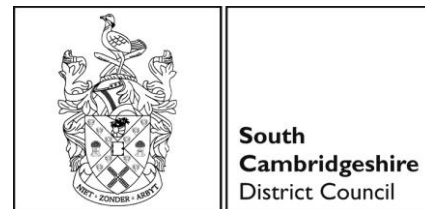


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8 January 2021

To: Chair of meeting – Councillor Pippa Heylings
Vice-Chair of meeting – Councillor Anna Bradnam
All Members of the Planning Committee - Councillors Henry Batchelor (substitute for John Batchelor), Dr. Martin Cahn, Eileen Wilson (substitute for Judith Rippeth), Peter Fane, Dr. Tumi Hawkins, Deborah Roberts, Heather Williams, Dr. Richard Williams and Nick Wright

Quorum: 3

Substitutes Councillors Grenville Chamberlain, Mark Howell,
if needed: Dr. Shrobona Bhattacharya, Graham Cone, Sue Ellington, Geoff Harvey, Brian Milnes and Dr. Douglas de Lacey

Dear Councillor

This is an update to the agenda for the next meeting of **Planning Committee**, which will be held in the **Virtual meeting - Online** on **Wednesday, 13 January 2021 at 10.00 a.m.. A weblink to enable members of the press and public to listen to the proceedings will be published on the relevant page of the Council's website , normally, at least 24 hours before the meeting.**

Members are respectfully reminded that when substituting on committees, subcommittees, and outside or joint bodies, Democratic Services must be advised of the substitution ***in advance of*** the meeting. It is not possible to accept a substitute once the meeting has started. Council Standing Order 4.3 refers.

Yours faithfully
Liz Watts
Chief Executive

The Council is committed to improving, for all members of the community, access to its agendas and minutes. We try to take all circumstances into account but, if you have any specific needs, please let us know, and we will do what we can to help you.

Agenda Supplement

5. **20/02568/FUL - Bourn (Former Gestamp Factory, Bourn Airfield)**

Pages
1 - 6

Hybrid planning application consisting of full planning permission

for Phase 1 and outline planning permission with all matters reserved except access for Phase 2 of the redevelopment of the former Gestamp Factory site at Bourn Airfield for up to 26,757sqm/288,000sqft of commercial floorspace purposes (use class B1c light industry, B1b research and development and B8 warehouse and distribution with supplementary use classes A3 restaurant and cafe, D1 day nursery/creche, D2 gym), associated car parking and service yards, external earthworks, attenuation basins and landscaping. This application is subject to an Environmental Impact Assessment.

Agenda Item 5



13 January 2021

Report to: South Cambridgeshire Planning Committee

Lead Officer: Joint Director of Planning and Economic Development

Ref. no. 20/02568/FUL

Site address – Former Gestamp Factory Site, Bourn Airfield

Proposal: Hybrid planning application consisting of full planning permission for Phase 1 and outline planning permission with all matters reserved except access for Phase 2 of the redevelopment of the former Gestamp Factory site at Bourn Airfield for up to 26,757 sqm/288,000sqft of commercial floorspace purposes (Use Class B1c – light industry, B1b – research and development and B8 – warehouse and distribution with supplementary Use Class A3 – restaurant and café, D1 – day nursery/creche and D2 – gym), associated car parking and service yards, external earthworks, attenuation basins and landscaping. This application is subject to an Environmental Impact Assessment.

Applicant: Diageo Pension Trust Ltd

Key material considerations: The key material planning considerations relate to:

- the principle of the development in this location;
- whether the development meets the requirements of Policy SS/7 – New Village at Bourn Airfield and Supplementary Planning Document (SPD) – Bourne Airfield New Village.
- highway and transport matters;
- impact on landscape, design and appearance;
- sustainability and drainage;
- ecology,
- living conditions of local residents.

Date of Member site visit: -

Is it a Departure Application? No

Decision due by: An extension of time has been agreed until 15th December 2020. No further extension of time has been agreed.

Application brought to Committee because: This is a major application.
Officer Recommendation: Approval subject to conditions.

Presenting officer: Kate Poyser

Update

The Committee is advised of the following update:

1. The applicant has submitted the following information in support of the application and in response to the comments of Bourn Parish Council dated 28th December 2020:
 1. Bourn Parish Council submitted comments on the former Gestamp Factory application on 29th December 2020. This follows an administrative error made by South Cambridgeshire District Council who inadvertently provided interested parties with a further opportunity to make representations prior to the applications consideration at Planning Committee on 9th December 2020. The expiry for receipt of any comments was the 29th December 2020.
 2. Bourn Parish Council has previously submitted comments on 16th July 2020 and 9th October 2020.
 3. It is noted that Bourn Parish Council do not raise any additional comments in their recent representation dated 28th December 2020, to those previously raised in their earlier consultation responses.
 4. This Note provides the Applicant's response to Bourn Parish Council comments, which are shown in bold text below.

The application's Transport Assessment heavily promotes sustainable modes of transport for the site. This promotion, on multiple occasions, makes very specific reference to the Cambourne to Cambridge HQPT system. In light of the continuing significant uncertainty around the delivery of an HQPT on the A428 corridor, these plans must be reviewed. Page 7 of the Transport Assessment document contains numerous references to the HQPT scheme proposed for the A428 corridor.

5. As a matter of fact, the Cambourne to Cambridge HQPT represents a significant infrastructure project that is planned to come forward in the future and will as a result benefit the site. The site is not however reliant on its delivery in highway terms.
6. The site is an established employment location which previously accommodated a sheet metal fabrication operation. The site also has an extant planning consent (Planning Reference S/1020/13/FL) for a

total of 17,723 sqm B1/B2/B8 floorspace. The site is therefore accepted as an employment location with its current level of accessibility.

7. The proposals seek to bring the site back into use for employment purposes, enhancing the existing permission by making more efficient use of this previously developed site and providing much-needed employment space to meet the needs of the District within the heart of the Bourn New Village.
8. The Transport Assessment assesses the impact of the proposals with the current level of accessibility i.e. without the Bourn Airfield scheme and the Cambourne to Cambridge HQPT system. The assessment confirms that the proposals are acceptable with current accessibility levels and would not have a material impact on the operation of the local transport network. Cambridgeshire County Council has been consulted on the application as Highway Authority and raise no objection.
9. The Transport Assessment and Travel Plan acknowledge that in the absence of the Cambourne to Cambridge HQPT system, a shift away from single occupancy car trips is more likely to be achievable through the promotion of car sharing, rather than encouraging public transport use, although this will in any event be encouraged.
10. At a meeting in December 2020, the Greater Cambridge Partnership reaffirmed its commitment to the delivery of the Cambourne to Cambridge HQPT within the first 5 years of its transport programme, and whilst it may have suffered a recent delay, it remains a priority and will be of benefit to the site and wider Bourn New Village. However, until such time as it becomes operational, there is no sound justification for delaying the delivery of much needed jobs at this site, including the relocation of a key local employer, Cambridge Design Partnership, and a £50m investment at an established employment site.

We are concerned that no cumulative traffic assessment appears to have been completed and we are left with 2 transport assessments - the Gestamp Factory application and the Bourn Airfield new settlement application - and no real attempt to assess the cumulative effect on the local network of both applications.

11. It was agreed with the Highway Authority as part of the Applicant's pre-application discussions that a cumulative traffic assessment would be undertaken as part of the Bourn New Village application and as such a cumulative assessment has therefore been undertaken and is before the Council as part of Countryside's planning application.
12. Paragraphs 5.27 – 5.36 of the Applicant's submitted Transport Assessment confirms how a cumulative assessment has been undertaken to ensure the impact of both schemes are considered.

13. Vehicle trips generated by the proposed Bourn Quarter were provided to Mayer Brown early on in discussions for inclusion in their impact assessments.
14. Table 5.10 of the Transport Assessment summarises the junction modelling results for the Wellington Way roundabout, undertaken by Mayer Brown as part of the Bourn New Village Transport Assessment. The vehicle trips inputted into the junction model include vehicle trips generated by the proposed Bourn Quarter.
15. It is therefore concluded that the proposed development is acceptable both independently and when considered cumulatively with the Bourn New Village scheme.
16. Cambridgeshire County Council has been consulted on the application as Highway Authority and raise no objection on this matter.

We would also like to point out the discrepancy between vehicle trips into the site in the morning rush hour 7.30 to 8.30 (124) and the proposed number of car parking spaces - 434 for Phase 1 and a further 190 for Phase 2. That's a total of 624 car parking spaces.

17. The 'disparity' noted by Bourn Parish Council is due to the fact that not all employees will arrive at the site during the AM peak hour. The type of employment proposed i.e. B1b / B1c / B8, means that many employees are likely to be employed on shifts, rather than the traditional 09:00 – 17:00 contracts associated with B1a office space. As such, the arrival and departure profile is more evenly distributed throughout the day and less concentrated in a morning and evening peak hour.
18. For example, the trip generation assessment shows that there will also be 131 arrivals between 08:30– 09:30, and a further 92 arrivals between 09:30 – 10:30. In total, 955 arrivals and 983 departures are expected per day at the site, although not all of these vehicles will remain on site all day.
19. The number of car parking spaces is considered to be suitable to accommodate the arrivals and departures of workers and visitors throughout the day and to reduce the risk of overspill on-street parking which would have a detrimental effect on the operation of the site.
20. Cambridgeshire County Council has been consulted on the application as Highway Authority and raise no objection on this matter.

2. The applicant's response does not raise any new issues for consideration. However, some matters require confirmation or clarification.
3. The applicant refers to car sharing in paragraph 9 of their response above. I can confirm that the submitted Travel Plan advises that an appointed Travel Plan Coordinator will promote the benefits of and encourage, car sharing. The recommended Condition 2 would secure the implementation of the Travel Plan.
4. Paragraphs 13 and 14 above refer to Mayer Brown. This is the transport consultant used by the applicant for the proposed Born New Village outline planning application.

Recommendation

The recommendation remains unchanged.

Report Author:

Kate Poyser, Principal Planning Officer (Tel: 07714 639810)

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