple Index Approach outlined in the CIRIA SuDS Manual.
- 20.10 In consultation with the Lead Local Flood Authority, officers are satisfied that the proposed development would not result in increased flood risk, including during the construction phase, and that a suitable drainage strategy can be provided on site for both surface and foul water. These arrangements, including details for future maintenance, can be secured by conditions **(Condition 4 – Surface Water Drainage Scheme, Condition 5 - Surface Water (construction phase))**.
- 20.11 The Lead Local Flood Authority has recommended several informatives be added to any consent, including infiltration and pollution control. Officers consider it appropriate to include the recommended informatives as part of any consent for the information of the applicant.
- 20.12 In terms of foul water drainage, no objection has been raised by Anglian Water to the proposed arrangements as set out above.
- 20.13 Subject to the recommended conditions, the proposal is considered to accord with Policies CC/7, CC/8 and CC/9 of the Local Plan.

## 21 Other Matters

### Airport Safeguarding

- 21.1 The comments of Cambridgeshire Airport are noted, who raise no objection to the proposed development, subject to condition.
- 21.2 Officers consider it reasonable and necessary to impose a condition relating to lighting heights (**Condition 15 – Height Limitations on Buildings and Structures**).
- 21.3 Subject to the recommended condition, the proposal would accord with Policy TI/6 of the Local Plan.

### Archaeology and Heritage

- 21.4 There are no designated heritage assets within or near the application site. The site is in an area of archaeological potential.
- 21.5 The application is supported by a Written Scheme of Investigation for Archaeological Mitigation (Cambridge Archaeological Unit), outlining the potential of the site and the likely impact of the proposal on below ground archaeology.
- 21.6 The comments of the Historic Environment Team (Archaeology) are noted, who recommend a condition requiring the submission of a written scheme of investigation. Officers consider the condition reasonable and necessary, which can be secured as part of any consent (**Condition 3 – Written Scheme of Investigation**).
- 21.7 Subject to the recommended condition the proposal would accord with Policy NH/14 of the Local Plan.

### Designing Out Crime Comments

- 21.8 The comments made by the Designing Out Crime Officer are noted. In response the following commentary is offered.
- 21.9 Lighting has been designed to minimise light spillage for biodiversity purposes while also providing security for the site, and has been found acceptable.
- 21.10 The fencing proposed is a compound fence, 2.4 metres high, with fence-post mounted lighting. The height aligns with the recommendation of the Designing Out Crime Officer. The fencing on the southern and eastern boundaries will be set behind a landscape buffer to soften the visual impact of development.
- 21.11 Recommendations on the type of roller shutter doors to be used are noted and have been shared with the applicant. From a planning perspective, the

external appearance of the building has been found acceptable and the type of roller shutter door for security purposes can be determined by the applicant.

### **Environmental Health**

- 21.12 The comments of the Council's Environmental Health Officer are noted, who recommends conditions for hours of works and piling along with informatives for air source heat pumps, demolition, disturbance to neighbouring residents, and statutory nuisance.
- 21.13 Officers consider the conditions reasonable and necessary to ensure the development accords with relevant planning policy and can be secured as part of any consent (**Condition 9 - Piling, Condition 16 – Hours of Work**).
- 21.14 Informatives relating to air source heat pumps, disturbance to neighbouring residents, and statutory nuisance are also considered appropriate for the attention of the applicant. An informative on demolition is not considered necessary in this instance.

### **Pre-Commencement Conditions**

- 21.15 All pre-commencement conditions have been agreed with the agent prior to the determination of the application.

## **22 Planning Balance**

- 22.1 Planning decisions must be taken in accordance with the development plan unless there are material considerations that indicate otherwise (section 70(2) of the Town and Country Planning Act 1990 and section 38[6] of the Planning and Compulsory Purchase Act 2004).
- 22.2 The proposal is for the construction of a temporary replacement car storage compound and pre-delivery inspection building with associated access, boundary treatment, lighting and landscape. The use of the site is directly associated to car dealerships along Newmarket Road, located to the west of the site.
- 22.3 The relocation of the existing car storage and PDI facility will ensure the continued delivery of the Marleigh new community and associated housing provision, as well as the operation of the Newmarket Road car dealerships.
- 22.4 The proposed development, on a temporary basis, would not prejudice the future development of the site as part of the wider Cambridge East strategic allocation and would therefore not conflict with Policy SS/3(4) of the Local Plan.
- 22.5 The proposal would enable the development of Marleigh Phase 3 and would therefore align with the aims and objectives of Policies S/3, S/5, S/6, and

SS/1(1a) of the Local Plan. The proposal would also support economic development in the area and the on-going operations of the car dealerships on Newmarket Road and therefore confirm with Chapters 6 of the NPPF and the Local Plan.

- 22.6 Although no weight can be given to the emerging Greater Cambridge Local Plan, officers have had regard to the policy intentions relating to the strategic development of Cambridge East and the proposed development, on a temporary basis, offers no significant conflict.
- 22.7 The proposed development is considered acceptable in design terms, seeks to incorporate a significant amount of new planting to provide a soft landscape buffer to the key edges of the development and would deliver an off-site net gain in biodiversity of more than 10%. It is also expected that proposal would represent a 50% potable water saving relating to the annual car wash water usage compared to the existing car compound. Matters relating to highway impact, other sustainability measures and drainage arrangements have been found acceptable and to comply with relevant planning policy.
- 22.8 Officers acknowledge that the proposed development would initially result in a degree of short-term harm to the existing local landscape by virtue of the development of an open and undeveloped area of agricultural grassland. However, the proposed planting scheme will help to mitigate the effects on local views and local landscape character and any harm identified is outweighed by the benefits of the scheme as set out in this report.
- 22.9 Having considered the provisions of the development plan, NPPF and NPPG guidance, the views of statutory consultees and wider stakeholders, as well as all other material planning considerations, the proposed development is recommended for approval.

## **23 Recommendation**

- 23.1 **Approve planning permission of full planning application reference 23/03273/FUL**, subject to:
- (i) The conditions and informatives set out below in this report;
  - (ii) With authority delegated to officers to carry through minor amendments to those conditions and informatives prior to the issuing of the planning permission.

## **24 Planning Conditions and Informatives**

### **Conditions**



## **1. Time Limit**

The use of the site as a temporary car storage compound, hereby approved, shall cease on or before 31 March 2035.

Reason: In the interests of the character and amenity of the area, and to ensure the development does not impact the delivery of Cambridge East in accordance with Policies S/6 and SS/3 of the South Cambridgeshire Local Plan 2018.

## **2. Approved Plans**

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

*Plans to be listed:*

*DR-A-0010 REV P3 (Location Plan)*

*DR-A-1002 P10 (Proposed Plans and Elevations)*

*MLA75631-A1-0501 REV E (Landscape Planting Plan)*

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

## **3. Written Scheme of Investigation**

No demolition/works shall commence until the applicant, or their agents or successors in title, has implemented a programme of historic building recording which has been secured in accordance with a written scheme of investigation (WSI) which has been submitted to and approved in writing by the local planning authority. For land that is included within the WSI, no demolition/works shall take place other than under the provisions of the agreed WSI, which shall include:

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

Reason: To ensure that any archaeology within the site is properly recorded both before and during works in accordance with Policy NH/14 of the South Cambridgeshire Local Plan 2018.

## **4. Surface Water Drainage Scheme**

No laying of services, creation of hard surfaces or erection of a building shall commence until a detailed design of the surface water drainage of the site has been submitted to and approved in writing by the Local Planning Authority.

Those elements of the surface water drainage system not adopted by a statutory undertaker shall thereafter be maintained and managed in accordance with the approved management and maintenance plan.

The scheme shall be based upon the principles within the agreed Flood Risk Assessment and Drainage Strategy, WSP, Ref: MPDI-WSP-00-XX-RP-D-4000, Rev: PO1, Dated: August 2023 and shall also include:

- a) Groundwater monitoring results during peak seasonal groundwater levels during winter.
- b) Full calculations detailing the existing surface water runoff rates for the QBAR, 3.3% Annual Exceedance Probability (AEP) (1 in 30) and 1% AEP (1 in 100) storm events;
- c) 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 and including an allowance for urban creep, together with an assessment of system performance;
- d) Detailed drawings of the entire proposed surface water drainage system, attenuation and flow control measures, including levels, gradients, dimensions and pipe reference numbers, designed to accord with the CIRIA C753 SuDS Manual (or any equivalent guidance that may supersede or replace it);
- e) Full detail on SuDS proposals (including location, type, size, depths, side slopes and cross sections);
- f) Site Investigation and test results to confirm infiltration rates;
- g) 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;
- h) Demonstration that the surface water drainage of the site is in accordance with DEFRA non-statutory technical standards for sustainable drainage systems;
- i) Full details of the maintenance/adoption of the surface water drainage system;
- j) Permissions to connect to a receiving watercourse or sewer;
- k) Measures taken to prevent pollution of the receiving groundwater and/or surface water

The scheme shall subsequently be implemented in accordance with the approved details prior to the occupation or first use of any part of the development or in accordance with the implementation programme agreed in writing with the Local Planning Authority.

Reason: To ensure that the proposed development can be adequately drained and to ensure that there is no increased flood risk on or off site resulting from the proposed development and to ensure that the principles of sustainable drainage can be incorporated into the development, noting that initial preparatory and/or construction works may compromise the ability to mitigate harmful impacts in accordance with Policies CC/7, CC/8 and CC/9 of the South Cambridgeshire Local Plan 2018.

## **5. Surface Water (construction phase)**

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

Reason: To ensure surface water is managed appropriately during the construction phase of the development, so as not to increase the flood risk to adjacent land/properties or occupied properties within the development itself; recognising that initial works to prepare the site could bring about unacceptable impacts in accordance with Policies CC/8 and CC/9 of the South Cambridgeshire Local Plan 2018.

## **6. Biodiversity Net Gain**

No development shall commence, apart from below ground works and demolition, until a Biodiversity Net Gain (BNG) Plan has been submitted to and approved in writing by the local planning authority. The BNG Plan shall target how a net gain in biodiversity will be achieved through a combination of on-site and / or off-site mitigation. The BNG Plan shall include:

- i. A hierarchical approach to BNG focussing first on maximising on-site BNG, second delivering off-site BNG at a site(s) of strategic biodiversity importance, and third delivering off-site BNG locally to the application site;
- ii. Full details of the respective on and off-site BNG requirements and proposals resulting from the loss of habitats on the development site utilising the latest appropriate DEFRA metric;
- iii. Identification of the existing habitats and their condition on-site and within receptor site(s);
- iv. Habitat enhancement and creation proposals on the application site and /or receptor site(s) utilising the latest appropriate DEFRA metric;
- v. An implementation, management and monitoring plan (including identified responsible bodies) for a period of 30 years for on and off-site proposals as appropriate.

The BNG Plan shall be implemented in full and subsequently managed and monitored in accordance with the approved details. Monitoring data as appropriate to criterion v) shall be submitted to the local planning authority in accordance with the latest DEFRA guidance and the approved monitoring period / intervals.

Reason: To provide ecological enhancements in accordance with the NPPF 2023 para 174, South Cambridgeshire Local Plan 2018 Policy NH/4 and the Greater Cambridge Shared Planning Biodiversity SPD 2022.

## **7. Cycle Parking Provision**

The development, hereby permitted, shall not be occupied or the use commenced, until details of facilities for the covered, secure parking of cycles for use in connection with the development have been submitted to and approved in writing by the Local Planning Authority. The details shall include the means of enclosure, materials, type and layout. The facilities shall be provided in accordance with the approved details and shall be retained as such.

Reason: To ensure appropriate provision for the secure storage of bicycles in accordance with Policy TI/3 of the South Cambridgeshire Local Plan 2018.

## **8. External Lighting**

No external lighting shall be provided or installed other than in accordance with a scheme which has been submitted to and approved in writing by the Local Planning Authority. The scheme shall be carried as approved and shall be retained as such.

Reason: To minimise the effects of light pollution on the surrounding area and to protect biodiversity interests in accordance with Policies SC/9 and NH/4 of the South Cambridgeshire Local Plan 2018.

## **9. Piling**

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

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

Reason: To protect the amenity of the adjoining properties in accordance with Policy CC/6 of the South Cambridgeshire Local Plan 2018.

## **10. Ecology Compliance**

All ecological measures and/or works shall be carried out in accordance with the details contained in the Ecological Impact Assessment (MD Ecology, July 2023).

Reason: To conserve and enhance ecological interests in accordance with Policies HQ/1 and NH/4 of the South Cambridgeshire Local Plan 2018.

## **11. Water Efficiency (compliance)**

Water efficiency measures for the scheme, including rainwater harvesting, shall be implemented in full prior to the use of the scheme hereby improved in line

with the specifications and systems outlined in Technical Note 6: Water usage and BREEAM Guidance (WSP, August 2023) and the Flood Risk Assessment and Drainage Strategy (WSP, 2023).

Reason: To ensure that the development makes efficient use of water and promotes the principles of sustainable construction in accordance with Policy CC/4 of the South Cambridgeshire Local Plan 2018 and the Greater Cambridge Sustainable Design and Construction SPD 2020.

## **12. Landscape Implementation**

All hard and soft landscape works shall be carried out and maintained in accordance with the approved details. The works shall be carried out prior to the occupation of any part of the development or in accordance with a programme agreed in writing with the Local Planning Authority. If within a period of five years from the date of the planting, or replacement planting, any tree or plant is removed, uprooted or destroyed or dies, another tree or plant of the same species and size as that originally planted shall be planted at the same place as soon as is reasonably practicable, unless the Local Planning Authority gives its written consent to any variation.

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

## **13. Landscape Maintenance**

The development shall be carried out in accordance with the details contained in the submitted Landscape Management Plan (Bidwells, August 2023).

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

## **14. Materials**

The materials to be used in the external construction of the development, hereby permitted, shall follow the specifications in accordance with the details specified within the application form and approved plans unless otherwise agreed in writing by the Local Planning Authority.

Reason: To ensure that the external appearance of the development does not detract from the character and appearance of the area in accordance with Policy HQ/1 of the South Cambridgeshire Local Plan 2018.

## **15. Height Limitations on Buildings and Structures**

No mast lighting which is part of the development, hereby permitted, shall exceed heights identified by the airport authority to the developer.

Reason: To avoid the lighting masts on the application site endangering the safe movement of aircraft and the operation of Cambridge Airport through interference with communication, navigational aids, and surveillance equipment in accordance with Policy TI/6 of the South Cambridgeshire Local Plan 2018.

## **16. Construction / Demolition Hours**

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

Reason: To protect the amenity of the adjoining properties in accordance with Policy CC/6 of the South Cambridgeshire Local Plan 2018.

## **Informatives**

### **1. Written Scheme of Investigation**

Partial discharge of condition 3 can be applied for once the fieldwork at Part c) has been completed to enable the commencement of development.

Part d) of the condition shall not be discharged until all elements have been fulfilled in accordance with the programme set out in the WSI.

### **2. Infiltration**

Infiltration rates should be worked out in accordance with BRE 365/CIRIA 156. If for an outline application it is not feasible to access the site to carry out soakage tests before planning approval is granted, a desktop study may be undertaken looking at the underlying geology of the area and assuming a worst-case infiltration rate for that site. If infiltration methods are likely to be ineffective then discharge into a watercourse/surface water sewer may be appropriate; however soakage testing will be required at a later stage to clarify this.

### **3. Pollution Control**

Surface water and groundwater bodies are highly vulnerable to pollution and the impact of construction activities. It is essential that the risk of pollution (particularly during the construction phase) is considered and mitigated appropriately. It is important to remember that flow within the watercourse is likely to vary by season and it could be dry at certain times throughout the year. Dry watercourses should not be overlooked as these watercourses may flow or even flood following heavy rainfall.

#### **4. Air Source Heat Pump**

The granting of permission and or any permitted development rights for any Air Source Heat Pump (ASHP) does not indemnify any action that may be required under the Environmental Protection Act 1990 for statutory noise nuisance. Should substantiated noise complaints be received in the future regarding the operation and running of an air source heat pump and it is considered a statutory noise nuisance at neighbouring premises a noise abatement notice will be served. It is likely that noise insulation/attenuation measures such as an acoustic enclosure and/or barrier would need to be installed to the unit in order to reduce noise emissions to an acceptable level. To avoid noise complaints it is recommended that operating sound from the ASHP does not increase the existing background noise levels by more than 3dB (BS 4142 Rating Level - to effectively match the existing background noise level) at the boundary of the development site and should be free from tonal or other noticeable acoustic features.

In addition equipment such as air source heat pumps utilising fans and compressors are liable to emit more noise as the units suffer from natural aging, wear and tear. It is therefore important that the equipment is maintained/serviced satisfactory and any defects remedied to ensure that the noise levels do not increase over time.

#### **5. General Disturbance**

The applicant should take all relevant precautions to minimise the potential for disturbance to neighbouring residents in terms of noise and dust during the construction phases of development. This should include the use of water suppression for any stone or brick cutting and advising neighbours in advance of any particularly noisy works.

#### **6. Nuisance Action**

The granting of this planning permission does not indemnify against statutory nuisance action being taken should substantiated noise or dust complaints be received. For further information please contact the Environment Planning Team.

#### **Background Papers**

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

- South Cambridgeshire Local Plan 2018
- Supplementary Planning Documents
- Cambridge East Area Action Plan 2008

## **Appendix 1 – Planning Policy**

### **National Policy**

National Planning Policy Framework 2023  
National Planning Practice Guidance  
National Design Guide 2021  
Local Transport Note 1/20 (LTN 1/20) Cycle Infrastructure Design  
Circular 11/95 (Conditions, Annex A)  
Environment Act 2021  
EIA Directives and Regulations - European Union legislation with regard to environmental assessment and the UK's planning regime remains unchanged despite it leaving the European Union on 31 January 2020  
Conservation of Habitats and Species Regulations 2017  
ODPM Circular 06/2005 – Protected Species  
Equalities Act 2010

### **South Cambridgeshire Local Plan 2018**

Policy S/1 – Vision  
Policy S/2 – Objectives of the Local Plan  
Policy S/3 – Presumption in Favour of Sustainable Development  
Policy S/5 – Provision of Jobs and Homes  
Policy S/6 – The Development Strategy to 2031  
Policy SS/3 – Cambridge East  
Policy CC/1 – Mitigation and Adaptation to Climate Change  
Policy CC/3 – Renewable Energy and Low Energy in New Developments  
Policy CC/4 – Water Efficiency  
Policy CC/6 – Construction Methods  
Policy CC/7 – Water Quality  
Policy CC/8 – Sustainable Drainage Systems  
Policy CC/9 – Managing Flood Risk  
Policy HQ/1 – Design Principles  
Policy NH/2 – Protecting and Enhancing Landscape Character  
Policy NH/3 – Protecting Agricultural Land  
Policy NH/4 – Biodiversity  
Policy NH/5 – Sites of Biodiversity or Geological Importance  
Policy NH/14 – Heritage Assets  
Policy SC/9 – Lighting Proposals  
Policy SC/10 – Noise Pollution  
Policy SC/14 – Odour and Other Fugitive Emissions to Air  
Policy TI/2 – Planning for Sustainable Travel  
Policy TI/6 – Cambridge Airport Public Safety Zone

### **Cambridge East Area Action Plan (CEAAP) 2008**

CE/1 – Vision for East Cambridge  
CE/2 – Development Principles  
SE/6 – Local Centres  
CE/7 – Cambridge East housing



CE/11 – Alternative modes and Parking  
CE/12 – Transport for North of Newmarket Road  
CE/13 – Landscape Principles  
CE/14 – Landscaping within Cambridge East  
CE/16 - Biodiversity  
CE/17 – Existing Biodiversity Features  
CE/22 – Land Drainage, Water Conservation, Foul Drainage and Sewerage Disposal  
CE/24 – Energy  
CE/25 – Sustainable Building Methods and Materials  
CE/26 – Noise  
CE/27 – Air Quality  
CE/30 – Early Delivery of Strategic Landscaping  
CE/32 – Cambridge Airport Safety Zones

### **Supplementary Planning Documents (SPD)**

Biodiversity SPD – Adopted February 2022  
Sustainable Design and Construction SPD – Adopted January 2020  
Cambridgeshire Flood and Water SPD – Adopted November 2016

The following SPDs were adopted to provide guidance to support previously adopted Development Plan Documents. These documents are still material considerations when making planning decisions, with the weight in decision making to be determined on a case-by-case basis:

South Cambridgeshire Health Impact Assessment SPD – Adopted March 2011  
South Cambridgeshire Affordable Housing SPD – Adopted March 2010  
South Cambridgeshire District Design Guide SPD – Adopted March 2010  
South Cambridgeshire Landscape in New Developments SPD – Adopted March 2010  
South Cambridgeshire Biodiversity SPD – Adopted July 2009  
South Cambridgeshire Open Space in New Developments SPD – Adopted January 2009  
South Cambridgeshire Trees & Development Sites SPD – Adopted January 2009  
South Cambridgeshire Public Art SPD – Adopted January 2009

### **Neighbourhood Plans**

None relevant

### **Other Guidance**

None relevant

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## **23/03182/S73 – Technology Park Fulbourn Road Cambridge Cambridgeshire**

### **Application details**

**Report to:** Joint Development Control Committee

**Lead Officer:** Joint Director of Planning and Economic Development

**Ward/parish:** Fen Ditton & Fulbourn / Fulbourn

**Proposal:** S73 to vary conditions 16 (Approved plans), 64 (Cycle parking) and 65 (Car parking) of outline planning permission 21/00772/OUT (A hybrid planning application for a total of 56,473sqm of commercial floorspace for Use Classes E(g) i (offices), ii (research and development), ii (light industrial) and B8 (storage and distribution - limited to data centres) uses. Comprising a) an Outline Application with all matters reserved (except for access) for the development of up to 44,671 sqm of floorspace, with associated access, structural landscaping, car and cycle parking and associated infrastructure works, b) a Full Application for the first Phase comprising the main access, one commercial building, a multi-decked car and cycle park and associated landscaping and infrastructure works, and c) a Full Application for the details of initial enabling works comprising site wide earth works and drainage)

**Applicant:** BRE-BMR CITP Limited (for BioMed Realty)

**Presenting officer:** Mairead O'Sullivan

**Reason presented to committee:** Due to the scale and nature of the application.

**Member site visit date:** N/A

## Key issues:

1. Amendments to the design of building 3 and the Multi-Storey Car Park
2. The loss of car parking and provision of community facilities and additional cycle parking in its place

**Recommendation:** To **APPROVE** application 23/03182/S73 subject to the conditions and informatives as detailed in this report, with delegated authority to officers to carry through minor amendments to those conditions and informatives (and include others considered as appropriate and necessary) prior to the issuing of the planning permission.

## Report contents:

Section	Document heading
1	<u>Executive summary</u>
2	<u>Site description and context</u>
3	<u>The proposal</u>
4	<u>Environmental Impact Assessment</u>
5	<u>Relevant site history</u>
6	<u>Policy</u>
7	<u>Consultations</u>
8	<u>Third Party Representations</u>
9	<u>Member Representations</u>
10	<u>Planning Assessment</u>
11	<u>Principle of development</u>
12	<u>Design</u>
13	<u>Landscape</u>
14	<u>Water Management and Flood Risk</u>
15	<u>Biodiversity and Trees</u>
16	<u>Carbon Reduction and Sustainable Design</u>
17	<u>Transport and Access</u>
18	<u>Heritage Assets</u>
19	<u>Amenity and Environmental Health</u>
20	<u>Utilities</u>
21	<u>Other Matters</u>
22	<u>Planning Obligations</u>
23	<u>Planning Balance</u>
24	<u>Recommendation</u>
25	<u>Conditions</u>

Table 1 Contents of report

## 1. Executive summary

- 1.1 The report relates to a variation of condition application under section 73 (S73) of the Town and Country Planning Act (TCPA) 1990, which seeks to amend conditions 16 (approved drawings), 64 (cycle parking), and 65 (car parking) of application 21/00772/OUT which was allowed on appeal as follows:
- Amend the design of Building 3 to facilitate the provision of lab space.
  - Provision of amenities within the Multi-Storey Car Park (MSCP).
  - Design amendments to Building 3 and the MSCP to alter their appearance. The height and footprint of the buildings are unchanged.
  - Amendments to the landscape design to coordinate with the revised building design
  - A reduction in car parking provision
  - An increase in cycle parking provision
- 1.2 The height, scale, massing and footprint of both buildings remain unchanged. The amendments to the architectural treatment of the buildings are considered positive and relate well to the local context.
- 1.3 The landscape design has been amended to respond to the revised buildings design. The landscape scheme would result in a minor improvement to BNG.
- 1.4 The change from office to lab space results in a lower occupancy rate for building 3 which reduces demand for car parking. The reduction in car parking provision is considered acceptable by the Transport Assessment Team. The reduction in car parking numbers allow for space to be redistributed and community uses provided within the building. This is considered to be a social benefit. The additional cycle parking provision is considered acceptable and will allow for a higher cycling mode share.
- 1.5 The building continues to target BREEAM Excellent. The amendments would not give rise to any further impacts to the landscape character, openness of the green belt or nearby heritage assets.
- 1.6 Officers recommend that the Joint Development Control Committee approve planning permission for application 23/03182/S73, subject to the conditions and informatives set out in Section 23 of this report.

## **2. Site description and context**

- 2.1 The site lies within the administrative boundary of South Cambridge District Council ('SCDC'). The western boundary of the Site forms the boundary with Cambridge City Council ('CCC') and the Peterhouse Technology Park ('PTP'). The site is approximately 4.5 kilometres (km) to the south-east of Cambridge city centre and directly south of Cherry Hinton.
- 2.2 The site is rectangular in shape covering an area of approximate 7.03 hectares (ha) currently in use as arable fields. It is bound to the north by Fulbourn Road/Cambridge Road, with amenity green space and residential development beyond. Open agricultural land lies to the east and south which forms part of the Cambridge Green Belt.
- 2.3 Levels on the site vary considerably with the highest point of the site (31 AOD) in the south western corner, falling to 21 AOB adjacent to Fulbourn Road.
- 2.4 There are no existing vehicular accesses to the site. Fulbourn Road to the north of the site provides vehicular, cycle and pedestrian access to the surrounding area and beyond. Two bus stops are located nearby the proposed site entrance on Fulbourn Road serviced by the Citi 3 which runs between Cherry Hinton and Fen Ditton, via Cambridge City Centre.
- 2.5 The Site is within Flood Zone 1 and as such has a low risk of flooding from rivers. It is not subject to environmental designations. The Site is not located within a Conservation Area, nor are there any listed buildings within close proximity. The Fulbourn Hospital Conservation Area lies approximately 40 metres to the north east of the Site.
- 2.6 A gas main easement runs along the front of the site adjacent to Fulbourn Road which requires a 10-metre exclusion zone.
- 2.7 The adopted South Cambridgeshire Local Plan (2018) Policy E/3 releases the site from the Green Belt and allocates it for employment use (offices and research and development). The adjacent Peterhouse Technology Park (PTP) comprises a mix of commercial high-tech and research and development business premises.

## **3. The proposal**

- 3.1 The application has been submitted as a variation of condition application under s73 of the TCPA 1990, which seeks to amend conditions 16 (approved drawings), 64 (cycle parking), and 65 (car parking) of planning

application 21/00772/OUT which was allowed on appeal, following the refusal of the application at the XXX meeting of the Joint Development Control Committee.

3.2 The application seeks the following changes:

- Amend the design of Building 3 to facilitate the provision of lab space.
- Provision of amenities within the Multi-Storey Car Park (MSCP).
- Design amendments to Building 3 and the MSCP to alter their appearance. The height and footprint of the buildings are unchanged.
- Amendments to the landscape design to coordinate with the revised building design
- A reduction in car parking provision
- An increase in cycle parking provision

3.3 A BREEAM pre-assessment has also been submitted which shows a small increase in the expected sustainability scoring of Building 3, with no change to the targeted scoring of 'Excellent'.

#### **Application Documentation**

3.4 The application is supported by the following documents:

- Building 3 and MSCP MMA report
- Supporting statement
- EIA Statement of conformity
- BREEAM Pre-assessment
- Transport technical note
- Landscape and visual technical note
- Landscape strategy plan
- Landscape MMA proposals supplementary report
- Landscape masterplan
- Hard and soft landscape plans and Planting plans
- Drainage technical note
- Biodiversity Net Gain Statement
- Air Quality Assessment addendum
- Noise Impact Assessment Addendum
- Floorplans and elevations
- Parking strategy
- Cycle and car parking strategy
- Drawing register

#### **Pre-application engagement**

- 3.5 The proposals were subject to pre-application engagement with officers. The proposals have evolved following these pre-application discussions, including refinement of the design of the two buildings and consideration of potential future connectivity with the neighbouring Peterhouse Technology Park.
- 3.6 The proposals were also presented to the Joint Development Control Committee in a briefing in June 2023. A summary of questions and responses is included in **table 2** below:

Question	Officer Response
Should the changes be considered as an entirely different design, and a change of use.	A s73 application can be used to amend conditions, including to materially alter the proposed development, provided the description of development does not change. The proposals are considered to comply with these requirements.
Clarification sought on how the development will provide local employment	The development will provide significant employment opportunities during construction and operation, at a range of skill levels, including opportunities for local residents. Employees will also support existing businesses in the local area.
Clarification on how the development responds to the local context	The proposed design includes design and material references contemporary Cambridge design, and traditional architecture, particularly collegiate buildings.
How will water use be minimised, including accounting for the increase in lab space proposed.	The submitted BREEAM-assessment shows the development will be targeting a 3 Water credits, representing a 40% reduction in water consumption against the baseline, achieved through low-flow fixtures and efficient appliances.
Double-stacked cycle parking can be difficult to use and not accessible	The amount of Sheffield stands has been increased compared to the existing permission. Further details



	of cycle parking, including for non-standard cycles, are required under condition 24.
Whether the car park could be adapted to provide additional cycle parking	The MSCP will serve future phases as well as Building 3, with potential to review demand in the future.
Query over whether there will be skateboarding provision	No skateboarding provision is proposed.
Query over whether the community facilities will be accessible by the community	The amenities within the site are intended to primarily serve employees, however the applicant has set out how they intend to encourage access by the local community.
Query over how improved sustainable travel routes for those travelling north-south could be provided.	The s106 agreement for the original application secures contributions towards bus infrastructure improvements and the Fulbourn Greenway, which will improved links into existing and future strategic north-south connections.
Query over whether passive cooling is proposed	The Free Cooling BREEAM credit is not being targeted as it not considered achievable, however passive cooling design measures are proposed
Query over whether the car park will be chargeable	Charging is not specifically identified as a proposed demand management strategy at this stage. Condition 29 requires submission of a strategy to manage parking, including ensuring parking provision for phase 1 is restricted to only part of the MSCP.
Query over how cycle theft can be minimised	The majority of cycle parking will be within a secure compound in the MSCP. This will be monitored by a security booth by the building entrance. Visitor cycle parking elsewhere within the site will be monitored by CCTV.

Whether passive EV charging provision could be included	<p>Condition 22 requires a minimum of 14 fast chargers to be provided, and the plans include provision for the installation of a further 26 fast charging points, alongside a minimum of 5% of future parking spaces.</p> <p>N.B. There is also a requirement under building regulations for a minimum of 20% of spaces to have active/passive EV charging infrastructure.</p>
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Table 2 Response to issues raised by members at JDCC briefing

#### **4. Environmental Impact Assessment**

- 4.1 The applicant submitted a request for a Scoping Opinion from the local planning authority at the pre-application stage for the original hybrid planning application (21/00772/OUT).
- 4.2 A formal Scoping Opinion was issued on 8 January 2001 which concluded that the Scoping Request satisfied the relevant requirements of the 2017 Regulations and provided a sound basis upon which to consider the potential environmental impact of the development. In addition to the environmental topics proposed to be assessed, Cultural Heritage and Lighting were also requested to be assessed in the Environmental Statement (ES).
- 4.3 The ES submitted to accompany the hybrid planning application was prepared in accordance with the Scoping Request and Scoping Opinion.
- 4.4 The ES Main Report (Volume 1) for the hybrid application covered the following topics:
1. Introduction
  2. Methodology
  3. Site Context
  4. Description of Proposed Development
  5. Planning Policy
  6. Air Quality
  7. Archaeology
  8. Cultural Heritage
  9. Flood Risk and Drainage

- 10. Ground Conditions and Contamination
- 11. Landscape and Visual
- 12. Lighting
- 13. Noise and Vibration
- 14. Socio-Economics, Health and Wellbeing
- 15. Transport
- 16. Cumulative Effects

4.5 The ES was organised into 3 volumes: Main Report (Volume 1); Technical Appendices (Volume 2). As the ES is a detailed technical and wide-ranging report, in to assist consideration of the application, it is supported by the non-technical summary.

**Statement of Conformity**

4.6 A Statement of Conformity has been submitted as part of this application, which assesses whether the ES remains up-to date or whether any additional or amended chapters are required.

4.7 The Statement of Conformity assesses that this application is not likely to result in any significant environmental effects not previously identified as part of the ES, and that the environmental information submitted is sufficient for assessment of the application. Officers agree with this assessment.

**5. Relevant site history**

5.1 The table below details the relevant planning history for the application site.

<b>Reference</b>	<b>Description</b>	<b>Outcome</b>
20/048886/SCOP	Request for a formal scoping opinion for commercial development at Land South of Fulbourn Road, Cambridge.	EIA Scoping Report Issued 30.01.2020
21/00772/OUT	A hybrid planning application for a total of 56,473sqm of commercial floorspace for Use Classes E(g) i (offices), ii (research and development), ii (light industrial) and B8 (storage and distribution - limited to data centres) uses. Comprising a) an Outline Application with all matters reserved (except for access)	Refused at JDCC on 27.10.2021 Appeal Allowed 28.11.2022

	<p>for the development of up to 44,671 sqm of floorspace, with associated access, structural landscaping, car and cycle parking and associated infrastructure works; b) a Full Application for the first Phase comprising the main access, one commercial building, a multi-decked car and cycle park and associated landscaping and infrastructure works; and c) a Full Application for the details of initial enabling works comprising site wide earth works and drainage.</p>	
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Table 3: Relevant Site history

## 6. Policy

### Legislation

#### EIA Directives and Regulations – EIA Regulations

- 6.1 European Union legislation with regard to environmental assessment and the planning regime remains unchanged despite the UK leaving the European Union on 31 January 2020. The Government passed secondary legislation in October 2018 to ensure the continued operation of the EIA regime.

#### Planning and Compulsory Purchase Act 2004 (as amended)

- 6.2 Section 38(6) of the Planning and Compulsory Purchase Act 2004 requires that applications are determined in accordance with the development plan unless material considerations indicate otherwise. The development plan for the LPA is the Cambridge Local Plan 2018.

#### Community Infrastructure Levy Regulations 2010 (as amended)

- 6.3 The Community Infrastructure Levy Regulations 2010 (as amended) (the CIL Regulations) generally set out regulations relating to the Community Infrastructure Levy (CIL). Part 11 refers specifically to planning obligations (including those in Section 106 Agreements) and is relevant to the

consideration of these applications and will influence the final content of Section 106 Agreement, in the event that planning permission is granted.

- 6.4 CIL Regulation 122 imposes limitations on the use of planning obligations. It states (where there is no CIL charging regime), a planning obligation may only constitute a reason for granting planning permission for the development if the obligation is:
- (a) necessary to make the development acceptable in planning terms;
  - (b) directly related to the development, and
  - (c) fairly and reasonably related in scale and kind to the development

### **Equalities Act 2010**

- 6.5 The applications have been assessed against the relevant sections of the Equalities Act 2010. It is not considered that the Applications discriminates against people with protected characteristics (age, gender reassignment, being married or in a civil partnership, being pregnant or on maternity leave, disability, race including colour, nationality, ethnic or national origin, religion or belief, sex, sexual orientation) specified in this Act.

Conservation of Habitats and Species Regulations 2017  
Environment Act 2021  
ODPM Circular 06/2005 – Protected Species

### **National Planning Policy and Guidance**

- 6.6 The following national policies and guidance are referred to in this report:
- National Planning Policy Framework 2021 (NPPF)
  - National Planning Practice Guidance
  - National Design Guide 2019
  - Local Transport Note 1/20 (LTN 1/20) Cycle Infrastructure Design
  - Circular 11/95 (Conditions, Annex A)
  - Technical Housing Standards – Nationally Described Space Standard (2015)

### **South Cambridgeshire Local Plan (2018)**

- 6.7 For the purposes of the s38(6) of the 2004 Act, the Development Plan is the South Cambridgeshire Local Plan (September 2018), and the County Minerals and Waste Local Plan 2036 (July 2021).
- 6.8 The relevant policies in the Local Plan include:

S/1 Vision  
 S/2 Objectives of the Local Plan  
 S/3 Presumption in Favour of Sustainable Development  
 S/5 Provision of Jobs and Homes  
 S/6 The Development Strategy to 2031  
 CC/1 Mitigation and Adaptation to Climate Change  
 CC/3 Renewable Energy and Low Energy in New Developments  
 CC/4 Water Efficiency  
 CC/6 Construction Methods  
 CC/7 Water Quality  
 CC/8 Sustainable Drainage Systems  
 CC/9 Managing Flood Risk  
 HQ/1 Design Principles  
 HQ/2 Public Art and New Development  
 NH/4 Biodiversity  
 NH/6 Green Infrastructure  
 NH/8 Mitigating the Impact of Development In and Adjoining the Green Belt  
 NH/14 Heritage Assets  
 E/3 Fulbourn Road East (Fulbourn) 6.9 hectares  
 E/9 Promotion of Clusters  
 SC/2 Health Impact Assessment  
 SC/9 Lighting Proposals  
 SC/10 Noise Pollution  
 SC/11 Contaminated Land  
 SC/14 Odour and Other Fugitive Emissions to Air  
 TI/2 Planning for Sustainable travel  
 TI/3 Parking Provision  
 TI/6 Cambridge Airport Public Safety Zone  
 TI/8 Infrastructure and New Developments  
 TI/10 Broadband

6.9 The relevant policies in the **Cambridgeshire and Peterborough Minerals and Waste Local Plan 2021** are:

Policy 5: Minerals Safeguarding Areas

**Neighbourhood plan**

6.10 The **Fulbourn Neighbourhood Plan** was ‘made’ on 30 March 2023. Relevant policies within the Neighbourhood Plan are:

FUL/01 - Protecting the Distinctiveness and Landscape Setting of Fulbourn

FUL/02 - Development outside the Development Framework  
FUL/03 – Creating a Network of Green Infrastructure  
FUL/04 - Protection and Enhancement of the Natural Environment  
FUL/07 - Building and Landscape Design  
FUL/13 - Sustainable Mobility

### **Supplementary Planning Documents (SPD)**

6.11 The following Supplementary Planning Documents (SPD) are relevant:

Greater Cambridge Biodiversity SPD – Adopted February 2022  
Sustainable Design and Construction SPD – Adopted January 2020  
Cambridgeshire Flood and Water SPD – Adopted November 2016  
Fulbourn Village Design Guide SPD – Adopted January 2020

6.12 The following SPDs were adopted to provide guidance to support previously adopted Development Plan Documents that have now been superseded by the South Cambridgeshire Local Plan 2018. These documents are still material considerations when making planning decisions, with the weight in decision making to be determined on a case-by-case basis:

Development affecting Conservation Areas SPD – Adopted 2009  
Landscape in New Developments SPD – Adopted March 2010  
District Design Guide SPD – Adopted March 2010  
Open Space in New Developments SPD – Adopted January 2009  
Public Art SPD – Adopted January 2009  
Trees and Development Sites SPD – Adopted January 2009

### **Other guidance**

6.13 Other relevant guidance includes:  
Greater Cambridge Housing Strategy 2019 – 2023  
Biodiversity Checklist for Land Use Planners in Cambridgeshire and Peterborough (2001).  
Cambridge and South Cambridgeshire Level 1 Strategic Flood Risk Assessment (2010)  
Cambridgeshire and Peterborough Waste Partnership (RECAP): Waste  
Cambridgeshire Design Guide for Streets and Public Realm (2007)

## 7. Consultations

- 7.1 The application was advertised by way of a site notice, press notice, and neighbour letters.

### Consultation Responses

#### GCSP Urban Design

- 7.2 **No objection.** The proposed floor plan changes will provide greater flexibility. The reduction in car parking and increase in cycle parking will support sustainable travel. The improved amenities will create opportunities to improve worker wellbeing and social cohesion.
- 7.3 The revised design would align with a local interpretation of modern Cambridge vernacular and reflects the principles and guidance set out in the Fulbourn Village Design Guide.
- 7.4 Comments made at the pre-application stage have been addressed through the application.

#### GCSP Landscape

- 7.5 **No objection.** In landscape and visual terms, it is considered the proposals do not give rise to any greater or lesser level of significance on the landscape than those identified within the original LVIA.
- 7.6 The revised scheme is considered to provide some additional landscape and environmental benefits, as outlined in the planning statement.

#### GCSP Sustainability

- 7.7 **No objection.** An updated BREEAM pre-assessment has been submitted which demonstrates that the BREEAM certification required by conditions 17 and 18 of the original permission can still be achieved.

#### Lead Local Flood Authority

- 7.8 **No objection.** Having reviewed the submitted drainage information the LLFA have no objection to the application. The amendments do not change the principles of SuDS across the scheme, and details will be confirmed under future condition applications.
- 7.9 Informatives are recommended on ordinary watercourse consent and pollution control.



### **Local Highways Authority**

- 7.10 **No objection.** The proposed alterations do not change the LHA comments on the original application, and it is requested conditions from the original application are reapplied.

### **Transport Assessment Team**

- 7.11 The revisions to building 3 to make provision for lab space will potentially result in fewer employees in the building and fewer trips and there is no objection to this change.
- 7.12 The reduction in the amount of parking to be provided is appropriate and agreed. Condition 29 limits parking provision within the MSCP within this phase, and parking demand will need to be reviewed and considered as part of future phases, with potential that overall parking demand will be reduced.
- 7.13 The increase in cycle parking provision is appropriate and agreed.
- 7.14 The travel plan will not need updating at this stage. No objection subject to retention of conditions and the s106 agreed as part of the original application.

### **Cambridgeshire County Council Archaeology**

- 7.15 **No objection.** An approved archaeological evaluation report for the scheme has been received which describes remains of low significance on the site. No comments or objections.

### **SCDC Ecology**

- 7.16 **No objection.** There is not likely to be any significant reduction in biodiversity net gain compared to the original application, and details will need to be approved under condition 8. Conditions should be reapplied as per the original permission.

### **SCDC Environmental Health**

- 7.17 **No objection.** Having reviewed the application including the air quality and noise impact addendums, and having considered the potential impact of the development, environmental health have no comments.

## **GCSP Conservation**

- 7.18 **No objection.** The application has been assessed and it is considered that the proposal would not give risk to any harm to heritage assets.

## **SCDC Trees**

- 7.19 **No objection.** There are no arboricultural objections to this application.

## **Airport Safeguarding**

- 7.20 **No objection.** Recommends conditions requiring submission of a Bird Hazard Management Plan, and a Glint and Glare Assessment.

## **Police Architectural Liaison**

- 7.21 **No objection.** Would seek confirmation of how access to cycle parking will be controlled, details of cycle parking, CCTV, lighting, and other security measures.

## **Parish Council**

- 7.22 Fulbourn Parish Council have not provided any comments.

## **8. Third Party Representations**

- 8.1 No third-party representations have been received.

## **9. Member Representations**

- 9.1 No representations have been received from individual District or County Councillors.

## **10. Planning Assessment**

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

- Principle of development
- Design and landscape
- Water resources, management and flood risk
- Biodiversity and trees

- Carbon reduction and sustainable design
- Transport and access
- Heritage assets
- Amenity and environmental health
- Other matters
- Planning obligations
- Planning balance
- Recommendation
- Conditions

## **11. Principle of Development**

- 11.1 Policy E/3: Fulbourn Road East (Fulbourn) of the South Cambridgeshire local Plan (2018) states that the land adjoining Peterhouse Technology Park is allocated for employment use. The application in its entirety therefore allocated for employment use.

### **Employment Provision**

- 11.2 The principle of the development of the site has been established through Local Plan Policy E/3, together with the existing planning permission.
- 11.3 The proposals will reconfigure Building 3 so that instead of it being for conventional office accommodation as under the existing permission, it will allow for up to 60% of the building to be given over to laboratory use.
- 11.4 This is within the parameters of the existing permission, which allows for uses within classes E(g) (i) offices and E(g)(ii) research and development, and provides flexibility over how this is delivered within the site.
- 11.5 The proposals also seek to introduce flexible office space, as well as ancillary facilities into the MSCP, in the form of showering and changing facilities, a gym, and café. These amenities are considered to be ancillary uses which, whilst being accessible to the wider community to some degree, are primarily intended to serve employees working within the site.
- 11.6 Overall, the changes in relation to uses and employment provision are considered to be minor and to be in compliance with the parameters of the existing permission.

## **Landscape and Visual Impact**

- 11.7 The original application was subject to a detailed Landscape and Visual Impact Assessment. As noted by the appeal Inspector, whilst the proposal would inevitable have some landscape and visual impacts resulting from being currently a greenfield site, the effects would be localised. Any harm was considered very limited, with no conflict with Policy NH/2 and NH/8 of the Local Plan 2018.
- 11.8 This application is supported by a Landscape and Visual Technical Note which assesses the impact of the changes to the scheme. scale, height, and massing of Building 3n and the MSCP are proposed to remain unchanged as part of the application, with the exception of the addition of chimneys to Building 3 to serve laboratory uses. The design amendments limited to the proposed visual aesthetic. The proposed use of stone and similar materials to the façade in place of metal and glass is not considered likely to be more significantly more prominent within the landscape, with the reduction in glazing and reflective metal likely to result in less glare. Whilst there will be some design changes to the proposed landscape areas, these are not considered likely to affect the landscape or visual impact of the proposals, with the landscape buffers etc. remaining unchanged.
- 11.9 On the basis of the above, the landscape and visual impacts of the proposal are considered to be unchanged compared to the existing permission, as agreed by the Council's Landscape Officer.

### **Green Belt**

- 11.10 The site was removed from the Green Belt as part of the Local Plan 2018. The impact on the Green Belt was considered through the original application, and mitigation proposed in the form of landscape buffers and excavation to lower the site. This remains unchanged as part of the current application, and as such the proposals are not considered harmful to the openness of the Green Belt.

## **Agricultural Land and Minerals**

- 11.11 Local Plan Policy NH/3 sets out that planning permission will not be granted for development which will lead to an irreversible loss of agricultural land within Grades 1-3a unless and is either allocated for development, or sustainability considerations and the need or the development are sufficient to override the need to protect the agricultural value of the land.

- 11.12 Part of the site falls within a designated Minerals Safeguarding Area (sand and gravel) in the Cambridgeshire and Peterborough Minerals and Waste Local Plan (CPMWLP) 2021, where Policy 5 requires that the Minerals authority are consulted on development proposals other than, amongst other things, where they are on an allocated site.
- 11.13 As the site is allocated for development, and benefits from an existing planning permission, the proposals are not considered to conflict with Policy 5 of the CPMWLP 2021 or Local Plan Policy NH/3

### **Conclusion on Principle of Development**

- 11.14 On the basis of the above, the principle of development is considered acceptable in accordance with Policies E/3, NH/2, NH/3, and NH/8 of the Local Plan 2018, Policy 5 of the CPMWLP 2021, and the NPPF.

## **12. Design and landscape**

- 12.1 Policy HQ/1 'Design Principles' provides a comprehensive list of criteria by which development proposals must adhere to, requiring that all new development must be of high-quality design, with a clear vision as to the positive contribution the development will make to its local and wider context.
- 12.2 Policy SS/2 requires submission of a spatial masterplan setting out how the site will integrate effectively into the wider North-West Cambridge area, as well as setting out the principles of good design for the site.
- 12.3 Policies NH/2, NH/6 and NH/8 are relevant to the landscape and visual impacts of a proposal. Together they seek to permit development only where it respects and retains or enhances the local character and distinctiveness of the local landscape, Green Belt, and its National Character Area.
- 12.4 The NPPF provides advice on achieving well-designed places and conserving and enhancing the natural environment.
- 12.5 The Fulbourn Village Design Guide seeks to secure high quality design which responds to the local and wider context for all new developments in and around Fulbourn.

- 12.6 Since the original application has been determined, the Fulbourn Neighbourhood Plan has been “made”. Policies within the Neighbourhood Plan require development to protect the identity of Fulbourn as an individual village within the rural landscape (FUL/01 - Protecting the Distinctiveness and Landscape Setting of Fulbourn and FUL/02 - Development outside the Development Framework), seek to secure and enhance green infrastructure (FUL/03 – Creating a Network of Green Infrastructure and FUL/04 - Protection and Enhancement of the Natural Environment), and consider the scale, form and design of new buildings (FUL/07 - Building and Landscape Design).

### **Building 3 design**

- 12.7 Building 3 as approved was to be 100% office use. This application proposes amendments to the floorplate to allow for a change to a 60/40 split between laboratory and office use. The change to the use does not require consent as the original consent is suitably flexible to allow for this change. The footprint, scale, form and height of building 3 and the MSCP remain the same as the original proposal.
- 12.8 The amended design adopts a revised architectural language which is described as the modern Cambridge Vernacular. The amended building material palette and landscape design respond to guidance within the Fulbourn Village Design Guide.
- 12.9 The building would be clad in a light stone effect material in a buff colour. Details of materials are to be approved by conditions (**Condition 12 Materials, Condition 13 Sample Panel**). The entrance to the building remains on the western elevation and the triple height atrium and canopy remain as part of the amended design. However the materials used on the canopy and colonnade have been altered to fit with the new design approach. The colour and textures of the amended proposals respond to the Cambridge context.
- 12.10 A series of chimneys have been included in the revised building to deal with flues and ventilation associated with the new laboratory use. These will extend above the height of the building as approved by approx. 0.6m. These sit well with the new building design and the increased height is not considered visually obtrusive.

## **MSCP**

- 12.11 The MSCP remains in the same location and the height, scale and mass remain unchanged. The finish of the MSC design has also been amended to fit with the modern Cambridge Vernacular and appears similar to Building 3. Amendments are proposed to the internal configuration as a result of the loss of car parking and the addition of community facilities and additional cycle parking.
- 12.12 The revised MSCP elevations are in keeping with the amendments to building 3. The MSCP would be finished in a light stone effect material. Details of materials are to be approved by conditions (**Condition 12 Materials, Condition 13 Sample Panel**). The MSCP will include a colonnade that mirrors the colonnade on building 3. The colonnade will provide space for spill out seating from the newly proposed café.
- 12.13 There is a 12% reduction in the number of car parking spaces provided in the MSCP. This has allowed for the redistribution of space and the provision of more cycle parking spaces as well as community facilities. The community space includes multi-use rooms, shared workspace, a gym, café and showers. These facilities can be used by those who work in the campus as well as the wider community. This is considered to be a positive social impact.
- 12.14 In addition to being a social benefit, the inclusion of the communal space within the ground floor of the building provides additional active frontage. The café at ground floor includes a space for external seating in the courtyard space between the two buildings which will help animate the outdoor space in warmer months. Cycle parking continues to be accessed from the ground floor with an element of cycle parking also provided external under the colonnade. Blue badge car parking spaces are provided at ground floor.

## **Landscape**

- 12.15 The hard and soft landscape scheme around Building 3 and the MSC has been amended to better reflect the new architectural treatment proposed. The space between the two buildings has been amended to create a pleasant courtyard space. The paving will include a strong linear design to respond to the colonnade. The landscape design to the front of the MSC has been amended to reflect the new uses proposed. A shared use surface will be provided with bollards and demarcation studs to create pedestrian zones.

- 12.16 Avenue tree planting will be incorporated to the frontage of building 3. As the front of the building is north facing, share-loving planting will be used with a mix of evergreen and deciduous species to ensure interest all year round. Planting to the southern boundary of the building has also been updated. This space will be a courtyard area with benches to provide an inviting breakout space.
- 12.17 The Landscape Officer has reviewed the proposal. She notes that the revised scheme would provide some additional landscape and environmental benefits and is supportive of the amendments subject to the landscape implementation condition. **(Conditions 8 LEMP, Condition 25 Landscape Implementation, Condition 30 Retaining wall details, Condition 31 Biosolar roof details)**
- 12.18 Landscape and Visual Impact is assessed in section 11 above. The amended proposal is not considered to have any adverse landscape or visual impact compared with the original approval as the landscape buffers etc. remaining unchanged.

### **Public art**

- 12.19 A public art strategy is included within the MMA report. This outlines the intention to engage with nearby residents and the local arts community. There will be public art installations across the park. The intention is to include an installation in the courtyard between building 3 and the MSCP. The public art delivery plan condition from the original consent continues to be relevant **(Condition 14 Public Art Delivery Plan)**.

### **Design and landscape conclusion**

- 12.20 Overall, the amended proposed development is a high-quality design that is considered to respond positively to the local context. The amended development is considered compliant with policies HQ/1, NH/2 and NH/6 of the South Cambridgeshire Local Plan (2018), the Fulbourn Village Design Guide and the NPPF.

## **13. Water management and flood risk**

- 13.1 Paragraph 167 of the NPPF states that when determining any planning applications, local planning authorities should ensure that flood risk is not increased elsewhere.



- 13.2 Policies CC/7, CC/8 and CC/9 of the South Cambridgeshire Local Plan (2018) require developments to have appropriate sustainable foul and surface water drainage systems and minimise flood risk.
- 13.3 The site is located within flood zone 1 and is a “less vulnerable” use. Flood Zone 1 is land assessed as having a less than 1 in 1,000 annual probability of river or sea flooding (<0.1%). The development therefore meets national flood risk guidance regarding being an appropriate location for this type of development.
- 13.4 The applicant has submitted a Drainage Technical Note to support the application.

### **Flood Risk and Surface Water Drainage Strategy**

- 13.5 The technical note highlights that only minor changes are being made in drainage terms and that these adjustments have no significant impact on the overall drainage strategy for the site. The changes result in an increase in SuDS storage.
- 13.6 The LLFA have advised that the amendments do not change the principle of SuDS within the scheme. A condition is recommended requiring detail of SuDS (Condition 33 Drainage Strategy). The LLFA has no objection to the proposed amendment.

### **Foul Water Drainage**

- 13.7 The technical note advises that additional drainage points have been incorporated to serve the new amenity area which includes additional manholes. Anglian Water were consulted but did not provide any comments on this application. Otherwise foul drainage remains as per the original consent.

### **Water Resources**

- 13.8 The EA has classified the Cambridge Water operating area as an area of serious water stress. The current level of water abstraction from the chalk aquifer is considered by the EA to be unsustainable for the Greater Cambridge area, with potential to cause further environmental damage.

There is therefore potential for the application proposals to harm waterbodies from potable water demand.

- 13.9 Policy CC/7 of the Local Plan also requires all development proposals to demonstrate that, inter alia, the quality of ground, surface or water bodies will not be harmed.
- 13.10 The application is supported by a BREEAM pre-assessment. This outlines that the development is targeting 6 credits for Wat 01. 3 credits for water efficiency are being targeted through a 40% improvement through fixtures and fittings. 3 further credits are being targeted for water monitoring, leak detection systems and flow control devices on WCs.
- 13.11 The Sustainability Officer has no objection to the revised proposal as it continues to demonstrate that the BREEAM excellent certification is achievable. **(Condition 17 BREEAM design stage and Condition 18 BREEAM construction stage)**
- 13.12 The Environment Agency has been consulted but has not provided any comments on the proposed application. The condition which the EA recommended on the previous application around details of a scheme to treat and remove solids from any excavation dewatering or surface water run off during construction remains relevant **(Condition 36 Dewatering)**

## **Conclusion on flood risk and water resources**

- 13.13 It is considered that the applicants have appropriately addressed the issues of water management and flood risk, and subject to conditions the proposal is in accordance with Policies CC/7, CC/8 and CC/9 of the South Cambridgeshire Local Plan (2018) and the Greater Cambridge Sustainable Design and Construction SPD (2020) and NPPF advice.

## **14. Biodiversity and Trees**

- 14.1 Policies NH/2, NH/4, NH/6 and HQ/1 seek to preserve, protect and enhance biodiversity, trees and hedges, and other sites and features of biodiversity and geological importance. Policy NH/4 sets out that development should ensure a measurable net gain in biodiversity.
- 14.2 The Environment Act 2021 and the Councils' Biodiversity SPD (2022) require development proposals to deliver a net gain in biodiversity

following a mitigation hierarchy which is focused on avoiding ecological harm over minimising, rectifying, reducing and then off-setting.

- 14.3 Para 174 of the NPPF advises that decisions should contribute to and enhance the natural and local environment by providing net gains for biodiversity.
- 14.4 Paragraph 131 of the NPPF advises that existing trees should be retained wherever possible.

### **Biodiversity**

- 14.5 The application is accompanied by a Biodiversity Net Gain Statement. The statement outlines the changes to BNG within the site as a result of the amendments to the scheme.
- 14.6 The previous application demonstrates a 28.85% area-based habitat increase. The BNG statement demonstrates that there is potentially a minor increase to biodiversity net gain as a result of the amendments to the landscape scheme. The Ecology Officer is satisfied with the statement. The condition requiring BNG details as was required on the original consent remains relevant (**Condition 8 LEMP**).

### **Trees**

- 14.7 The application is accompanied by a supplementary landscape document with amended landscape masterplan. The landscape design has been amended to respond to the change to the design of building 3. The revised landscape proposals include additional street tree planting.
- 14.8 The Tree Officer has reviewed the proposals and has no objection in arboricultural terms.

### **Biodiversity and Trees Conclusion**

- 14.9 The application proposal is considered to have appropriately addressed biodiversity and trees and subject to conditions the proposal is compliant with South Cambridgeshire Local Plan (2018) Policies NH/2, NH/4 and NH/6 the Biodiversity SPD 2022, the requirements of the Environment Act 2021 and 06/2005 Circular advice.

## 15. Carbon reduction and sustainable design

- 15.1 Paragraph 152 of the NPPF advises that the planning system should support the transition to a low carbon future in a changing climate.
- 15.2 The Councils' Sustainable Design and Construction SPD (2020) sets out a framework for proposals to demonstrate they have been designed to minimise their carbon footprint, energy and water consumption and to ensure they are capable of responding to climate change as required by policy CC/1.
- 15.3 Policy CC/3 'Renewable and Low Carbon Energy', requires new non-residential buildings of 1,000m<sup>2</sup> or more will be required to reduce carbon emissions by a minimum of 10% through the use of on-site renewable energy and low carbon technologies.
- 15.4 Policy CC/4 'Water Efficiency' requires non-residential buildings to achieve a BREEAM efficiency standard equivalence of 2 credits. Paragraphs 152 – 158 of the NPPF are relevant.
- 15.5 Policy CC/6 'Construction Methods' includes a requirement that development which would generate construction waste must carefully manage materials to minimise waste and maximise the reuse or recycling of materials.
- 15.6 The application is supported by a BREEAM pre-assessment. This outlines that the development is on track to achieve BREEAM excellent. Details of water credits being targeted are included in the relevant section on water management above.
- 15.7 The application is targeting 10 credits from ENE 01. A total of 15 standard energy credits are being targeted as well as 2 exemplary energy credits.
- 15.8 The Sustainability Officer has no objection to the revised proposal as it continues to demonstrate that the BREEAM excellent certification is achievable. **(Condition 17 BREEAM design stage and Condition 18 BREEAM construction stage)**
- 15.9 The application proposal is considered to have appropriately addressed the issue of carbon reduction and sustainable design, and subject to conditions the proposal is compliant with the NPPF (2023), South Cambridgeshire Local Plan Policies CC/1, CC/3 and CC/4 and the Greater Cambridge Sustainable Design and Construction SPD 2020.

## 16. Transport and Access

- 16.1 Local Plan Policy TI/2 sets out that development must be located and designed to reduce the need to travel, particularly by car, and promote sustainable travel appropriate to its location. It goes on to set out that development likely to increase travel demands should only be permitted where the site has, or will attain, sufficient integration and accessibility by walking, cycling, and public transport.

### **Pedestrian and cycle access**

- 16.2 Pedestrian access to the buildings will be via the central courtyard area. The new café within the MSCP will have an access from this area. As will the other community uses within the MSCP. The foyer for building 3 is located adjacent to the café entrance and would be accessed under the colonnade of the building. This area will have a shared use surface with bollards and demarcation studs to guide pedestrians and cyclists. **Condition 27 (Public Transport Pedestrian Link)** of the original consent which requires details of how pedestrians will access building 3 from the westbound bus stop remains relevant as is recommended as part of this S73 application.
- 16.3 Although the cycle store has been shifted further west within the MSCP, cycle access to the building is broadly the same as the original consent. Cyclists will access the building predominantly from the north. The external cycle spaces are accessed from the courtyard to the east of the MSCP and the hard landscape treatment will help guide cyclists to these spaces.

### **Vehicular access and traffic impact**

- 16.4 Vehicular access remains as per the permitted scheme. Car parking levels are lower and this is assessed below. The change in use from office to a mix of laboratory and office results in a lower provision of employees per sqm. It also results in a reduction of peak hour trips. This is considered to be a positive amendment. The Transport Assessment Team have no objection to the development subject to condition.

### **Cycle parking**

- 16.5 Policies HQ/1 and TI/3 set out that car and cycle parking provision should be provided through a design-led approach in accordance with the indicative standards set out in Figure 11 of the Local Plan. Cycle parking should be provided to at least the minimum standards. TI/3 includes requirements for non-residential uses. Policy FUL/13 - Sustainable

Mobility of the Fulbourn Neighbourhood Plan seeks to encourage sustainable modes.

- 16.6 The application seeks to vary condition 64 which relates to cycle parking details. The current proposal would increase the overall cycle parking spaces proposed. These are to be provided within the MSCP and within a store to the front of the building.
- 16.7 The increase in cycle parking also results in an increase to the number of accessible cycle spaces; these will increase from 28 to 86 inclusive spaces. E-scooter parking provision is also proposed as part of the amended application.
- 16.8 Details of cycle parking are provided in the below table:

Application	Number of cycle spaces
Original application	366 spaces
S73 application	426 spaces

- 16.9 The increased number of cycle parking spaces can facilitate a higher cycling mode share than the original permission. The Transport Assessment Team is supportive of this change. **Condition 24** (Cycle parking details) from the original consent remains relevant; this requires details of cycle parking prior to the occupation of building 3. **Condition 64** is proposed to be amended to reference the updated cycle parking plans.

### Car parking

- 16.10 TI/3 sets parking standards for non-residential uses. The supporting text to the policy advises that the Council will encourage innovative solutions such as shared parking areas, for example where there are a mix of day and night uses, car clubs and provision of electric charging points and that a developer must provide clear justification for the level and type of parking proposed and will need to demonstrate they have addressed highway safety issues.
- 16.11 The application proposes an overall reduction of 107 (-12%) car parking spaces through the variation of condition 65. Space within the MSCP will be reallocated for cycle parking and the provision of other facilities. The demand for car parking is reduced as the use of building 3 is proposed to

change from 100% office use to a 60/40 split between laboratory and office use. This change will result in a lower number of people using the building which in turn will reduce overall car parking need. For a wholly office use it would be expected to have 1 employee per 8sqm of floorspace. A laboratory use is expected to accommodate 1 employee per 16sqm of floorspace.

16.12 The change in car parking numbers is detailed in table below.

Application	Number of car parking spaces	Number of employees per sqm	Number of car parking spaces per sqm
Original application (office use)	915	1:8	1:40
S73 application (60% laboratory / 40% office)	808	1:16	1:43

16.13 The Transport Assessment Team has no objection to the reduction in car parking spaces and note that the Travel Plan does not need to be updated at this time. A post occupation Travel Plan is required by condition **(Condition 28 Travel Plan)**. As part of the next phase of development, the applicant will need to provide information about levels of use of the MSCP.

### Conclusion on Transport and Access.

16.14 The Transport Assessment Team is satisfied with the proposal in transport terms. The increase in cycle parking and decrease in car parking are considered to be acceptable and in accordance with policies HQ/1, TI/2 and TI/3. The transport conditions **(Condition 24 Cycle parking details, Condition 27 Public Transport Pedestrian Link, Condition 28 Travel Plan, Condition 29 Car Parking Management Plan)** and S106 which were part of the original consent will remain.

## **17. Heritage assets**

- 17.1 Policy NH/14 of the South Cambridgeshire Local Plan (2018) requires development affecting heritage assets to sustain or enhance the character and distinctiveness of those assets.
- 17.2 The site is not close to any Listed Buildings. It is however within 40m of the edge of the Fulbourn Hospital Conservation Area. The impact on the Conservation Area was assessed as part of the original application
- 17.3 In relation to archaeology, the site was subject of an Archaeological Evaluation as part of the original permission, which confirmed the absence of significant archaeology.
- 17.4 The application has been reviewed by the Council's Conservation team and the County Archaeological team and it is considered the proposed amendments will not have any impact in relation to any heritage assets and no further work is required.
- 17.5 On this basis the impact on heritage is considered acceptable in accordance with Local Plan policy NH/14 and paragraphs 202 and 203 of the NPPF.

## **18. Amenity and Environmental Health**

- 18.1 Part e) of paragraph 174 of the NPPF states that planning policies and decisions should contribute to and enhance the natural and local environment by preventing new and existing development from contributing to, being put at unacceptable risk from, or being adversely affected by, unacceptable levels of soil, air, water or noise pollution or land instability.
- 18.2 Paragraph 185 of the NPPF advises that planning decisions should aim to avoid noise giving rise to significant adverse impacts on health and quality of life resulting from new development, as well as limiting the impact of light pollution on local amenity.
- 18.3 Paragraph 186 of the NPPF advises that opportunities to improve air quality should be identified, such as through traffic and travel management.
- 18.4 Policy HQ/1 (n), sets out that proposals must protect the health and amenity of occupiers and surrounding uses from development that is overlooking, overbearing or results in a loss of daylight or development



which would create unacceptable impacts such as noise, vibration, odour, emissions and dust.

- 18.5 Policy SC/9 of the Local Plan sets out criteria which must be met in order to permit development including: light spillage and glare are minimised; no unacceptable adverse impact on neighbours or the surrounding countryside; lighting is kept to the minimum necessary for reasons of public safety, crime prevention/security and living, working and recreational purposes.
- 18.6 Policy SC/10 (Noise Pollution) of the South Cambridgeshire Local Plan (2018) states that development will be permitted where it is demonstrated that it will not lead to significant adverse effects and impacts on health and quality of life /amenity from noise and vibration.
- 18.7 Policy SC/11 of the Local Plan requires applicants to demonstrate there will be no adverse health impacts to surrounding occupiers or end users from ground contamination.
- 18.8 Policy SC/12 (Air Quality) and SC/14 (Odour) of the South Cambridgeshire Local Plan (2018) states that development will be permitted where it is demonstrated that it will not lead to significant adverse effects and impacts on health, the environment or amenity from polluting or malodorous emissions, or dust or smoke emissions to air.

### **Neighbouring properties**

- 18.9 The impacts of the proposed development on prospective residential amenity associated with impacts from lighting, noise and disturbance associated with the use of the site has been assessed as part of the updated Environment Statement.
- 18.10 The proposed amendments to the scheme would not give rise to any further residential amenity impacts as the height and footprint of the buildings remain unchanged.

### **Construction Phase**

- 18.11 The conditions recommended on the original application in relation to managing construction impacts remain relevant. **(Condition 2 Construction hours, Conditions 3 CEMP, Condition 6 Delivery hours)**

## **Noise Impacts – Operational Phase**

- 18.12 The application is supported by a Noise Impact Assessment Addendum. The Noise assessment condition recommended on the original consent remains relevant (**Condition 20 Noise**)

## **Odour**

- 18.13 It is not considered that any of the proposed uses is likely to result in significant odour or other nuisance from emissions.

## **Light Pollution**

- 18.14 Lighting levels during the construction phase will be determined by health and safety requirements, but the effects will be transitory in nature. However, post completion lighting levels from external lighting e.g. highway, security, public area lighting, should safeguard against any negative impact of residential amenities. The lighting condition on the original permission remains relevant. (**Condition 26 lighting**)

## **Contamination**

- 18.15 An assessment was carried out as part of the original planning application which highlighted that there was no requirement for any further investigation of remedial works. The condition recommended on the original application in relation to unexpected contamination remains relevant. (**Condition 11 unexpected contamination**)

## **Air Quality**

- 18.16 The application is supported by an Air Quality Assessment Addendum. The proposed development is not considered to give rise to any significant air quality impacts. The EV charging condition included on the original consent remains relevant and is recommended as part of the S73 application (**Condition 22 EV Charging**).

## **Conclusion amenity and environmental health**

- 18.17 The proposal is not considered to give rise to any significant additional amenity impacts. The conditions relating to environmental health matters from the original consent remain relevant and are recommended as part of the s73 application (**Condition 2 Construction hours, Conditions 3 CEMP, Condition 6 Delivery hours, Condition 11 unexpected**)

**contamination, Condition 20 Noise, Condition 22 EV Charging, Condition 26 lighting)** Subject to conditions, the development is considered compliant with policies HQ/1, SC/9, SC/10, SC/11 and SC/12 of the South Cambridgeshire Local Plan (2018) and the NPPF (2023).

## 19. Other Matters

### Fire Safety

- 19.1 The amended development is not considered to have any additional fire safety impact. The fire hydrants condition on the original consent remains relevant (**Condition 21 Fire hydrants**).

### Waste

- 19.2 Servicing and waste collection arrangement remain unchanged. As with the original application, an Operational Waste Management Plan is recommended to be conditioned (**Condition 32 Operational Waste Management Plan**).

### Broadband

- 19.3 The condition on the original consent requiring highspeed fibre optic broadband service to be in place by occupation remains relevant and is recommended (**Condition 19 Broadband**).

## 20. Planning obligations (S106)

- 20.1 The Community Infrastructure Levy Regulations 2010 have introduced the requirement for all local authorities to make an assessment of any planning obligation in relation to three tests. If the planning obligation does not pass the tests, then it is unlawful. The tests are that the planning obligation must be:
- a) necessary to make the development acceptable in planning terms;
  - b) directly related to the development; and
  - c) fairly and reasonably related in scale and kind to the development.
- 20.2 The original application is subject to a s106 agreement which secures planning obligations in relation to sustainable transport measures. This includes a contribution towards the Fulbourn to Cambridge Greenway, bus shelter improvements and maintenance, travel plan monitoring and parking surveys.

- 20.3 The s106 agreement for the existing permission includes a standard clause setting out that the agreement will apply to any subsequent applications under s73.
- 20.4 The existing obligations are considered adequate to mitigate the impact of development, and are considered compliant with the CIL regulations. As such it is not considered necessary to require a new or amended s106 agreement.

## **21. Planning balance**

- 21.1 Planning decisions must be taken in accordance with the development plan unless there are material considerations that indicate otherwise (section 70(2) of the Town and Country Planning Act 1990 and section 38[6] of the Planning and Compulsory Purchase Act 2004).
- 21.2 The amended architectural treatment to Building 3 and the MSCP is considered to be a high-quality design which responds to the local context.
- 21.3 The reduction in car parking number and redistribution of space within the MSCP is considered to be a positive change. The addition of community facilities is a social benefit. The reduction in car parking numbers are considered to be acceptable in terms of transport impact. The additional cycle parking spaces allows for an increase to the cycling mode share which is supported.
- 21.4 The amended proposal is not considered to have any adverse landscape or visual impact compared with the original approval as the landscape buffers remain the same. The impact of the development on heritage assets and on the openness of the green belt remains unchanged from the original application.
- 21.5 The revised proposals continue to target BREEAM excellent. There is a minor improvement to BNG as a result of landscape enhancements.
- 21.6 Having taken into account the provisions of the development plan, the views of statutory consultees, as well as all other material planning considerations, officers recommend that the JDCC agree the officers' recommendation the application be approved.

## **22. Recommendation**

- 22.1 To **APPROVE** application 23/03182/S73 subject to the conditions listed in section 23 and any informatives officers consider appropriate, with delegated authority to officers to carry through minor amendments to those conditions (and include others considered as appropriate and necessary) prior to the issuing of the planning permission.

## **23. Conditions**

### **Conditions applicable to the Detailed Permission and Outline Permission**

#### **Approved Plans – Site-Wide**

1. The development hereby permitted shall be carried out in accordance with the following approved documents: CITP-SBR-ZZ-ZZ-DR-A-8100 Rev P4 and CITP-SBR-ZZ-ZZ-DR-A-8102 Rev P3.

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.

#### **Construction Hours**

2. No demolition/construction work and/or construction related dispatches from or deliveries to the site shall take place other than between the hours of 08.00 to 18.00 on Monday to Friday, 08.00 to 13.00 hours on Saturdays and no construction works or collection / deliveries shall take place on Sundays, Bank or Public Holidays.

Reason: To protect the amenity of the adjoining properties in accordance with Policy CC/6 of the South Cambridgeshire Local Plan 2018.

#### **Construction Environmental Management Plan**

3. The development shall be undertaken in accordance with the details provided in the Construction Environmental Management Plan (by Bowmer+Kirkland) dated 2nd September 2021 and the Good Neighbour Plan dated April 2021 (by Bower+Kirkland) unless minor variations to the Good Neighbour Plan are agreed in writing by the Local Planning Authority.

Reason: To protect the amenity of the adjoining properties in accordance with Policy CC/6 of the South Cambridgeshire Local Plan 2018.

#### **Approved Uses**

4. Notwithstanding the provisions of Article 3 and Schedule 2 of the Town and Country Planning (General Permitted Development) Order 2015 (or any order revoking and re-enacting that order with or without modification) and notwithstanding any annotation on the approved drawings, the premises shall be used for uses within Use Classes E(g) and B8 (limited to data centres only) of the Schedule to the Town and Country Planning (Use Classes) Order 1987 as in force at the date of this permission and ancillary uses and associated parking, and for no other purpose (including any other purposes in the aforementioned classes of the Schedule or in any provision equivalent to that Class in any statutory instrument revoking or re-enacting that Order with or without modification).

Reason: In the interests of good planning and to maintain the provision of employment land to meet strategic needs in accordance with Policy E/3 of the South Cambridgeshire Local Plan 2018. To protect the amenities of adjoining residents in accordance with Policy HQ/1 of the South Cambridgeshire Local Plan 2018.

#### **Temporary Buildings**

5. No development within Schedule 2 Part 4 (Temporary Buildings and Uses), Class A (The provision on land of buildings, moveable structures, works, plant or machinery required temporarily in connection with and for

the duration of operations, being or to be carried out on, in, under or over land or on land adjoining that land) of the Town and Country Planning (General Permitted Development) Order 2015, as in in force at the date of this permission, (or any equivalent provision in any order revoking and re-enacting it, with or without modification) other than those expressly authorised by a construction methodology statement, to be submitted to and approved in writing by the authority, or approved by the authority as part of this permission, shall be carried out without a planning application being submitted to and approved by the Local Planning Authority.

Reason: To ensure that construction work and construction equipment on the site and adjoining land does not obstruct air traffic movements or otherwise impede the effective operation of air traffic navigation transmitter/receiver systems in accordance with policy TI/6 of the South Cambridgeshire Local Plan 2018.

#### **Delivery Hours**

6. Collection from and deliveries to the site shall only take place between the hours of 07.00 to 23.00 Monday to Saturday and 09.00 to 17.00 on Sunday, Bank and other Public Holidays.

Reason: To protect the amenity of the adjoining properties in accordance with Policy CC/6 of the South Cambridgeshire Local Plan 2018.

#### **Construction Ecological Management Plan**

7. Prior to commencement of development (including demolition, ground works, vegetation clearance) a Construction Ecological Management Plan (CEcMP) shall be submitted to and approved in writing by the local planning authority. The CEcMP shall include the following matters in detail for the Enabling Works and Phase 1, and as a strategy for the Outline Permission:
  - i) Risk assessment of potentially damaging construction activities.
  - ii) Identification of “biodiversity protection zones”.

- iii) Practical measures (both physical measures and sensitive working practices) to avoid or reduce impacts during construction (may be provided as a set of method statements).
- iv) The location and timings of sensitive works to avoid harm to biodiversity features.
- v) The times during construction when specialist ecologists need to be present on site to oversee works.
- vi) Responsible persons and lines of communication.
- vii) The role and responsibilities on site of an ecological clerk of works (ECoW) or similarly competent person.
- viii) Use of protective fences, exclusion barriers and warning signs if applicable.

The approved CEcMP shall be adhered to and implemented throughout the construction period strictly in accordance with the approved details, unless otherwise agreed in writing by the local planning authority.

Reason: To ensure the protection of on-site biodiversity throughout the construction process, Policy NH/4 of the Local Plan 2018.

### **Landscape and Ecological Management Plan**

8. No development shall take place above ground level until a site wide Landscape and Ecological Management Plan (LEMP) has been submitted to, and approved in writing by, the local planning authority. The content of the LEMP shall include the following matters in detail for the Enabling Works and Phase 1, and as a strategy for the Outline Permission:
- i) Description and evaluation of features to be managed.
  - ii) Ecological trends and constraints on site that might influence management.
  - iii) Aims and objectives of management, including how a minimum of 10% in biodiversity net gain will be achieved across the site as a whole.
  - iv) Appropriate management options for achieving aims and objectives.



- v) Prescriptions for management actions.
- vi) Prescription of a work schedule (including an annual work plan capable of being rolled forward over a five-year period).
- vii) Details of the body or organisation responsible for implementation of the plan.
- viii) Ongoing monitoring and remedial measures.

The LEMP shall also include details of the legal and funding mechanism(s) by which the long-term implementation of the plan will be secured by the developer with the management body(ies) responsible for its delivery. The plan shall also set out (where the results from monitoring show that conservation aims and objectives of the LEMP are not being met) the requirement for contingencies and/or remedial action to be identified, agreed and implemented so that the development still delivers the fully functioning biodiversity objectives of the originally approved scheme. The approved LEMP will be implemented in accordance with the approved details.

Reason: In the interests of environmental protection in accordance with Policy NH/4 of the South Cambridgeshire Local Plan.

### **Bird Hazard Management Plan**

9. Development shall not commence until a Bird Hazard Management Plan has been submitted to and approved in writing by the Local Planning Authority. The submitted plan shall include details of:
- i) monitoring of any standing water within the site, temporary or permanent;
  - ii) sustainable urban drainage schemes (SUDS) – Such schemes shall comply with Advice Note 6 ‘Potential Bird Hazards from Sustainable Urban Drainage schemes (SUDS);
  - iii) management of any flat/shallow pitched/green roofs on buildings within the site which may be attractive to nesting, roosting and “loafing” birds. The management plan shall comply with Advice Note 8 ‘Potential Bird Hazards from Building Design’;

- iv) maintenance of planted and landscaped areas, particularly in terms of height and species of plants that are allowed to grow;
- v) which waste materials can be brought on to the site/what if any exceptions e.g. green waste;
- vi) monitoring of waste imports;
- vii) physical arrangements for the collection (including litter bins) and storage of putrescible waste, arrangements for and frequency of the removal of putrescible waste.

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

Reason: To minimise and mitigate the potential for the development to attract and support birds of such species that could endanger the safe movement of aircraft and the operation of Cambridge Airport in accordance with Policy TI/6) of the South Cambridgeshire Local Plan.

#### **Open Space Delivery**

10. Prior to occupation of the final building on the site, the areas of public realm as identified on the Landscape Open Space Strategy drawing CITP-LLA-ZZ-00-DR-L-0006 Rev 7 shall be made available.

Reason: To ensure the proposed external landscaping facilities are open to the wider community to enhance the health and wellbeing of the occupants and the wider community in accordance with policy SC/2 of the South Cambridgeshire Local Plan 2018.

#### **Unexpected Contamination**

11. If, during construction works, any additional or unexpected contamination is identified, then remediation proposals for this material should be agreed in writing by the Local Planning Authority before any works proceed on the

relevant part of the site and shall be fully implemented prior to first occupation of the relevant buildings on that part.

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

**Materials**

12. No development of a building shall take place above ground level, except for demolition, until details of all the materials for the external surfaces of that building to be used in its construction have been submitted to and approved in writing by the local planning authority. The details shall include a material schedule, detailing the specification, photos and manufacturer of the proposed materials. Large-scale coloured elevations should also be provided. Development shall be carried out in accordance with the approved details.

Reason: To ensure the external appearance of the development does not detract from the character and appearance of the area in accordance with Policy HQ/1 of the South Cambridgeshire Local Plan.

**Materials Sample Panel**

13. No part of the development above ground level shall be laid until a sample panel, at least 1m x 1m in size, has been prepared on site detailing the choice of glazing panel and cladding panels for that part of the development. The details shall be submitted to and approved in writing by the Local Planning Authority. The approved sample panel is to be retained on site for the duration of the works for that part of the development for comparative purposes, and works will take place only in accordance with approved details.

Reason: To ensure the external appearance of the development does not detract from the character and appearance of the area in accordance with Policy HQ/1 of the South Cambridgeshire Local Plan 2018.

### **Public Art Delivery Plan**

14. Prior to occupation of Building 3 within Phase 1, a site-wide Public Art Delivery Plan (PADP) shall be submitted to and approved in writing by the Local Planning Authority. The PADP shall include the following:
- i) Details of the public art and artist commission;
  - ii) Details of how the public art will be delivered, including a timetable for delivery;
  - iii) Details of the location of the proposed public art on the application site;
  - iv) The proposed consultation to be undertaken;
  - v) Details of how the public art will be maintained;
  - vi) How the public art would be decommissioned if not permanent;
  - vii) How repairs would be carried out;
  - viii) How the public art would be replaced in the event that it is destroyed.

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

Reason: To ensure that the scheme provides suitable public art strategy in accordance with Policies HQ/1 and HQ/2 of the South Cambridgeshire Local Plan 2018.

## **Conditions for Phase 1**

### **Time Limits**

15. The development hereby permitted shall be begun before the expiration of 3 years from the date of this permission.

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

**Approved Plans – Phase 1**

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

- CITP-SBR-ZZ-ZZ-DR-A-8002 Rev P6
- CITP-SBR-ZZ-ZZ-DR-A-8008 Rev P7
- CITP-SBR-ZZ-ZZ-DR-A-8504 RevP2
- CITP-SBR-ZZ-ZZ-DR-A-8505 RevP3
- CITP-SBR-ZZ-ZZ-DR-A-8506 RevP3
- CITP-SBR-ZZ-ZZ-DR-A-8010 RevP5
- CITP-SBR-ZZ-ZZ-DR-A-8011 RevP5
- CITP-SBR-CP-ZZ-DR-A-8300 RevP7
- CITP-SBR-CP-ZZ-DR-A-8301 RevP5
- CITP-SBR-CP-ZZ-DR-A-8302 RevP5
- CITP-SBR-CP-ZZ-DR-A-8303 Rev P5
- CITP-SBR-CP-ZZ-DR-A-8304 RevP5
- CITP-SBR-CP-ZZ-DR-A-8305 Rev P4
- CITP-SBR-CP-ZZ-DR-A-8402 RevP4
- CITP-SBR-B3-00-DR-A-8300 RevP6
- CITP-SBR-B3-01-DR-A-8301 RevP6
- CITP-SBR-B3-02-DR-A-8302 RevP6
- CITP-SBR-B3-R1-DR-A-8303 RevP7
- CITP-SBR-B3-ZZ-DR-A-8403 Rev P4
- CITP-SBR-B3-ZZ-DR-A-8404 Rev P4
- CITP-SBR-B3-00-DR-A-8304 Rev P4

- CITP-SBR-CP-ZZ-DR-A-8310 RevP2
- 2435A-LLA-ZZ-00-DR-L-0001 Rev P01
- 2435A4-LLA-ZZ-XX-DR-L-0001 P03
- 2435A4-LLA-ZZ-00-DR-0003 Rev P01
- CITP-LLA-ZZ-00-DR-L-0101-P03
- CITP-LLA-ZZ-00-DR-L-0102-P03
- CITP-LLA-ZZ-00-DR-L-0103-P03
- CITP-LLA-ZZ-00-DR-L-0104-P03
- CITP-LLA-ZZ-00-DR-L-0105-P03
- CITP-LLA-ZZ-00-DR-L-0106-P03
- CITP-LLA-ZZ-00-DR-L-0107-P03
- CITP-LLA-ZZ-00-DR-L-0108-P03
- CITP-LLA-ZZ-00-DR-L-0109-P02
- CITP-LLA-ZZ-00-DR-L-0110-P02
- CITP-LLA-ZZ-00-DR-L-0201-P02
- CITP-LLA-ZZ-00-DR-L-0202-P02
- CITP-LLA-ZZ-00-DR-L-0203-P02
- CITP-LLA-ZZ-00-DR-L-0204-P03
- CITP-LLA-ZZ-00-DR-L-0205-P03
- CITP-LLA-ZZ-00-DR-L-0206-P03
- CITP-LLA-ZZ-00-DR-L-0207-P03
- CITP-LLA-ZZ-00-DR-L-0208-P03
- CITP-LLA-ZZ-00-DR-L-0209-P03
- CITP-LLA-ZZ-00-DR-L-0210-P03
- CITP-LLA-ZZ-00-DR-L-0211-P03
- CITP-LLA-ZZ-00-DR-L-0212-P03
- CITP-LLA-ZZ-00-DR-L-0215-P01
- CITP-LLA-ZZ-00- DR-L-0301
- CITP-LLA-ZZ-00- DR-L-0302
- CITP-LLA-ZZ-00- DR-L-0303
- CITP-LLA-ZZ-00- DR-L-0304
- CITP-LLA-ZZ-00- DR-L-0305

- CITP-LLA-ZZ-00- DR-L-0306
- CITP-LLA-ZZ-00- DR-L-0307
- 20-281-100-003 Rev. E Proposed Highway Layout

Reason: To facilitate any future application to the Local Planning Authority under Section 73 of the Town and Country Planning Act 1990.

### **BREEAM - Design Stage**

17. Within 6 months of commencement of development of Phase 1, a BRE issued Design Stage Certificate shall be submitted to, and approved in writing by, the Local Planning Authority demonstrating that BREEAM 'excellent' as a minimum will be met, with 3 credits for Wat 01 (water consumption).

Where the Design Stage certificate shows a shortfall in credits for BREEAM 'excellent', a statement shall also be submitted identifying how the shortfall will be addressed. 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, ensuring efficient use of water and promoting principles of sustainable construction and efficient use of buildings in accordance with Policy CC/1 of the South Cambridgeshire Local Plan and the Greater Cambridge Sustainable Design and Construction SPD 2020.

### **BREEAM – Post Construction**

18. Within six months of the occupation of Phase 1 a BRE issued post Construction Certificate shall be submitted to, and approved in writing by the Local Planning Authority, indicating that the approved BREEAM rating has been met. 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, ensuring efficient use of water and promoting principles of sustainable construction and efficient use of buildings in accordance with Policy CC/1 of the South Cambridgeshire Local Plan and the Greater Cambridge Sustainable Design and Construction SPD 2020.

### **Broadband**

19. Prior to the occupation of Building 3 within Phase 1, the building shall be provided with infrastructure within the site to facilitate the connection of a highspeed fibre optic broadband service.

Reason: To contribute towards the provision of infrastructure suitable to enable the delivery of high speed broadband across the district, in accordance with policy TI/10 of the South Cambridgeshire Local Plan 2018.

### **Plant Noise**

20. Prior to the installation of plant, a noise assessment and a scheme for the insulation of the building(s) and/or associated plant / equipment or other attenuation measures, in order to minimise the level of noise emanating from the said building(s) and/or plant shall be submitted to and approved in writing by the local planning authority.

The scheme as approved shall be fully implemented before the plant is put into use and shall thereafter be maintained in strict accordance with the approved details.

Reason: To protect the amenity of nearby properties in accordance with Policies HQ/1 and SC/10 of the South Cambridgeshire Local Plan 2018.

### **Fire Hydrants**

21. Prior to occupation, a scheme for the provision of fire hydrants within Phase 1 shall be submitted to the local planning authority. The development shall be carried out in accordance with the approved details



and the approved scheme shall be fully operational prior to the first occupation of that development.

Reason: To ensure the provision of adequate water supply.

### **Electric Vehicle Charging**

22. Prior to first occupation of Building 3, a total of 14 fast charge electric vehicle charge points shall be installed and made available for use within the multi storey car park in accordance with the approved plans. The electric vehicle charge points shall be designed and installed in accordance with BS EN 61851 or such other standard as may supersede it. The facilities shall thereafter be retained and shall not be used for any other purpose.

Reason: In the interests of encouraging more sustainable modes and forms of transport and to reduce the impact of development on local air quality, in accordance with Policy SC/14 and TI/2 of the South Cambridgeshire Local Plan 2018.

### **Accessible Parking**

23. Prior to the first occupation of Building 3, a total of 14 disabled parking bays shall be provided and available for use at all times at ground floor level in accordance with the approved plans. The facilities shall thereafter be retained and shall not be used for any other purpose.

Reason: To ensure sufficient provision of parking provision for disabled users in accordance with Policy HQ/1 of the South Cambridgeshire Local Plan 2018.

### **Cycle Parking**

24. Notwithstanding the approved plans, prior to the installation of any cycle storage, details of the storage provision for all cycles including non-

standard cycles, such as cargo bikes, shall be submitted to and approved in writing by the Local Planning Authority. The approved cycle parking provision shall be installed and made available in accordance with the approved plans prior to the occupation of Building 3. The cycle facilities shall thereafter be retained and shall not be used for any other purpose.

Reason: To ensure appropriate provision for the secure storage of bicycles in accordance with Policy TI/3 of the South Cambridgeshire Local Plan.

### **Landscape Implementation**

25. All hard and soft landscaping works shall be carried out in accordance with the approved details. The works shall be carried out within the first planting season after the occupation of Building 3. If within a period of five years from the date of planting, or replacement planting, any tree or plant is removed, uprooted or destroyed or dies, another tree or plant of the same species and size as that originally planted shall be planted at the same place.

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

### **Artificial Lighting**

26. Prior to the installation of any artificial lighting, an artificial lighting scheme, including hours of lighting, 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 proposed and existing residential properties shall be undertaken. Artificial lighting on and off site must meet the Obtrusive Light Limitations for Exterior Lighting Installations contained within the Institute of Lighting Professionals Guidance Notes for the Reduction of Obtrusive Light - GN01/20 (or as superseded). The approved

lighting scheme shall be installed, maintained and operated in accordance with the approved details / measures.

Reason: To minimise the effects of light pollution on the surrounding area and to protect biodiversity interests in accordance with Policies SC/9 and NH/4 of the South Cambridgeshire Local Plan 2018.

### **Public Transport Pedestrian Link**

27. Prior to first occupation of the development hereby approved, details of how pedestrians using the westbound bus stop will be able to walk from the bus stop to Building 3 shall be submitted to and approved in writing by the Local Planning Authority. The details will include provision of any temporary path(s) required within the site to provide a walkable connection between the bus stop and Building 3. The pedestrian link shall be implemented in accordance with the approved details and retained until a permanent pedestrian link is approved and provided through a reserved matters application.

Reason: In the interests of encouraging more sustainable travel to and from the site in accordance with Policy TI/2 of the South Cambridgeshire Local Plan 2018.

### **Travel Plan**

28. Prior to the first occupation of any building an updated Travel Plan to that provided in the Framework Travel Plan prepared by Bryan G Hall, included in Appendix 15.1A Transport Assessment Addendum prepared by Bryan G Hall and dated June 2021, shall be first submitted to and approved in writing by the Local Planning Authority. The Travel Plan shall be implemented as approved.

Reason: In the interests of encouraging sustainable travel to and from the site in accordance with Policy TI/2 of the South Cambridgeshire Local Plan 2018.

### **Car Parking Management Plan**

29. Prior to the first use of Building 3 a Car Parking Management Plan (CPMP) shall be submitted to and approved in writing by the local planning authority. The CPMP shall ensure that the number of parking spaces made available for Phase 1 does not exceed 275 spaces. The CPMP shall also include details of how parking provision will be phased throughout the site wide development to ensure that a balance between sustainable travel provision and adequate on-site parking is achieved, including the allocation of spaces to car sharing and off peak journeys. The CPMP should identify how the permitted MSCP is used for the whole development, as well as any temporary provision for contractor parking during construction.

Reason: In the interests of encouraging sustainable travel in accordance with Policy TI/2 of the South Cambridgeshire Local Plan.

### **Retaining Wall Details**

30. No construction above ground level shall take place until details at a minimum scale of 1:20 (including plans, elevations and sections) of the proposed retaining wall adjacent to the southern elevation of Building 3 have been 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 the external appearance of the development does not detract from the character and appearance of the area in accordance with Policy HQ/1 of the South Cambridgeshire Local Plan 2018.

### **Biosolar Roof Details**

31. No construction of the roofs on Building 3 and the refuse store and substation enclosure shall commence until the following details have been submitted to and approved in writing by the Local Planning Authority.
- i) The means of access to such roofs for maintenance;
  - ii) Plans and sections showing the make-up of the sub-base to be used which may vary in depth from between 80-150mm;
  - iii) Planting/seeding with an agreed mix of species (the seed mix shall be focused on wildflower planting indigenous to the local area and shall contain no more than a maximum of 25% sedum);
  - iv) Where solar panels are proposed, biosolar roofs should be incorporated under and in-between the panels. An array layout will be required incorporating a minimum of 0.75m between rows of panels for access and to ensure establishment of vegetation;
  - v) A management/maintenance plan for the roof(s).

The roof(s) shall be constructed and laid out in accordance with the approved details and planting/seeding shall be carried out within the first planting season following the practical completion of the roof. The planting shall be maintained in accordance with the approved management/maintenance plan.

The roof(s) shall not be used as an amenity or sitting out space of any kind whatsoever and shall only be used in the case of essential maintenance/repair or escape in case of emergency.

Reason: To help mitigate and respond to climate change and to enhance ecological interests in accordance with Policies CC/1 and NH/4 of the South Cambridgeshire Local Plan 2018.

### **Operational Waste Management Plan**

32. Prior to the first use of Building 3 an Operational Waste Management Plan for Phase 1 shall be submitted to and approved in writing by the local planning authority. The development hereby permitted shall be undertaken in accordance with the approved details.

Reason: To ensure appropriate and secure areas for waste and recycling storage and with accessible collection points.

**Drainage Strategy**

33. The development hereby permitted shall be undertaken in accordance with the details included in the Drainage Strategy and SuDS Report prepared by Ramboll dated 30 September 2021, reference CITP-RMB-XX- XX-RP-C-0001 Rev P05.

Reason: To ensure that the proposed development can be adequately drained and to ensure that there is no increased flood risk on or off site resulting from the proposed development in accordance with policy CC/8 of the South Cambridgeshire Local Plan.

**Conditions for Enabling Works**

**Time Limits – Enabling Works**

34. The development hereby permitted shall be begun before the expiration of 3 years from the date of this permission.

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

**Approved Plans – Enabling Works**

35. The development hereby permitted shall be carried out in accordance with the following approved plans:
- CITP-LLA-ZZ-00-DR-L-0213 PO2
  - CITP-LLA-ZZ-00-DR-L-0214 PO2 (in respect of those landscape works within Landscape Framework Zone C as shown on Parameter Plan ‘Open Space and Landscape’ (CITP-SBR-ZZ-ZZ- DR-A-8007 P8) only)
  - CITP-LLA-ZZ-00-DR-L-0215

- CITP-SBR-ZZ-ZZ-DR-A-8020 RevP4
- CITP-SBR-ZZ-ZZ-DR-A-8520 RevP2
- CITP-SBR-ZZ-ZZ-DR-A-8021 RevP1
- CITP-SBR-ZZ-ZZ-DR-A-8104 RevP1
- CITP-SBR-ZZ-ZZ-DR-A-8103 RevP1
- CITP-RMB-XX-XX-SK-C-0005 I02

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.

### **Dewatering**

36. The development hereby permitted shall not be commenced until such time as a scheme to treat or remove suspended solids from any excavation dewatering or surface water run-off during construction works has been submitted to, and approved in writing by, the local planning authority. The scheme shall be implemented as approved.

Reason: Significant excavations are expected. Such works regularly require dewatering, more so than anticipated in many cases, particularly around Cambridge and to ensure compliance with Policies CC/6 and CC/7 of the South Cambridgeshire Local Plan 2018.

### **Landscape Implementation**

37. The soft landscaping works comprised in the Enabling Works shall be those works shown in drawings CITP-LLA-ZZ-00-DR-L-0213 PO2 and CITP-LLA- ZZ-00-DR-L-0214 PO2 in respect of those landscape works within Landscape Framework Zone C as shown on Parameter Plan 'Open Space and Landscape' (CITP-SBR-ZZ-ZZ-DR-A-8007 P8). The works shall be carried out within the first planting season following completion of the remaining site wide Enabling Works or to an alternative programme that is submitted to and approved in writing by the local planning authority.

If within a period of five years from the date of planting, or replacement planting, any tree or plant is removed, uprooted or destroyed or dies, another tree or plant of the same species and size as that originally planted shall be planted at the same place.

Reason: To ensure that the development provides sufficient landscape buffer on the southern and eastern sides of the site to meet the requirements of Policy E/3 and NH/8 of the Local Plan and to ensure the development provides a high quality attractive, accessible, inclusive and safe environment in line with Policy HQ/1 of the South Cambridgeshire Local Plan.

#### **Tree Protection**

38. The development hereby permitted shall be undertaken in accordance with the Tree Protection Plan, drawing no. 8474-D-AIA (included as Appendix A in the CEMP approved in condition 3).

Reason: To protect the visual amenity of the area and to ensure the retention of trees on site in accordance with Policies HQ/1 and NH/8 of the South Cambridgeshire Local Plan 2018.

#### **Soil Management Plan**

39. The development hereby permitted shall be undertaken in accordance with the details included in the Soil Management Plan prepared by Bowmer + Kirkland), Issue B dated 17th May 2021.

Reason: Significant earthworks are proposed and the condition is to ensure compliance with Policies CC/6 and CC/7 of the South Cambridgeshire Local Plan 2018.

#### **Drainage Strategy – Enabling Works**

40. The drainage comprised in the Enabling Works as shown on drawing CITP-RMB-XX-XX-SK-C-0005 hereby permitted shall be undertaken in accordance with the details included in the Drainage Strategy and SuDS Report prepared by Ramboll dated 30 September 2021, reference CITP-RMB-XX-XX-RP-C-0001 Rev P05. Reason: To ensure that the proposed



development can be adequately drained and to ensure that there is no increased flood risk on or off site resulting from the proposed development in accordance with policy CC/8 of the South Cambridgeshire Local Plan.

## **Conditions for Outline Permission**

### **Reserved Matters**

41. Prior to the commencement of each phase of development, details of the appearance, landscaping, layout, scale and access (hereinafter called the 'reserved matters') for that phase shall be submitted to and approved in writing by the Local Planning Authority. The development shall be carried out as approved.

Reason: This is an Outline permission only and these matters have been reserved for the subsequent approval of the Local Planning Authority. Not all access detail was provided at the outline stage.

### **Time Limits**

42. Application(s) for approval of the reserved matters shall be made to the Local Planning Authority before the expiration of five years from the date of this permission. The development hereby permitted shall be begun either before the expiration of three years from the date of this permission, or before the expiration of two years from the date of approval of the last of the reserved matters to be approved, whichever is the later.

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

### **Approved Parameter Plans**

43. The development shall be carried out in accordance with the following plans:

- CITP-SBR-ZZ-ZZ-DR-A-8004 RevP7 – Land Use Parameter Plan
- CITP-SBR-ZZ-ZZ-DR-A-8005 RevP7 – Building Heights Parameter Plan
- CITP-SBR-ZZ-ZZ-DR-A-8006 RevP6 – Access Parameter Plan
- CITP-SBR-ZZ-ZZ-DR-A-8007 RevP8 – Open Space and Landscape Parameter Plan
- CITP-LLA-ZZ-00-DR-L-0006 Rev 7 (only the ‘Landscape Open Space Strategy’ drawing)

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.

#### **Phasing Strategy**

44. Prior to or concurrently with the submission of the first reserved matters application, details of the phasing of the development shall be submitted to and approved in writing by the Local Planning Authority. The development shall be carried out in accordance with such approved details. References within this Outline Permission to a “phase” shall be to a phase as identified in the approved phasing plan.

Reason: To secure the coherent and comprehensive development of the site and a reasonable timescale for the benefit of future occupiers and surrounding residents and ensure compliance with policies S/5, HQ/1, SC/9, SC/10 and SC/14 of the South Cambridgeshire Local Plan 2018.

#### **BREEAM Pre-Assessment**

45. All reserved matters applications for occupied non-residential buildings shall be accompanied by a BREEAM pre-assessment prepared by an accredited BREEAM Assessor, indicating that the building is capable of

achieving the applicable 'excellent' rating as a minimum, with a minimum of 2 credits achieved for Wat 01.

Reason: In the interests of reducing carbon dioxide emissions, ensuring efficient use of water and promoting principles of sustainable construction and efficient use of buildings in accordance with Policy CC/1 of the South Cambridgeshire Local Plan and the Greater Cambridge Sustainable Design and Construction SPD 2020.

### **Renewable Energy Statement**

46. Prior to, or concurrently with each reserved matters application for a phase, a renewable energy statement for that phase shall be submitted, which demonstrates that at least 10% of the total predicted carbon emissions for that phase will be reduced through the implementation of on-site renewable energy sources, or an alternative bespoke scheme that achieves an equivalent reduction in carbon dioxide emissions. The statement shall include the total predicted carbon emissions and set out a schedule of proposed on-site renewable technologies, their respective carbon reduction contributions, size specification, location, design and maintenance programme.

Reason: In the interests of reducing carbon dioxide emissions, ensuring efficient use of water and promoting principles of sustainable construction and efficient use of buildings in accordance with Policy CC/1 of the South Cambridgeshire Local Plan Policy and the Greater Cambridge Sustainable Design and Construction SPD 2020.

### **Noise Assessment**

47. Prior to, or concurrently with, any reserved matters application for a phase, a noise assessment and a scheme for the insulation of the building(s) and/or associated plant / equipment or other attenuation measures, including any renewable energy provision sources such as any air source heat pump or wind turbine, in order to minimise the level of noise emanating from the said building(s) and/or plant on the existing residential

premises shall be submitted to and approved in writing by the local planning authority. The scheme as approved for a phase shall be fully implemented before the use of that phase hereby permitted is commenced and shall thereafter be maintained in strict accordance with the approved details.

Reason: To protect the amenity of nearby properties in accordance with Policies HQ/1 and SC/10 of the South Cambridgeshire Local Plan 2018.

### **Artificial Lighting**

48. Within each reserved matters application which includes the provision of any form of illumination an artificial lighting scheme shall be submitted for approval. The scheme shall include details of the height, type, position and angle of glare of any final site lighting / floodlights including horizontal and vertical isolux contours and the hours of lighting. The details and measures so approved shall be carried out and maintained in accordance with the approved lighting scheme/plan.

Reason: To protect the amenities of nearby residential properties in accordance with policy SC/9 of the South Cambridgeshire Local Plan.

### **Trim Trail**

49. Prior to or concurrently with the first reserved matters application, a site wide trim trail specification shall be submitted. The details shall include the position, width and surfacing of the trim trail and the siting, number and type of pieces of exercise / equipment to be provided. The trim trail shall be provided in accordance with the approved details prior to occupation of the final building on the site.

Reason: To enhance the health and wellbeing of the occupants and the wider community in accordance with policy SC/2 of the South Cambridgeshire Local Plan 2018.

### **Hard and Soft Landscape Details**

50. With each reserved matters application for a phase, the landscaping details shall include detailed landscape designs and specifications for the associated phase. The landscape designs and specifications shall include the following:

#### Soft Landscaping -

- i) Full details of planting plans and written specifications, including cultivation proposals for maintenance and management associated with plant and grass establishment, details of the mix, size, distribution, density and levels of all trees/hedges/shrubs to be planted and the proposed time of planting. The planting plan shall use botanic names to avoid misinterpretation. The plans should include a full schedule of plants.
- ii) 1:100 plans (or at a scale otherwise agreed) with cross-sections of mounding, ponds, ditches and swales and proposed treatment of the edges and perimeters of the site.
- iii) The landscape treatment of roads through the development.
- iv) A specification for the establishment of trees within hard landscaped areas including details of space standards (distances from buildings etc.) and tree pit details.

#### Hard Landscaping -

- v) Full details of all proposed methods of boundary treatment including details of all gates, fences, walls and other means of enclosure both within and around the edge of the site.
- vi) The location and specification of minor artefacts and structures, including furniture, refuse or other storage units, signs and lighting columns/brackets.
- vii) 1:200 plans (or at a scale otherwise agreed) including cross sections, of roads, paths and cycleways.

viii) Details of all hard surfacing materials (size, type and colour).

The landscaping within the phase shall be implemented in accordance with the approved timing condition for implementation and replacement of landscaping (condition no. 51). No development within the phase shall commence until the landscaping scheme has been approved in writing by the local planning authority. The scheme shall be carried out in accordance with the approved details.

Reason: To ensure that the landscaping works deliver the environmental mitigation set out in the Environmental Statement and to ensure that each reserved matters application provides high quality landscaping in accordance with policies HQ/1 and E/3, South Cambridgeshire Local Plan 2018.

#### **Landscape Implementation**

51. All hard landscaping for a phase shall be completed prior to the occupation/use of any building(s) within that phase. All planting, seeding or turfing comprised in the approved details of soft landscaping, shall be carried out in the first planting and seeding seasons following the occupation of the buildings or completion of the development within the phase, whichever is the sooner, unless an alternative landscaping phasing plan is submitted to and approved in writing by the local planning authority. Any trees or plants which, within a period of five years from the completion of the development, die, are removed or become seriously damaged or diseased, shall be replaced in the next planting season with others of similar size and species as those originally planted, unless the local planning authority gives written consent to any variation.

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

#### **Roof Access**

52. The roof area within Area E on Parameter Plan 2 – Building Heights, comprising a brown roof(s), shall not be accessible for occupants of the building(s) to which it relates. Access shall only be provided for maintenance and repairs of the building(s) and brown roof(s).

Reason: To protect the amenities of nearby residential properties in accordance with policies HQ/1 and SC/9 of the South Cambridgeshire Local Plan 2018.

**Set Back Enclosure Details**

53. The reserved matters application(s) that includes the development of buildings within Area E on Parameter Plan 2 – Building Heights shall include details of the means of enclosure for the building(s) set back. The details shall include sections and plans of the means of enclosure together with the materials to be used.

Reason: To ensure a high quality appearance and to protect the amenities of nearby residential properties in accordance with policies HQ/1 and SC/9 of the South Cambridgeshire Local Plan 2018.

**Landscape and Ecological Management Plan**

54. With each reserved matters application for a phase an updated Landscape and Ecological Management Plan (LEMP) in respect of that phase shall be submitted to, and approved in writing by, the local planning authority. The content of the LEMP shall include the following:

- i) Description and evaluation of features to be managed.
- ii) Ecological trends and constraints on site that might influence management.
- iii) Aims and objectives of management, including how a minimum of 10% in biodiversity net gain will be achieved across the whole site.
- iv) Appropriate management options for achieving aims and objectives.
- v) Prescriptions for management actions.

- vi) Prescription of a work schedule (including an annual work plan capable of being rolled forward over a five-year period).
- vii) Details of the body or organisation responsible for implementation of the plan.
- viii) Ongoing monitoring and remedial measures.

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

Reason: In the interests of environmental protection in accordance with Policy NH/4 of the South Cambridgeshire Local Plan.

### **Construction Ecological Management Plan**

55. Prior to commencement of development of each phase (including for demolition, ground works, vegetation clearance) a Construction Ecological Management Plan (CEcMP) shall be first submitted to and approved in writing by the local planning authority. The CecMP shall include the following matters pursuant to the CecMP outline strategy approved by Condition 7:

- i) Risk assessment of potentially damaging construction activities.
- ii) Identification of “biodiversity protection zones”.
- iii) Practical measures (both physical measures and sensitive working practices) to avoid or reduce impacts during construction (may be provided as a set of method statements).
- iv) The location and timings of sensitive works to avoid harm to biodiversity features.



- v) The times during construction when specialist ecologists need to be present on site to oversee works.
- vi) Responsible persons and lines of communication.
- vii) The role and responsibilities on site of an ecological clerk of works (EcoW) or similarly competent person.
- viii) Use of protective fences, exclusion barriers and warning signs if applicable.

The approved CecMP for any phase shall be adhered to and implemented throughout the construction period strictly in accordance with the approved details, unless otherwise agreed in writing by the local planning authority.

Reason: To ensure the protection of on-site biodiversity throughout the construction process, Policy NH/4 of the Local Plan 2018.

#### **Tree Protection**

56. Each reserved matters application for a phase shall include updated tree protection details to include all trees on the site including those planted in earlier phases of development on the site. The approved details shall be implemented prior to commencement of a phase in accordance with the approved details and remain in place as necessary throughout the construction phase, or as stated in the agreed details.

Reason: To ensure that trees are retained and not damaged during any construction activities in order to preserve the visual amenity of the area in accordance with Policies HQ/1 and NH/8 of the South Cambridgeshire Local Plan 2018.

#### **Ecological Mitigation**

57. If any phase does not commence within two years from the date of the planning permission, the approved ecological mitigation measures secured through conditions 7 and 8 shall be reviewed and, where necessary, amended and updated for that phase.

The review shall be informed by further ecological surveys commissioned to:

- i) establish if there have been any changes in the presence and/or abundance of bats, Great Crested Newts or Water Voles; and
- ii) identify any likely new ecological impacts that might arise from any changes.

Where the survey results indicate that changes have occurred that will result in ecological impacts not previously addressed in the approved scheme, the original approved ecological measures will be revised and new or amended measures, and a timetable for their implementation, will be submitted to and approved in writing by the local planning authority prior to the commencement of development of the relevant phase. The development shall be carried out in accordance with the proposed new approved ecological measures and timetable.

Reason: In the interests of environmental protection in accordance with Policy NH/4 of the South Cambridgeshire Local Plan.

### **Flues**

58. Notwithstanding the provision for 8m flues on Parameter Plan 2 – Building Heights (drawing CITP-SBR-ZZ-ZZ-DR-A-8005), any flues to be installed on any building within Area B as shown on Parameter Plan 2 – Building Heights, shall be a matter determined through reserved matters.

Reason: In order to protect the Green Belt in accordance with Policies E/3 and NH/8 of the South Cambridgeshire Local Plan 2018.

### **Broadband**

59. Any future building within a reserved matters application shall be accompanied by infrastructure within the site to facilitate the connection of a highspeed fibre optic broadband service. Such provision shall be provided prior to the occupation of that building.

Reason: To contribute towards the provision of infrastructure suitable to enable the delivery of high speed broadband across the district, in accordance with policy TI/10 of the South Cambridgeshire Local Plan.

### **Transport Assessment**

60. Each reserved matters application shall include an updated Transport Assessment. The updated Assessment will include a review of vehicle trips and Travel Plan monitoring to assess whether the peak hour vehicle flows are within the vehicle cap referred to in the s106 planning obligation and confirm that the anticipated additional trips would not result in the trip cap being exceeded. The updated Transport Assessment shall include details of the measures to address any exceedance of the trip cap.

Reason: To enable the traffic impacts of the development and mitigation to be reassessed with updated information in accordance with policy TI/2 of the South Cambridgeshire Local Plan, policy 19.

### **Travel Plan**

61. Each reserved matters application shall include an updated Travel Plan for the site which 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 how the provisions of the Plan will be monitored for compliance and confirmed with the local planning authority. The Travel Plan shall be implemented and monitored as approved upon the occupation of that reserved matters development.

Reason: In the interests of encouraging more sustainable modes of travel to and from the site in accordance with Policy TI/2 of the South Cambridgeshire Local Plan 2018.

### **Car Park Management Plan**

62. Each reserved matters application for a phase shall include an updated Car Park Management Plan (CPMP) which shall include the provision of car parking spaces for the phase. The CPMP should identify how the permitted Multi-Storey Car Park in Phase 1 is used for the whole development, as well as any temporary provision for contractor parking during construction.

Reason: In the interests of encouraging more sustainable modes of travel to and from the site and to balance potential overprovision of car parking on the site with potential impacts on adjacent residential streets and the wider highway network in accordance with Policy TI/2 of the South Cambridgeshire Local Plan 2018.

#### **Electric Vehicle Charging**

63. Any reserved matters application for new car parking provision shall include details of facilities for a minimum of 5% of car parking bays to be provided with fast charge electric charging points prior to occupation of the building which the parking serves in accordance with the Parking Strategy, drawing CITP-SBR-ZZ-ZZ-DR-A-8010 Rev 3.

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

#### **Cycle Parking**

64. Any reserved matters application for new building(s) shall include details of facilities for the covered, secure parking of bicycles including non-standard bicycles for use in connection with these building(s) and demonstrate that the provision is in accordance with Cycle Strategy drawing CITP-SBR-ZZ-ZZ-DR-A-8011 Rev 5. The facilities shall be provided in accordance with the approved details before use of the relevant building commences and shall thereafter be retained and shall not be used for any other purpose.

Reason: Reason: To ensure appropriate provision for the secure storage of bicycles in accordance with Policy TI/3 of the South Cambridgeshire Local Plan 2018.

### **Accessible Parking**

65. Any reserved matters application for new car parking provision shall include a minimum of 5% of car parking bays to be disabled parking bays in accordance with the Parking Strategy as shown on drawing CITP-SBR-ZZ-ZZ-DR-A-8010 Rev 5.

Reason: To ensure sufficient provision of parking provision for disabled users. Policy HQ/1 of the South Cambridgeshire Local Plan 2018.

### **Public Art Delivery Plan**

66. With each reserved matters application that the approved Site Wide Public Art Delivery Plan identifies for the provision of public art, a Public Art Delivery Plan (PADP) shall be submitted to the Local Planning Authority and approved in writing. The PADP shall demonstrate compliance with the approved site wide Public Art Delivery Plan. Where any amendments to the site wide PADP are proposed details of the amendment and how it accords with the principles of the site wide PADP shall be submitted.

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

Reason: To ensure that the scheme provides suitable public art strategy in accordance with Policies HQ/1 and HQ/2 of the South Cambridgeshire Local Plan 2018.

### **Fire Hydrants**

67. Within any reserved matters application for a phase, a scheme for the provision of fire hydrants to serve that phase shall be submitted to the local planning authority. Development shall be carried out in accordance with the approved details and the approved scheme shall be fully operational prior to the first occupation of that phase.

Reason: To ensure the provision of adequate water supply for emergency use.

### **Biodiverse Roofs**

68. Within any reserved matters application for a phase, details of any biodiverse (green, blue or brown) roof(s) within that phase shall be submitted to and approved in writing by the Local Planning Authority prior to any superstructure works commencing on that phase. Details of the biodiverse roof(s) shall include means of access for maintenance, plans and sections showing the make-up of the sub-base to be used and include the following:
- i) Roofs can/will be biodiverse based with extensive substrate varying in depth from between 80-150mm,
  - ii) Planted/seeded with an agreed mix of species within the first planting season following the practical completion of the building works (the seed mix shall be focused on wildflower planting indigenous to the local area and shall contain no more than a maximum of 25% sedum (green roofs only),
  - iii) The biodiverse (green) roof shall not be used as an amenity or sitting out space of any kind whatsoever and shall only be used in the case of essential maintenance or repair, or escape in case of emergency.
  - iv) Where solar panels are proposed, biosolar roofs should be incorporated under and in between the panels. An array layout will

be required incorporating a minimum of 0.75m between rows of panels for access and to ensure establishment of vegetation,

- v) A management/maintenance plan approved in writing by the Local Planning Authority.

All works shall be carried out and maintained thereafter in accordance with the approved details.

Reason: To ensure proposals are in accordance with Policies HQ/1 and NH/4 of the South Cambridgeshire Local Plan 2018.

#### **Operational Waste Management Plan**

- 69. Each reserved matters application for a phase shall include an Operational Waste Management Plan for that phase which shall include the provision of refuse and recycling storage for each occupied building including access to the store and the size and number of bins proposed within that application. The Plan shall also include who is responsible for presenting containers for collection. The development shall be undertaken in accordance with the approved details.

Reason: To ensure appropriate waste and refuse storage provision.

#### **Surface Water Drainage**

- 70. Each reserved matters application for a phase shall include either:
  - i) Details confirming compliance with the Drainage Strategy and SuDS Report prepared by Ramboll dated 30 September 2021, reference CITP-RMB-XX-XX-RP-C-0001 Rev P05; or
  - ii) where the application is not in accordance with the abovementioned Drainage Strategy a Revised Drainage Strategy and SuDS Report which shall include for that phase:

- Details of the design, location and capacity of all SuDS features;
- Full results of the proposed drainage system modelling for 3.3% Annual Exceedance Probability (AEP) (1 in 30), 1% AEP (1 in 100) storm events storm events (as well as 1% AEP plus climate change) , inclusive of all collection, conveyance, storage, flow control and disposal elements and including an allowance for urban creep, together with a schematic of how the system has been represented within the hydraulic model;
- Detailed drawings of the entire proposed surface water drainage system, including levels, gradients, dimensions and pipe reference numbers;
- Full details of the proposed attenuation and flow control measures;
- Site Investigation (including long term groundwater level measurement) and test results to confirm infiltration rates;
- 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;
- Full details of the maintenance/adoption of the surface water drainage system that shall include ownership and long-term adoption;
- Measures taken to prevent pollution of the receiving groundwater and/or surface water.

The scheme shall be subsequently implemented in full accordance with the approved details pursuant to i) or ii) above prior to occupation of the building(s) on that phase.

Reason: To ensure that the proposed development can be adequately drained and to ensure that there is no increased flood risk on or off site resulting from the proposed development in accordance with policy CC/8 of the South Cambridgeshire Local Plan.



**Public Transport Pedestrian Link**

71. Within any reserved matters application that includes the northern parcel of land to the west of the proposed site access, details of a hard standing to provide a pedestrian link from the new west bound bus stop on Fulbourn Road into the site shall be submitted with the details for approval. The pedestrian link shall be provided in accordance with the approved details prior to the occupation of any building on that phase.

Reason: In the interests of encouraging more sustainable travel to and from the site in accordance with Policy TI/2 of the South Cambridgeshire Local Plan 2018.

**Linking condition**

72. Conditions 1-15, 17 - 63 and 66 - 71 of planning permission 21/00772/OUT (as set out above) shall continue to apply to this permission. Where such conditions pertaining to 21/00772/OUT have been discharged, the development of planning permission 23/03182/S73 shall be carried out in accordance with the terms of discharge and those conditions shall be deemed to be discharged for this permission also.

Reason: To define the terms of the application.

**Background papers:**

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

- South Cambridgeshire Local Plan 2018
- South Cambridgeshire Local Development Framework SPDs

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