



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 Flood 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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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