



24/01549/REM – B2 Land North Of Newmarket Road

Application details

Report to: Joint Development Control Committee

Lead Officer: Joint Director of Planning and Economic Development

Ward/parish: Fen Ditton

Proposal: Reserved matters application for the B2 land (car dealership development) including access, appearance, layout, scale, landscaping, associated infrastructure, incorporating an extension to the Ford store together with discharge of conditions 12,13,17,18,23,34,39,40,41,42,43,45,46, and 48 in respect of outline planning permission S/2682/13/OL

Applicant: Marshall of Cambridge (Garage Properties) Limited

Presenting officer: James Truett, Senior Planning Officer (Strategic Sites)

Reason presented to committee: This is an application for major development within the JDCC administrative area.

Member site visit date: N/A

Key issues:

1. Principle of development
2. Design, layout, scale and landscaping
3. Trees
4. Carbon reduction and sustainable design
5. Biodiversity
6. Water management and flood risk
7. Highway safety and transport impacts
8. Car and cycle parking

9. Amenity and Environmental Health

Recommendation:

- (i) **Approve** this reserved matters application subject to 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 appropriate and necessary) prior to the issuing of the planning permission.
- (ii) **Part discharge outline planning conditions on the outline consent reference S/2682/13/OL in relation to this reserved matters only:**
- Condition 12 - Hard and Soft Landscaping details
 - Condition 13 - Tree retention/removal
 - Condition 17 - Ecological Mitigation
 - Condition 18 - Artificial Lighting
 - Condition 23 - Waste and Recycling
 - Condition 34 - Surface Water Drainage
 - Condition 39 - Noise Impact Assessment
 - Condition 40 - Bird Hazard Management
 - Condition 41 - Detailed Waste Management and Minimisation Plan
 - Condition 42 - Odour and Noise Management from the North Works
 - Condition 43 - Remediation Strategy
 - Condition 45 - Construction Method Statement
 - Condition 46 - Archaeological details
 - Condition 48 - Water Vole Protection

Report contents

Document section	Document heading
1	Executive summary
2	Site description and context
3	The proposal
4	Relevant site history
5	Policy
6	Consultations
7	Third party representations
8	Member representations
9	Local groups / petition
10	Planning background
11	Assessment
12	Principle of development

13	Design, layout, scale and landscaping
14	Trees
15	Carbon reduction and sustainable design
16	Biodiversity
17	Water management and flood risk
18	Highway safety and transport
19	Cycle and car parking provision
20	Amenity
21	Third party representation
22	Other matters
23	Planning balance
24	Recommendation
25	Planning conditions

Table 1: Contents of report

1. Executive summary

- 1.1 The application seeks approval of reserved matters for car dealership development on ‘the B2 land’ site, within the Wing/Marleigh development, north of Newmarket Road. The proposals include access, appearance, layout, scale, landscaping, associated infrastructure, incorporating an extension to the existing Ford dealership store together with discharge of conditions 12,13,17,18,23,34,39,40,41,42,43,45,46, and 48 in respect of outline planning permission S/2682/13/OL.
- 1.2 The proposal comprises of 4no. main building clusters: Unit 1 containing sales areas and workshops; Unit 2 the valet centre; Unit 3 the MOT and servicing workshop, smart repair facility, and multistorey carpark; and a workshop extension to the FordStore car showroom. There is a large bioswale to the north of the site.
- 1.3 The scheme is consistent with the outline permission S/2682/13/OL and is in accordance with the approve design code and parameter plans.
- 1.4 The scheme has undergone extensive pre-application discussions and has seen significant improvements. The scheme is considered to provide a high-quality development that would support the continued car dealership employment use within this area. The scheme is supported by a well-considered landscape scheme and appropriately responds to the surrounding existing and future residential developments.
- 1.5 Officers recommend that the Joint Development Control Committee **approves** the application subject to the conditions and informatives as detailed in this report.

2. Site description and context

- 2.1 The Marleigh site covers approximately 65ha and is located on the north east edge of Cambridge, approximately 4km east of the city centre. The site is bordered by Newmarket Road and Cambridge Airport to the south, the Fison Road residential estate to the west, High Ditch Road to the north and Newmarket Road Park and Ride and Cambridge Ice Arena to the East.
- 2.2 National Cycle Route 51 runs through the site which connects Ipswich to Oxford. The Chisholm Trail strategic cycle and pedestrian route is located approximately 1km west of the site, and when complete will provide a mostly off-road route connecting North Cambridge, Cambridge Station and Addenbrooke's Hospital.
- 2.3 The site is approximately 3.2ha of previously developed land, containing existing light industrial buildings which will be demolished to enable the development as part of the outline application (S/2682/13/OL), and contamination remediation works undertaken under outline condition 43 (S/2682/13/COND43C).
- 2.4 The scheme is bounded by the existing car show rooms and Newmarket road to the south, the Fison Road residential estate to the West, and the proposed Austin Street and Marleigh Phase 3 reserved matters to the North and East (Live application 23/04930/REM).

3. The proposal

- 3.1 Reserved matters application for the B2 land (car dealership development) including access, appearance, layout, scale, landscaping, associated infrastructure, incorporating an extension to the FordStore together with discharge of conditions 12,13,17,18,23,34,39,40,41,42,43,45,46, and 48 in respect of outline planning permission S/2682/13/OL.
- 3.2 The application is made pursuant to condition 5 of the outline planning permission (S/26802/13/OL), which requires the submission of reserved matters for each development parcel.
- 3.3 The proposed scheme includes 2no. main vehicular access points via the future Austin Street which will form the primary entrances to the site. The scheme will also amend the existing FordStore access off the future

Austin Street. The Proposal will also utilise the existing rear access road to the west of the site to be used as a service road. The northern boundary of the site proposes to include a meadow and bio-swale with tree planting to create a buffer with the proposed adjoining properties within Marleigh Phase 3 (23/04930/REM).

- 3.4 The proposed scheme consists of 4no. main building clusters. Unit 1 the Sales and Workshops, Unit 2 the Valet Centre, Unit 3 the MOT, Workshop and smart repair multistorey carpark, and the Fordstore workshop extension.
- 3.5 Unit 1 which fronts onto Austin Street has been designed to reflect the building style of the Marleigh Primary School, and also the industrial heritage of the site and association with the aerospace industry, with a sawtooth roof design and metal cladding. It will be a 2-storey building 11.4m tall.
- 3.6 Unit 2 sits to the north-west of the site is a single-storey structure of 6.4m, and is predominantly clad in metal. The building will be south facing and surrounded by with acoustic fencing to reduce the operational noise impact to the proposed residential houses to the north and existing housing to the west.
- 3.7 Unit 3 sits to the West of the site and consists of a 13.1m high four level-multi-storey car park and a commercial vehicle servicing workshop (8.2m). The multi-storey car park will be clad with vertical timber.
- 3.8 The proposed FordStore extension comprises a 7.3m heigh extension to the existing FordStore showroom, which will accommodate the vehicle servicing previously located in Hanger 6 on the Northworks site. This will look similar to the existing FordStore building and will have grey cladding with vertical planting on the Northern wall facing the proposed unit 1.
- 3.9 The proposed internal layout of the site ensures that the primary customer frontage/showroom frontage is facing onto the future Austin Street with the more private “back-of-house” services to the West of the site, behind Access control points.
- 3.10 The proposed scheme also incorporates 346 car parking spaces (including staff, customer, demonstrator spaces, disabled spaces and 22 EV charging spaces) for the car dealership development. The Ford Store extension contains 91 car parking spaces (including 43 existing spaces, additional 42 staff and customer spaces, and 6 demonstrator spaces). This is a total of 437 Car parking spaces. The proposed scheme includes

104 cycle parking spaces (50 staff spaces and 62 customer spaces) spread across the site.

3.11 This application also seeks the discharge of a number of condition reserved by planning condition. The partial discharge of the following conditions is sought, as they relate to the B2 land (Car dealership development) proposals:

- Hard and Soft Landscaping details – Condition 12
- Tree retention/removal – Condition 13
- Ecological Mitigation – Condition 17
- Artificial Lighting – Condition 18
- Waste and Recycling – Condition 23
- Surface Water Drainage – Condition 34
- Noise Impact Assessment – Condition 39
- Bird Hazard Management – Condition 40
- Detailed Waste Management and Minimisation Plan – Condition 41
- Odour and Noise Management from the North Works – Condition 42
- Remediation Strategy – Condition 43
- Construction Method Statement – Condition 45
- Archaeological details – Condition 46
- Water Vole Protection - Condition 48

3.12 In addition to the application forms, covering letter and architectural drawings, the application is accompanied by the following information:

- Design and Access Statement
- Planning Statement
- Construction Environmental Management Plan
- Ecology Note
- External Lighting
- Site Waste Management Plan
- Travel Plan and Transport Assessment
- Proposed Views
- Flood Risk Assessment
- Noise Impact Assessment
- Landscape Statement
- Sustainability Life Cycle Assessment/Life Cycle Cost

3.13 Following initial consultation and officer assessment of the application, additional information and clarification was submitted in relation to the

following: cycle parking provision, landscaping arrangements, Quality Panel Comments, and BREEAM..

4. Relevant site history

Reference	Description	Outcome
S/2682/13/OL (SCDC)	Outline planning permission for up to 1,300 homes, primary school, food store, community facilities, open spaces, landscaping and associated infrastructure and other development.	Approved 30 November 2016
13/1837/OUT (CCC)	Demolition of buildings and hard standing and construction of tennis courts, allotments, store room and toilets, informal open space and local areas of play, provision of drainage infrastructure, footpath and cycleway links, and retention and management of woodland.	Approved 30 November 2016
S/3317/17/NM	Non-Material Amendment for planning application S/2682/13/OL	Approved 09 November 2017
S/1004/19/RM	Reserved matters approval detailing appearance, landscaping, layout and scale for infrastructure works, including internal roads, landscaping and drainage as part of Phase 1 of the Wing masterplan.	Approved 28 November 2018.
S/1096/19/RM	Reserved matters approval detailing access, appearance, landscaping, layout and scale for the creation of 239 homes and non-residential floorspace including 'Market Square', internal roads, landscaping and associated works as part of Phase 1A of the Wing masterplan.	Approved 12 September 2019.
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,	Approved 18 November 2020

	laying out of playing fields, open space, allotments, associated infrastructure and internal roads.	
S/2682/13/NMA1	Amendment to the parameter drawings to increase the permitted height of buildings and amend the southern building line on Newmarket Road	Approved 5 May 2021
21/02450/REM	Reserved matters application detailing, appearance, landscaping, layout and scale 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	Approved 05 November 2021

Table 2 Relevant site history

5. Policy

5.1 National policy

National Planning Policy Framework September 2023

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)

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

Conservation of Habitats and Species Regulations 2017

Environment Act 2021

ODPM Circular 06/2005 – Protected Species

Equalities Act 2010

5.2 South Cambridgeshire Local Plan (2018)

S/1 – Vision

S/2 – Objectives of the Local Plan

S/3 – Presumption in Favour of Sustainable Development

S/5 – Provision of New Jobs and Homes

S/7 – Development Frameworks

CC/1 – Mitigation and Adaption to Climate Change

CC/3 – Renewable and Low Carbon 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
SC/2 – Health Impact Assessment
SC/4 – Meeting Community Needs
SC/9 – Lighting Proposals
SC/10 – Noise Pollution
SC/11 – Contaminated Land
SC/12 – Air Quality
TI/2 – Planning for Sustainable Travel
TI/3 – Parking Provision
TI/6 – Cambridge Airport Public Safety Zone

5.3 Cambridge East Area Action Plan (CEAAP) 2008

CE/1 Vision for East Cambridge
CE/2 Development principles
SE/6 Local Centres
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/23 Telecommunications Infrastructure
CE/24 Energy
CE/25 Sustainable Building Methods and Materials
CE/26 Noise
CE/27 Air Quality
CE/28 Exemplar in Sustainability
CE/30 Early Delivery of Strategic Landscaping
CE/32 Cambridge Airport Safety Zones

5.4 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 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:

Health Impact Assessment SPD – Adopted March 2011

Landscape in New Developments SPD – Adopted March 2010

District Design Guide SPD – Adopted March 2010

5.5 Other guidance

Cambridge and Milton Surface Water Management Plan (2011)

Cambridge and South Cambridgeshire Level 1 Strategic Flood Risk Assessment (2010)

Greater Cambridge Sustainable Design and Construction SPD (2020)

Cambridgeshire and Peterborough Waste Partnership (RECAP): Waste

Cambridgeshire Design Guide For Streets and Public Realm (2007)

Cycle Parking Guide for New Residential Developments (2010)

6. Consultations

Parish Council

6.1 *As amended:* No objection.

Anglian Water

1.1 No objection. The impacts on the public foul sewage network are acceptable to Anglian Water. The scheme has no impact on Anglian Water owned assets.

Active Travel England

1.2 No objection. Active Travel England is content with the development proposed.

Local Highway Authority

1.3 No objection. Recommends consultation with Transport Assessment Team.

County Transport Assessment Team

1.4 *As amended:* No objection. Content with cycle store details.

Cambridgeshire Constabulary

- 1.5 No objection. Recommendations made to improved security and crime prevention on site relating to: external lighting, the multi-storey car park, CCTV, Signage, Landscaping, doors, windows, and cycle storage. It is also recommended that the scheme submit a secure by design application.

Cambridgeshire Airport Safeguarding

- 1.6 No objection. The application was found to have potential to conflict with Cambridge Airports Safeguarding Criteria. Conditions requested regarding Glint and Glare, and Bird Hazard Management.

Contaminated Land

- 1.7 No objection. Agrees that works are taking place in accordance with the agreed remediation strategy and Condition 43

Ecology

- 1.8 No objection. There is sufficient ecological information to determine the Reserved Matters application. Further information regarding the placement of bat and bird boxes should be secured through condition.

Environmental Health

- 1.9 No objection. Support subject to conditions regarding, construction noise, operational noise, lighting.

Environment agency

- 1.10 No objection. On the basis that condition 43 (remediation strategy) has already been discharged under application ref S/2682/13/COND43D we have no comments to make on this application.

Fire and Rescue Service

- 1.11 No objection. Should the Planning Authority be minded to grant approval, the Fire Authority would ask that adequate provision be made for fire hydrants via a planning condition.

National Highways

- 1.12 No objection.

Landscape Officer

- 1.13 *As amended:* No objection. Since our previous comments details of the cycle shelters have been provided, an updated landscape report has been submitted and responses to our previous comments have been provided and our previous comments have been addressed. Condition recommended to adhere to the requirements of condition 12 on the outline permission.

Natural England

- 1.14 No objection. No comments to make on this reserved matters application.

Sustainability Officer

- 1.15 The applicant has provided a document giving BREEAM information relating to water use in support of this application. Due to the regions water stress the applicant will need to provide further BREEAM WAT01 calculations.

Tree Officer

- 1.16 No objection. No comments to this application.

Urban Design

- 1.17 *As amended:* No objection. The additional information submitted has addressed the 4 action points raised in our original comments.
- 1.18 *As submitted:* Further information required regarding response to Quality panel comments, end of trip employee active travel facilities, BREEAM commitment, and the corrupt Landscape Statement.

Ministry of Defence

- 1.19 No objection. The MOD has reviewed the proposals and can confirm we have no safeguarding objections to this development.

Cambridgeshire Quality Panel Meeting of 21 November 2023

- 1.20 The scheme was reviewed by the Cambridgeshire Quality Panel at pre-application stage in November 2023. The applicant submitted a response to the main points of feedback and amendments that had been made as a result.

1.21 The following is a summary of the Panel's discussion:

1.22 The north works will retain its commercial use, as part of the wider development of Cambridge East, and the Panel thanked the applicant for the walk around the site and presentation. The scheme is an integral element of this increasingly urbanised area but presents an interesting juxtaposition between these uses and the new residential neighbourhood. Questions of fact were raised about where car transporters will access the site (via the Western Access); the number of people working on site (between 129 and 142); whether movement patterns had been modelled (yes); how much cycle parking is provided (20 staff spaces plus customer spaces); what are the height parameters (15m, currently designed to 13m); and what is the life of the development (between 25 and 100 years).

1.23 Specific recommendation:

- Articulate the strategies highlighted with diagrams and celebrate what is good.
- The site should about future mobility too, not just past and present approaches to car dealership design.
- Sections are needed and site plans should show the context immediately outside of, and surrounding, the red line boundary.
- The boundary treatments should be clear, what is proposed, and where, their purpose and materials.
- Ensure the landscape is the best it can be, and not just token nods to seating or small tree saplings. The green buffer and swale could have greater amenity value and be a real asset for the site and not just seen as lost commercial space.
- Think more about rainwater, the journey it takes, and how it can be used to best effect.
- The 180° turning area and west access route, although outside of the red boundary, needs further thought on how it will be used by others, and not just lorry transporters. It should not become a focus for anti-social behaviour.
- Review provision for more and different bikes
- Articulate the carbon efficiencies and credentials and think about future proofing, such as battery storage.
- Measure the embodied carbon.

7. Third party representations

7.1 No representations have been received

8. Member Representations

8.1 No representations have been received.

9. Local Groups / Petition

9.1 No representations have been received.

10. Planning background

10.1 The application site falls within the wider 'Marleigh' (formerly 'Wing') development site, which forms part of the Cambridge East development as covered by the CEAAP which was adopted in 2008. The site is located to the north of Newmarket Road, to the west of the Shell petrol filling station and associated forecourt, and the Newmarket Road Park and Ride site. Fen Ditton village is situated to the north-west of the site.

10.2 Outline planning permissions were granted for the 65 hectare development site ('the outline development site') for up to 1300 dwellings and associated infrastructure in December 2016 (South Cambridgeshire District Council (SCDC) application reference S/2682/13/OL; Cambridge City Council (CCC) reference 13/1837/OUT). The outline planning applications required Environmental Impact Assessment (EIA).

10.3 The outline approval was subject to a Section 106 Agreement and site wide strategic conditions. It also included the approval of site wide parameter plans which relate to land-use, movement and access, building heights and landscape and open space. These parameter plans, along with the site-wide Design Code (which was approved in September 2018) provide the planning context which will guide the submission and determination of the subsequent reserved matters applications.

10.4 Phase 1A of the development, has reserved matters permission, for the first 547 homes, provision for a local centre (including a community building with a hall), café, nursery and offices, and a primary school (S/1096/19/RM). Phase 1B of the development, has reserved matters permission for 308 new homes, non-residential floor space, laying out of playing fields, open space and allotments (20/02569/REM). Phase 2 of the development, has reserved matters permission for 421 new homes with associated infrastructure, internal roads and open space (21/02450/REM). Phase 3 is a live application for 332 new homes and commercial space (23/04930/REM) this is in conjunction with a full application for 91 new homes (23/04936/FUL). Phase 3 sits directly adjacent to the B2 land, abutting the northern and Eastern boundary

10.5 The proposals have been the subject of extensive pre-application discussions with officers. As part of the pre-application dialogue, the scheme was reviewed by the Cambridgeshire Quality Panel in November 2023. In addition to this a JDCC Members Briefing was held on 20 March 2024. Post submission engagement has also taken place.

11. Assessment

11.1 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, layout, scale and landscaping
- Trees
- Carbon reduction and sustainable design
- Biodiversity
- Water management and flood risk
- Highway safety and transport impacts
- Car and cycle parking
- Amenity and Environmental Health

12. Principle of Development

12.1 The application has been submitted following the approval of outline planning applications for the site. The principle of the development for the purposes proposed is already long established by the outline consents, the CEAAP (2008) and SCLP policy SS/3 which allocates land for part of an urban extension of Cambridge.

12.2 In accordance with local planning policy, proposals for residential development of the site will only be permitted subject to acceptable mitigation of environmental and health impacts, including noise from the airport. These principles were considered acceptable at outline stage. Officers are satisfied that the application proposals are in accordance with the Development Plan because noise has been adequately mitigated. This is addressed in the environmental considerations subsection below.

12.3 The application is made pursuant to condition 5 of the outline planning permission (S/2682/13/OL), which mandates submission of reserved matters for each development parcel. The application also seeks the partial discharge of a number of outline conditions as they relate to the Car Showroom development proposals. These matters are discussed in the relevant subsections of this report

Compliance with Outline Parameter Plans and Design Code

- 12.4 At the outline stage, parameter plans were approved that fixed the land uses, landscape and open space, building heights, and the street hierarchy and access points. In accordance with Condition 6 of the outline planning permission a Design Code was produced which specified the overall vision of the development.
- 12.5 The outline parameter plans and design code has limited guidance in regards to the car showroom development site.
- 12.6 The building heights parameter plan enables a maximum height of 12m across the site, with up to 15m fronting the future Austin street. This height excludes rooftop plant and lift overruns. The maximum height of the proposed buildings is the Multi-storey car park which sits at 12m height with a lift overrun which brings the total height to 13.1m.
- 12.7 The site is within the designated area indicated on the remaining parameter plans which have limited information relevant to the car showroom development. The proposals are therefore compliant with the approved parameter plans.
- 12.8 The approved design code suggests that other uses for upper floors of the car showroom site, this was explored but was not considered feasible. However, the scheme has been designed to offer flexibility to house up to four dealerships, enabling the spaces to be repurposed if required. Officers are satisfied that the scheme conforms with the approved design code.

Outline Environmental Statement

- 12.9 The application proposal is not considered to result in any significant environmental impacts which were not considered through the original Environment Statement which accompanied the outline planning application.

Principle of Development – Conclusion

- 12.10 The proposed development of this allocated site will play a key role in delivering and maintaining employment within Cambridge East and the Greater Cambridge area during the current Local Plan period. Subject to specific policy criteria being met (and other material considerations satisfied as discussed below) the proposals are acceptable in principle.

The proposed development is therefore in accordance with SCLP policies S/6 and SS/3, the CEAAP and the NPPF.

13. Design, layout, scale and landscaping

- 13.1 The layout of the proposed scheme has evolved considerably during pre-application discussions in collaboration with the Applicant and in response to Quality Panel feedback. This evolution and justification of the scheme's layout is well illustrated and summarised within the accompanying Design and Access Statement.
- 13.2 The proposed layout arrangement of the buildings, and services, across the development has created a legible structure that provides a well-defined edge/frontage to Austin Street which respect the adjoining residential phase 3 parcel (23/04930/REM, 23/04936/FUL). The development will have a clearly defined public front and rear private operational areas help ensure easy navigation of the site for users. The proposed scheme has been designed to integrate within the wider Wing/Marleigh masterplan, reflecting the heritage of the wider area and link to the school within the wider development, and respect the amenity of existing and future neighbouring residential dwellings.
- 13.3 The proposed development pulls the massing and uses away from the northern boundary and creates a green space with biodiverse swale and native tree planting providing a buffer for future housing. This also contributes positively towards the wider green infrastructure network. The tree planning and public seating here proposed also contributes positively to the character of Austin Street. Further to this the proposed planting of trees and hedges helps to contain and visually break up the front display court; the proposed incorporation of Grasscrete is welcomed, as a softer surface material.
- 13.4 Unit 1, the proposed main dealership run parallel to Austin Street and provides a flexible space for up to four dealerships. This is considered to create a positive continuous frontage to help define a key route through the wider site, whilst being set back enough so that it does not become overbearing. This also helps to screen views from the back of house services. The sawtooth roof profile is supported by officers by providing an attractive rhythm and design which provide natural lighting on the north angles and optimises solar panels on the southern inclines.
- 13.5 Units 2 and 3 which sit towards the rear of the site provide critical operational functions for vehicle servicing and as such their design reflect

this. The multistorey car park is designed with vertical timber cladding to soften the massing. The valeting centre contains an asymmetrical roof form which, similarly to the main dealership has opportunities for solar panels and natural light. Overall, the scale and massing of these buildings is considered acceptable. Whilst the lift overruns of the multi-storey car park exceed 12m, this is allowed for in the parameter plans, which allow roof top plant and lift overruns to exceed the 12m height limit.

- 13.6 The proposed solar panel covered EV charging area located towards the north of the site is considered acceptable to officers and offers charging to customers, and residents (outside working hours).
- 13.7 The extension to the FordStore workshop reflects the existing ford store building. Further effort has been made to break up the massing of this by providing high level windows and support for climbing plants. Officers consider this to be acceptable.
- 13.8 The councils Urban Design Officer has been consulted and subject to **condition 4** securing the materials is supportive of the proposed development.
- 13.9 The scheme proposes a large bioswale and native tree planting towards the north of the site which helps to provide a green landscaped buffer and suds feature. The tree planting and hedging throughout site, along side the Grasscrete, help to reduce the extent of hard paved areas and soften the impact of the scheme. This is considered to help integrate a car focused scheme into the wider site context.
- 13.10 The councils Landscape Architect has been consulted and subject to **conditions 2 and 3** detailing landscaping specifics, is supportive of the proposed development.
- 13.11 Overall, officers considered that the proposed development is of high-quality design that would contribute positively to its surroundings and be appropriately landscaped. This is a reflection of a scheme which has undergone successful collaborative pre-application discussions. The proposed site design and layout will positively respond to the context of the area and accord with the established framework principles for the site, and that the commitments set out in the submitted Design and Access Statement will be followed through, subject to the conditions as described above. The proposal is compliant with South Cambridgeshire Local Plan (2018) policies NH/2, NH/6 and SC/9 and the NPPF.

14. Trees

- 14.1 Policies NH/2, NH/4 and HQ/1 seek to preserve, protect and enhance existing trees and hedges. Para. 131 of the NPPF seeks for existing trees to be retained wherever possible.
- 14.2 The proposed site does not contain any existing trees. To the west of the site is a row of existing trees. These will not be impacted by the proposed development. The adjoining Phase 3 (23/04930/REM, 23/04936/FUL) proposes trees to be planted along Austin Street. It is considered that this scheme would not have an impact upon the proposed scheme.
- 14.3 The Council's Tree Officer has no comments regarding this scheme.
- 14.4 The proposal would accord with policies NH/2, NH/4, HQ/1 of the Local Plan.

15. Carbon reduction and sustainable design

- 15.1 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 CC/1. Policy CE/28 of the CEAAP requires the scheme to be an 'exemplar' of sustainability.
- 15.2 Policy CC/4 'Water Efficiency' requires that non-residential buildings to achieve a BREEAM efficiency standard equivalence of 2 credits. Paras 152 – 158 of the NPPF are relevant.
- 15.3 The outline application conditions 11 (Sustainability strategy), 26 (Sustainable design and construction), and 28 (compliance with Sustainability strategy) are relevant to this application.
- 15.4 The submission information confirms that the scheme will meet the BREEAM excellent and will comply with the wider sustainability strategy.
- 15.5 The application has been subject to formal consultation with the Council's Sustainability Officer who has requested details of the BREEAM WAT01 calculations. **Condition 11** has been recommended to secure these details. No objections are raised relating to carbon reduction technologies.

- 15.6 The applicants have suitably addressed the issue of sustainability and renewable energy and subject to conditions the proposal is compliant with Local Plan policies CC/1, CC/3 and CC/4 and the Greater Cambridge Sustainable Design and Construction SPD 2020.

16. Biodiversity

- 16.1 This application was submitted prior to the introduction of statutory Biodiversity Net Gain. However, ecological enhancement is secured through the proposed scheme and via the proposed **Condition 2** requiring details of the hard and soft landscaping. Additionally, **Condition 6** is proposed securing an ecological enhancements scheme.
- 16.2 The existing site has no/low biodiversity value. The submitted technical note from the Environmental Partnership states that the site has zero ecological value as the site comprises hardstanding and demolished buildings. The proposed scheme will include ornamental planting, edge planting, and a large SuDs feature containing wildflower planting and trees/shrubs (bio-swale). The large SuDs feature and green space to the north of the site comprises around 20% of the whole site area. Therefore the proposed scheme will represent a significant increase in biodiversity considering the existing site condition.
- 16.3 The application has been subject to formal consultation with the Council's Ecology Officer, who raises no objection to the proposal and recommends **condition 6** to ensure the delivery of an ecological enhancements scheme.
- 16.4 In consultation with the Council's Ecology Officer, subject to an appropriate condition, officers are satisfied that the proposed development complies with policy NH/14, the Biodiversity SPD 2022, the requirements of the Environment Act 2021.

17. Water management and flood risk

- 17.1 The drainage scheme for Phase 2 has been designed in accordance with the requirements of the Marleigh Site Wide Surface Water Strategy dated June 2018.
- 17.2 The proposed surface water drainage scheme includes permeable paving, including Grasscrete within the display forecourts, which drains into the large bio-swale to the north of the site. This swale then in turn discharges via the proposed Marleigh Phase 3 (23/04930/REM, 23/04936/FUL) into

the existing watercourse, the Thorpe Way Ditch, maintaining the existing disposal arrangements. In the event that extreme flooding occurs beyond a 1 in 100 year event +40% climate change allowance, the scheme is shown to safely pond within designated areas of the forecourt and car parking.

- 17.3 The scheme is accompanied by a maintenance plan outlining the maintenance and adoption details of the surface water features.
- 17.4 The proposed foul water arrangements for the scheme is collected within a traditional gravity drainage system which is then discharged to the existing public sewer network. Appropriate filtration measures are proposed for the discharge from vehicle wash areas.
- 17.5 The applicants have submitted a proposed drainage strategy. This document shows that although the proposed site has large areas of hard surfacing, appropriate measures would be taken to manage and mitigate flood risk.
- 17.6 The Lead Local Flood Authority and Anglian Water have been consulted and are supportive of the proposed water management and flood risk measures.
- 17.7 The applicants have suitably addressed the issues of water management and flood risk, and subject to conditions the proposal is in accordance with Local Plan policies CC/7, CC/8 and CC/9 and NPPF advice.

18. Highway safety and transport impacts

- 18.1 The impact of the wider development was assessed at the outline stage and considered acceptable subject to a number of conditions and mitigation measures secured through that consent. The application proposals fall wholly under the outline consent and within the development limits. An Overarching Travel Plan (OTP) for the Marleigh development was prepared by WSP in June 2019 to cover all land uses. The purpose of this OTP is to guide the delivery and management of various measures and initiatives designed to encourage more sustainable travel by residents, visitors, staff and employees at the Marleigh development.
- 18.2 The submitted Travel Plan (April 2024) is considered acceptable and demonstrates that the proposed scheme would not have a significant negative impact upon highway safety. The Local Highway Authority has been consulted and has no objection to the scheme.

- 18.3 The site is accessed primarily public access from Newmarket Road via the future Austin Street to the east. Austin Street is proposed to be delivered as part of Marleigh Phase 3 (23/04930/REM, 23/04936/FUL). It shall have a carriageway width of 6.5m, with 2m footways on both sides of the carriageway and a 3m cycle facility on the eastern side, connecting with the proposed cycleway on Newmarket Road. Raised tables will be provided throughout to provide traffic calming and crossing opportunities for pedestrians.
- 18.4 The development is proposed to have two points of vehicular access from Austin Street. These will serve the most trips for the site providing access for staff and customers.
- 18.5 Access is also proposed from the existing service road to the west of the site, connecting to Newmarket Road. This will contain an access control barrier to restrict access to operational and servicing only.
- 18.6 A comprehensive vehicle routing plan is supplied supporting the scheme. The site currently employs approximately 140 employees with the extension to the Fordstore predicted to employ an additional 17 employees. It is considered that no further analysis is required in relation to the site access junctions.
- 18.7 The Transport Assessment team has been consulted and is in support of the proposals subject to the inclusion of **Condition 9** requiring a travel plan which includes arrangements of a Welcome Pack for future users.
- 18.8 Subject to conditions, the proposal accords with the objectives of policy TI/2 of the Local Plan and is compliant with NPPF advice.

19. Car and cycle provision

- 19.1 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.

Cycle parking

- 19.2 The supporting text of policy TI/3 advises that cycle parking should be safe and secure. All cycle parking should be designed and located to minimise conflict between cycles, pedestrians and vehicles. Considering the complex use of the site, it is considered that the cycle parking

provision should be provided 'on merit' as per the Sui Generis use class within the Local Plan which specifies the selling/displaying of motor vehicles.

- 19.3 The proposed scheme will provide 104 cycle parking spaces (50 staff spaces and 62 customer spaces) spread across the site. Following initial comments, further details were provided of the proposed cycle parking facilities. The scheme has been reviewed by the council's Urban Design Officer and Camcycle, both are supportive of the scheme.
- 19.4 Officers are satisfied that the details provided satisfy the requirements of outline condition 27: cycle infrastructure details, and provide adequate cycle parking provision. Further to this, considering the use of the site the provision of cycle parking is considered acceptable and the ability to provide additional cycle parking should demand necessitate, as specified within the Travel Plan, contributes towards the scheme acceptability and future proofing the site.

Car parking

- 19.5 Policy TI/3 requires 1 space per staff member; 1 space per 45m² display area; 1 space per 35m² for motor service area for the Sui Generis Use Class indicated in the Local Plan (this would now be indicated as Use Class B2 following the use class changes in 2020).
- 19.6 The proposals include a large display forecourt which will contain vehicles/products required for the function of the businesses. Further to this, and in order to minimise the hard impermeable surfacing and appearance of these forecourts, it is proposed that permeable Grasscrete will be used. This will help is surface water drainage and appearance of the parking spaces.
- 19.7 Considering the above, the estimated parking provision for the site would be 394 spaces. However, following pre-application dialogue the parking provision (excluding the existing Fordstore parking) has been reviewed and reduced to 378 for the staff and customer parking, including 37 demonstrator parking spaces and 22 EV charging spaces. Overall, the site (including the existing parking at the Fordstore) provides a total of 437 car parking spaces. Though this is overall a larger quantity of parking spaces the demonstrator spaces would act in a similar way to the display court. The forecourt itself is not viewed as typical car parking as is for the purpose of displaying a product. the proposed EV charging contributes towards this addition, however, it is intended that they are used outside the business hours for members of the public, as secured via **Condition**

10, and therefore is considered acceptable as would provide some additional public benefit.

- 19.8 Whilst the number of parking spaces to be provided would appear to be higher than the Local Plan policy aims, many of the spaces will not be used as typical car parking spaces and will serve the function of the business (such as parking for repairs, aftersales servicing, and demonstrator parking/display parking). Considering this and nature of the proposed development, the proposals are considered acceptable and in general accord with policies HQ/1 and TI/3 of the Local Plan and the Greater Cambridge Sustainable Design and Construction SPD.

20. Amenity and Environmental Health

- 20.1 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.
- 20.2 The site clearance and construction phases of the development have the potential to affect amenity if not controlled. Controls on construction dust, noise, and vibration have been secured through Condition 35, 36, 41, and 45 of the outline planning permission, which relates to the requirement for a site-wide Construction Environmental Management Plan.
- 20.3 The application is supported by a Noise Impact Assessment. This has been reviewed by the councils Environmental Health team and they are supportive subject to **Conditions 7 and 8** to ensure compliance with the details of the Noise Impact Assessment, and the submission of details for future operation plant.
- 20.4 Details of external lighting have been submitted and reviewed by the councils Environmental Health team and they are satisfied that the information supplied in respect of this development parcel is sufficient to discharge Condition 18 in relation to this application.
- 20.5 The multistorey car park is the tallest building on site, sitting at 13.1m. To the west of this is an area of residential development, where the nearest residential property is over 45m away. This is also separated by a line of mature trees which abuts the residential gardens. It is considered that this distance, alongside the previous uses and buildings on site, would not have a significant negative impact upon the amenity of these properties.

- 20.6 Contamination remediation has been cleared and all buildings demolished in accordance with the approved remediation strategy under condition 43 of the outline planning permission (S/2682/13/COND43C/D). No further assessment or conditions are required for this reserved matters application, as agreed by the councils Contaminated Land Officer.
- 20.7 Having reviewed the information submitted and considered the context of the site and surroundings the submitted scheme is not considered to have a significant negative impact upon the amenity of existing and future residents adjacent to the site. The proposed uses on the site are similar to that of the historical uses on site, and additional mitigation measure are proposed, including acoustic fencing, to negate any additional impact. The servicing and operational functions of the proposed development are largely contained within buildings and are therefore considered not to represent an increase in noise compared to the historic uses. The distances between the taller buildings and residential properties are considered acceptable.

Summary

- 20.8 The proposal adequately respects the amenity of its neighbours and of future occupants. Subject to conditions, the proposal is compliant with policy HQ/1 and the District Design Guide 2010. The associated construction and environmental impacts would be acceptable in accordance with policies CC/6, CC/7, SC/9, SC/10, SC/12 and SC/14 of the Local Plan.

21. Third party and Parish representations

- 21.1 The parish council originally commented raising concerns regarding distances to residential dwellings and outlook. This was subsequently removed following updated information. It is considered that the distances from the buildings proposed to the nearest residential dwellings is acceptable and would not cause significant negative impacts upon residential amenity.

22. Other matters

Bird Hazard Management and Airport Safeguarding

- 22.1 Given the proximity of the application site to Cambridge Airport, careful consideration has been given to the potential impacts of the landscaping strategy for aviation safety. The comments from Cambridge Airport are

acknowledged, however, these proposed scheme conforms with the approved sitewide Wildlife Hazard Management Plan (WHMP) (S/2258/18/DC), it is therefore not appropriate to apply a condition requiring a Bird Hazard Management Plan. The proposed scheme is considered acceptable in terms of Wildlife Hazard management. This is subject to the application proposals being supported by adequate bird control measures and monitoring through the construction period, and implementation of the bird management plans throughout the post completion and operational, as detailed in the WHMP. With these provisions in place and secured by planning **condition 12**, officers are satisfied that there will be no increased risk from bird strike for incoming and outgoing aircraft to Cambridge Airport.

- 22.2 Cambridge Airport have recommended **Condition 5** regarding Glint and Glare assessment. This is to ensure that that the Glare from the PV panels do not affect Pilots who utilise the airport. It is considered that with inclusion of **conditions 5 and 12** that the proposals suitably address the objections from Cambridge Airport and comply with Policy TI/6 Cambridge Airport Public Safety Zone of the Local Plan.

Site Waste Management

- 22.3 A site waste Management Plan has been submitted as part of the application. The waste on the site is manage via a private contractor with details of this being provided. The details the general waste and recycling responsibilities. This has been reviewed and it is considered acceptable.

Designing out Crime

- 22.4 Designing out crime and creating an environment for people that is, and feels safe, is an objective of national and local planning policies, including policy HQ/1 of the SCLP. The development has been assessed by the Cambridgeshire Constabulary Designing Out Crime Officer, who is supportive of the proposal but notes safety concerns. The comments received are acknowledged and recommendations taken on board where appropriate, however, this is a private site and it is not intended to have general public access at all times, therefore suitable control measures in place to maintain the security of the site. The scheme is considered acceptable.

Conditional Matters Pursuant to Outline permission

22.5 As part of the Reserved Matters submission, it is necessary to consider whether the submission details conditioned by the outline planning permission have been appropriately detailed in the Reserved Matters submission. This Reserved Matters application is accompanied by information to discharge the following conditions in specific reference to this parcel only:

Hard and Soft Landscaping details – Condition 12: Details have been submitted and a condition has been added to this reserved matters.

Tree retention/removal – Condition 13: Details are considered acceptable.

Ecological Mitigation – Condition 17: Details have been submitted and a condition has been added to this reserved matters.

Artificial Lighting – Condition 18: Details are considered acceptable.

Waste and Recycling – Condition 23: Details are considered acceptable.

Surface Water Drainage – Condition 34: Details have been submitted and a condition has been added to this reserved matters.

Noise Impact Assessment – Condition 39: Details have been submitted and a condition has been added to this reserved matters.

Bird Hazard Management – Condition 40: Details are considered acceptable.

Detailed Waste Management and Minimisation Plan – Condition 41: Details are considered acceptable.

Odour and Noise Management from the North Works – Condition 42: Details are considered acceptable.

Remediation Strategy – Condition 43: Details are considered acceptable.

Construction Method Statement – Condition 45: Details are considered acceptable.

Archaeological details – Condition 46: Details are considered acceptable.

Water Vole Protection - Condition 48: Details are considered acceptable.

22.6 All conditions on the outline planning permission (ref: S/2682/13/OL) that require compliance at the reserved matters stage have been adequately addressed.

22.7 On the basis of the above considerations, it is considered that the proposal accords with the relevant policies contained within the approved Design Code, South Cambridge Local Plan 2018, CEAAP and the NPPF.

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 application offers a high-quality scheme which would be well integrated into the wider Marleigh development. The scheme takes consideration of surrounding context and is of acceptable scale and massing. The design accommodates the current and future needs of the site and is supported by officers.
- 23.3 The application would create a successful landscaping scheme as to integrate the new buildings. The scheme is designed following extensive pre-application discussions and offers significant economic benefit by retaining and increasing employment opportunities within the Cambridge East Area.
- 23.4 The application complies with and improves upon the limited requirements set within the approved parameter plans and design code. The proposal accords with the outline application, Local Plan (2018) policies and the NPPF (2023).
- 23.5 Having taken into account the provisions of the development plan, NPPF and NPPG guidance, the views of statutory consultees and wider stakeholders, as well as all other material planning considerations, the proposed development is recommended for approval.

24. Recommendation

- (i) **Approve** this reserved matters 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 (and include others considered appropriate and necessary) prior to the issuing of the planning permission.
- (ii) **Part discharge planning conditions on the outline consent reference S/2682/13/OL in relation to this reserved matters site only:**
- Condition 12 - Hard and Soft Landscaping details
 - Condition 13 - Tree retention/removal
 - Condition 17 - Ecological Mitigation
 - Condition 18 - Artificial Lighting
 - Condition 23 - Waste and Recycling

- Condition 34 - Surface Water Drainage
- Condition 39 - Noise Impact Assessment
- Condition 40 - Bird Hazard Management
- Condition 41 - Detailed Waste Management and Minimisation Plan
- Condition 42 - Odour and Noise Management from the North Works
- Condition 43 - Remediation Strategy
- Condition 45 - Construction Method Statement
- Condition 46 - Archaeological details
- Condition 48 - Water Vole Protection

25. Planning conditions

1. Plans Compliance

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.

2. Hard and Soft Landscaping

Notwithstanding the submitted details, no development above ground level, other than demolition and that related to the Ford Store Extension, shall commence until a hard and soft landscaping scheme has been submitted to and approved in writing by the Local Planning Authority. The details must comply with Advice Note 3, 'Potential Bird Hazards from Amenity Landscaping & Building Design' (available at www.aoa.org.uk/policy-campaigns/operations-safety/).

The details shall include the following:

Soft Landscape.

- a) 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

- b) 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 relevant area of the site
- c) A specification for the establishment of trees within hard landscaped areas including details of space standards (distances from buildings etc.), tree pit details and details of the species, number and spacing of trees and shrubs
- d) The planting and establishment of structural landscape to be provided in advance of all or specified parts of the relevant area of the site as appropriate
- e) Full details of any proposed alterations to existing watercourses/drainage channels and details of any water features
- f) Compliance with Advice Note 6 'Potential Bird Hazards from Sustainable urban Drainage Schemes (SUDS) (available at www.aoa.org.uk/policy-campaigns/operations-safety/)
- g) Details and specification of proposed earth modelling, mounding, re-grading and/or embankment areas or changes of level across the site to be carried out including soil quantities, topsoil storage to BS 3882 : 2007, haul routes, proposed levels and contours to be formed, sections through construction to show make-up, and timing of works
- h) A specification for the Topsoil Strip, storage, re-spread and remediation in accordance with Defra : Construction Code of Practice for the Sustainable Use of Soils on Construction Sites.

Hard Landscape

- i) Full details, including cross-sections, of all bridges and culverts,
- j) The location and specification of minor artefacts and structures, including furniture, refuse or other storage units, signs and lighting columns/brackets,
- k) 1:200 plans (or at a scale otherwise agreed) including cross sections, of roads, paths and cycleways
- l) Details of all hard surfacing materials (size, type and colour).
- m) Full details of boundary treatments

REASON: In the interests of the amenity of residents and to ensure that a detailed approach to the development of the built-up area (or parcels thereof) is agreed, in order to safeguard the setting of the site and its surroundings, and to ensure a suitable relationship and integration of the built development with its surroundings and to avoid endangering the safe movement of aircraft and the operation of Cambridge Airport through the attraction of birds and an increase in the bird hazard risk of the application site in accordance with South Cambridgeshire Local Plan 2018 Policies HQ/1 and NH/4.

3. Paving materials sample panel

No finished paving surfaces, other than related to the Ford Store Extension, shall be laid until a sample panel of the grasscrete paving has been prepared on site. The sample panel shall be minimum 2400x4800mm and shall include junctions with precast concrete kerbs, precast concrete block paving and asphalt. 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 comparative purposes, and works will take place only in accordance with approved details. The approved panel can form part of the permanent works.

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.

4. Materials

No development shall take place above ground level, except for demolition, until details of all the materials for the external surfaces of buildings to be used in the construction of the development have been submitted to and approved in writing by the local planning authority.

The details shall include a sample panel detailing the choice of external materials. 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.

5. Glint and Glare assessment

The introduction of PV panels on the roof of the proposed buildings may affect the operations at Cambridge airport. The PV reflections could have an impact on Airport operations due to glint and glare effects. Cambridge Airport requires a glint and glare assessment to determine full impact on pilots approaching the airport and air traffic controllers in the ATC tower.

Reason: To ensure that glint and glare from PV panels do not affect pilots operating in and out of Cambridge airport.

6. Ecological Enhancements scheme

No development above ground level, other than that related to the Ford Store Extension, shall take place until an ecological enhancement scheme

has been submitted to and approved in writing by the local planning authority. The scheme shall include details of bat and bird box installation, hedgehog provisions and other ecological enhancements. The approved scheme shall be fully implemented prior to first occupation or in accordance with a timescale agreed in writing by the local planning authority.

Reason: To conserve and enhance ecological interests in accordance with South Cambridgeshire Local Plan 2018 policies HQ/1 and NH/4 and the Greater Cambridge Planning Biodiversity Supplementary Planning Document (2022).

7. Noise Impact Assessment

An additional, assessment shall be submitted, in order to confirm the noise limits recommended in the Noise Impact Assessment, Land North of Newmarket Road, Cambridge East, CB5 8SQ (Project Reference No: NP-009767-2 dated 16/04/2024) Prepared by NOVA Acoustics Ltd will be met once the relevant details of the intended plant/equipment is known. The details of the scheme shall be approved in writing by the Local Planning Authority. The scheme as approved shall be fully implemented before the use hereby permitted is commenced and shall thereafter be maintained in strict accordance with the approved details.

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

8. Operational Plant

No new 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 in accordance with Policies HQ/1 and SC/10 of the South Cambridgeshire Local Plan 2018.

9. Travel Plan

No occupation of the buildings shall commence, other than the Ford Store, until a Travel Plan has been submitted to and approved in writing by the Local Planning Authority. The Travel Plan shall specify: 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. The travel Plan shall also include arrangements and details of a Welcome Pack for future users of the site.

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.

10. Community use of EV charging

No occupation shall commence, other than the Ford Store, until a community access plan has been submitted and approved by the LPA. The plan shall include details of the access arrangements for the public use of the EV chargers.

Reason: In the interests of reducing carbon dioxide emissions and promoting principles of sustainability Cambridge East Area Action Plan, policies CE/22, CE/24 and CE/28, and to support community use of EV charging.

11. BREEAM Wat01

The development hereby approved shall not be used or occupied until a water efficiency specification, based on the BREEAM Wat01 Water Calculator Methodology, has been submitted to and approved in writing by the Local Planning Authority. The specification shall demonstrate the achievement of maximum credits for water efficiency (Wat01).

The development shall be implemented in accordance with the agreed details.

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

12. Wildlife Hazard Management Compliance

The development shall be carried out strictly in accordance with the Wildlife Hazard Management Plan, Project Wing, Aviaire, November 2018. This includes provision of adequate bird control measures and the regime of monitoring in the construction period and post completion phases.

Reason: To minimise the attractiveness of the development to birds, to ensure the safe movement of aircraft and the operation of Cambridge Airport (South Cambridgeshire Local Plan 2018; policy CE/32).

Informatives

1. Crane advice:

Due to the site being within 6km of Cambridge City Airport the crane operator is required to submit all crane details such as maximum height, operating radius, name and phone number of site manager along with installation and dismantling dates to the CAA Airspace Coordination and Obstacle Management Service (ACOMS) system.

For notification, please follow the link via CAA website:

Crane notification | Civil Aviation Authority (caa.co.uk)

Once crane notification has been received from the CAA, Cambridge City Airport safeguarding team will assess and issue the necessary crane permit.

No cranes should operate on site until a crane permit has been issued.

Specific CAA guidance for crane lighting/markings is given in CAP1096:

Guidance to crane users on the crane notification process and obstacle lighting and marking (caa.co.uk).

2. 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.

3. Construction Surface Water Maintenance

Prior to final handover of the development, the developer must ensure that appropriate remediation of all surface water drainage infrastructure has taken place, particularly where the permanent drainage infrastructure has been installed early in the construction phase. This may include but is not limited to jetting of all pipes, silt removal and reinstating bed levels. Developers should also ensure that watercourses have been appropriately maintained and remediated, with any obstructions to flows (such as debris, litter and fallen trees) removed, ensuring the condition of the watercourse is better than initially found. This is irrespective of the proposed method of surface water disposal, particularly if an ordinary watercourse is riparian owned.