

13 January 2021

Report to: South Cambridgeshire Planning
Committee

Lead Officer: Joint Director of Planning and Economic Development
Kate Poyser

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. The applicant has not responded to a request to agree a further extension of time.

Application brought to Committee because: This is a major application.

Presenting officer: Kate Poyser

Up-Date

Reason for deferral

1. This application was deferred at the meeting of the Planning Committee on 9th December. The reason for the deferment was due to a technical administrative error. This occurred when letters, giving notification of the consideration of the application at the 9th December Meeting, were sent out. Inadvertently, a further consultation period was generated on the public access website which did not expire until 29th December 2020. It was decided that for legal reasons, a decision could not be made until the further consultation period expired.
2. Consideration was given to debating the issues at the 9th December Meeting and delegating authority to Officers to determine the application, in accordance with the Committee's wishes, subject to no issues being raised during the additional consultation period.
3. However, when Cllr O'Brien of Bourn Parish Council addressed the meeting, he confirmed that parish council would be raising issues before the end of the additional public consultation period. Following legal advice Members decided to defer consideration of the application until the end of the additional public consultation period.
4. Further comments have been received from Bourn Parish Council, which are copied in full below.

"Bourn Parish Council object to Planning Application 20/02568/FUL on the following grounds:

1. 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 a High-quality Public Transport 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.

2.25. Known as the Cambourne to Cambridge Corridor, plans for a dedicated off-road public transport route between Cambourne and Cambridge have been put forward by the Greater Cambridge Partnership (GCP). It is proposed this segregated bus route would also include new walking and cycling routes as well as a new travel hub at Scotland Farm.

2.26. The proposed route uses existing roads through Cambourne before joining a dedicated section of new road through the planned Bourn Airfield

development before continuing south along the A428 and A1303. In the long-term, it is expected that this scheme will form part of the Cambridgeshire Autonomous Metro (CAM).

2.27. These improvements will provide better connections between the site and existing settlements along the A428 corridor, providing future employees of the site with alternative travel options. This in turn will assist in reducing congestion along the corridor.

Page 12 features references to the Transport Strategy and HQPT specifications for the site.

3.13. The Long-Term Transport Strategy sets out all of the long-term development to the transport network within Cambridgeshire County over the plan period and forms part of the LTP3. Within the Long-Term Transport Strategy, it sets out two improvements associated with the adjacent development at Bourn Airfield;

- Bourn Airfield Bus Links—A segregated bus link from Cambourne to Bourn Airfield, and on through the new Bourn Village to the junction of St Neots Road with Highfield Road;
- Bourn Airfield to A428/ A1303 junction bus links – Any measures necessary to ensure that a bus journey between Highfields and the junction of the A428 and the A1303 is direct and unaffected by any congestion suffered by general traffic.

3.22. There are several infrastructure improvement proposals set out within Policy SS/7 which will benefit the proposed development. These include:

- Provision of a segregated bus link from Cambourne to Bourn Airfield new village across the Broadway, and on through the development to the junction of the St Neots Road with Highfields Road;
- Any measures necessary to ensure that a bus journey between Caldecote/ Highfields and the junction of the A428 and the A1303 is direct and unaffected by any congestion suffered by general traffic;
- Provision of high quality bus priority measures or busway on or parallel to the A1303 between its junction with the A428 and Queens Road, Cambridge.

It's clear that the Vectos Transport Assessment is using the Cambourne to Cambridge busway as a means of justifying its sustainability credentials stating that '(the busway) will provide future employees of the site with alternative travel options'. Given the debate and revisions associated with the HQPT system, its ability to provide employees of the site with an alternative transport option can no longer be taken as read. We must insist that plans for this key infrastructure must be completed, and a delivery date confirmed, before this planning application can be determined.

2. 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.

3. 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.

The number of car parking spaces would appear to be far in excess of the number of spaces needed if we accept the Transport Assessment's projections for vehicle trips into the site in the morning rush hour. At the original Planning Committee Meeting in December 2020 the applicant informed the committee that they were anticipating approximately 800 people to be employed on site. Cambridgeshire's own modal shift figures (referenced as table 5.11 in the applicant's Transport Assessment) points to a mode split of 82.8% for car drivers. Based on 800 employees that would be 662 vehicle trips. This figure would help justify the 624 car parking spaces.

Table 5.11: South Cambridgeshire 010 MSOA Workplace Population Mode Split

Travel Mode	Mode Split
Public Transport	3.5%
Taxi	0.1%
Motorcycle	0.9%
Car Driver	82.8%
Car Passenger	3.3%
Bicycle	3.9%
On Foot	5.5%
Total	100%

However, the same Transport Assessment suggests in Table 5.12 that the number of arriving vehicles in the morning peak (between 7.30am and 8.30am) would only be 124.

Table 5.12: Multi Modal Trip Generation

	AM Peak (0730-0830)			PM Peak (1700-1800)		
	Arr	Dep	Tot	Arr	Dep	Tot
Public Transport (Bus)	5	3	8	1	4	5
Taxi	0	0	0	0	0	0
Motorcycle	1	1	2	0	1	1
Car Driver	124	62	185	34	92	126
Car Passenger	5	2	7	1	4	5
Bicycle	6	3	9	2	4	6
On Foot	8	4	12	2	6	8
Total	149	74	224	41	112	152

**Note errors due to rounding*

Bourn Parish council would like to see:

- Further analysis on the impact of the delay to, and uncertainty around, the Cambourne to Cambridge HQPT system.
- An assessment of the cumulative traffic impact for both of the airfield applications.
- Clarification on morning traffic movements and the provision of car parking spaces.”

5. **County Transportation** comments can be found in Paragraph 47 below. In addition to this, further advice is given which is copied below.

“ The assessment is based on the standard TRICS approach, which looks at the typical number of trips associated with the types of land use proposed (the TA also highlights that there is an extant consent for the site).

It’s not clear where the 800 jobs figure came from. This wasn’t included in the transport information submitted. Rather – the approach was land use based and assumes typical observed trips at B1/B8 sites from the TRICS database.

Note that the table refers to the number of trips in the peak hour only, not the total number of employee trips.

The level of parking provision is a matter for the LPA.”

6. **The applicant** has offered further advice, which is copy below:
“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. For example, the trip generation assessment shows that there are also 131 arrivals between 08:30 – 09:30, and a further 92 arrivals between 09:30 – 10:30. The level of car parking spaces has been proposed to accommodate 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.”

7. **Planning considerations**

It is relevant to be aware of the most recent developments relating to the delay of the C2C busway service, referred to in the Transport Assessment and in the above comments of Bourn Parish Council. The Greater Cambridge Partnership has been considering the route for the proposed Cambourne to Cambridge (C2C) scheme, which will provide a high-quality busway service. Progress was delayed in February 2020 as a result of the Cambridgeshire and Peterborough Combined Authority’s concern about the scheme and a suggestion for an alternative, north route. The alternative route was considered on 4th November. Officers confirmed that the alternative route would be more expensive and perform less favourably than the initial GCP recommended preferred route and had limited technical appraisal. It was also

considered that the CPCA had no mandate to progress further with the alternative proposal. The GCP's Cambourne to Cambridge proposals are therefore now being brought back to the Executive Board. It is estimated that the scheme will not be complete until 2024.

8. With regard to the second objection, the cumulative effect of the proposed Bourn New Village and the Gestamp scheme has been taken into account, as mentioned by the County Transportation unit in paragraph 46 below.
9. Bourn Parish Council questions the methods for calculating traffic and for car parking space provision. The TRICS method for calculating trip generation is a nationally recognised method based on land uses. The car parking figures are locally adopted figures for South Cambridgeshire, under Policy T1/3 in the South Cambridgeshire Local Plan 2018 and is based on land use. The figure of 800 jobs is a maximum estimation of the applicant and the method of calculation is not given.
10. The above objections of Bourn Parish Council have not materially changed from the objections raised in its previous representation. The officer advice remains unchanged and the recommendation still stands that there are no sustainable planning objections to raise to the proposed development.

11. Other matters for up-dating

The applicant withdraws their support for Condition 1, which is copied below.

Condition 1 - Footway

No units shall be occupied until such time as the footway on the west side of Highfields Caldecote, between Bosserts Way to Clare Drive has been widened to 2 metres wide, in accordance with details to be submitted to and approved in writing by the Local Planning Authority in consultation with the Local Highway Authority.

Reason – In the interests of highway safety and sustainable travel, as required by South Cambridgeshire Local Plan 2018 Policies T1/2, T1/8 and HQ/1.

12. The reason they now object to the condition is explained below.

“...my Client's position on this Condition has now changed and that they object to the imposition of this Condition in any form.

My Client commissioned a report to identify what utility infrastructure may be present below the footpath, which has revealed that there is power, gas, telecoms and 2 lots of statutory water utilities under the pavement. A copy of the Report is attached for your information.

As a consequence the costs associated with either the re-routing or disruption to the utility infrastructure will be such that the proposed works cannot be regarded as fairly and reasonably related in scale and kind to the development, and as such fails to meet the statutory tests set out in Regulation 122 of the CIL Regulations.

As you know my Client's considered that the Condition failed the statutory tests in any event given that the works are not necessary to make the development acceptable in planning terms as there is already a footpath on both sides of the road, and that it is not directly related to the development being some 1.5km from the site.

For the reasons set out above, my Client no longer supports the imposition of Condition 1 which should be deleted."

13. The County Highway Authority has been consulted on this matter. Whilst initially expressing a preference to seek the widening of the path under this application, further consideration has resulted in the objection being withdrawn.
14. It is therefore recommended that the condition be omitted from the recommendation. The recommendation below has been altered accordingly and the conditions re-numbered.
15. Cllr Anna Bradnam kindly noticed that an urban design condition had been omitted from the recommendation of the previous report. The condition is recommended by the Urban Design Officer and is copied below. It has now been included within the list of conditions (Condition 4) in the recommendation below.

"Prior to the occupation of any of the buildings, hereby approved, details, to include dimensions, materials and appearance, of the following shall first be submitted to and approved in writing by the Local Planning Authority and shall thereafter be implemented as approved.

- a) Cycle stands and cycle shelters.
- b) The feature fence adjacent to Unit 1.
- c) Handrails.
- d) Freestanding external lighting.
- e) Wayfinding signage.
- f) Any café kiosk.
- g) Substation enclosures.

Reason: In the interests of the appearance and function of the completed scheme."

Executive Summary

16. The application is a third attempt to redevelop a redundant industrial site which lies towards the north east corner of the Bourn Airfield. There is an extant planning permission for a new building of 17,720 square metres for Class B2 – general industrial use, with a subordinate Class B1 Use – office and light industrial and Class B8 – warehouse and distribution. This has been partly implemented by the former factory buildings being levelled to the ground.

17. The application site lies within land identified as a strategic site for the New Bourn Airfield Village within South Cambridgeshire Local Plan 2018. The strategic site would provide 3,500 homes with associated services, facilities and infrastructure. The application site is referred to in the Supplementary Planning Document (SPD) "Bourn Airfield New Village" as being for employment purposes. The scheme would a significant number of jobs.
18. As required by the SPD, the submitted scheme would enable good connectivity to be provided with the new village, for when the development of both this site and the new village is complete. The former factory site would be developed in 3 phases and the first 2 phases are the subject of this application. There is an existing vehicular access serving the site from the Caldecote roundabout on St Neots Road. Initially this would remain but would be realigned and improved with the addition of pedestrian and cycling facilities as part of the Bourn Airfield New Village scheme.
19. The development itself would provide units of varying sizes, including small units suitable for local employers. The largest unit has a nominated occupier – Cambridge Design Partnership. One of the main design features of the site is a long green corridor running north/south through its centre. This would provide a swale for surface water drainage with a shared pedestrian/cycle path running a serpentine curve along and across it. This would provide pedestrian access to the fronts of several units.
20. Negotiations have taken place to improve the scheme. There has been a revised drainage scheme; confirmation that the Caldecote roundabout can accommodate the additional traffic; the traffic would not have a significant impact on the existing highway network; there would be an increase in biodiversity and there would be no harm to nearby living conditions in terms of noise etc. Following the receipt of amended information, initial objections from consultees have been overcome, subject to conditions. An exception to this is that the County Highway Authority require pedestrian and cycle improvements linking the site to Highfields Caldecote. This will be provided, but as part of the wider Bourn New Village scheme, as the relevant land is beyond the control of the applicant. The planning balance is such that the recommendation is for permission to be granted for both the full and outline applications, subject to conditions.

Relevant planning history

21. S/1020/13/FL – Demolition of existing buildings and replacement buildings for uses falling with Class B1, B2 and B8 – approved.
22. PRE/0263/18 - Phased redevelopment for range of B1c/B2/B8 uses totalling circa (393,350sqft)
23. S/3440/18/OL – Outline planning permission for a new mixed use village comprising residential development of approximately 3500 dwellings mixed uses comprising employment retail hotel leisure residential institutions

education community facilities open space including parks ecological areas and woodlands landscaping engineering for foul and sustainable urban drainage systems footpaths cycle ways public transport infrastructure highways including a principal eastern access from the roundabout on St Neots Road and western access with Broadway including first section of strategic public transport route associated infrastructure groundworks and demolition with all matters reserved except for the principal highway junctions from the St Neots Road roundabout and onto Broadway with some matters reserved except for access. This application is subject to an Environmental impact assessment. - This is a current application yet to be determined and relates to land surrounding the application site.

24. S/1031/19/OL - Outline application for the redevelopment of the site for up to 24620 sqm (265000sqft) of commercial floorspace for B1c – light industry and B8 – warehouse, car parking and associated works - withdrawn.
25. S/4080/19/E2 – Environmental Impact Assessment Scoping Option.

Planning policies

National Guidance

26. National Planning Policy Framework 2019 (NPPF)
National Planning Practice Guidance (NPPG)
National Design Guide (NDG)

South Cambridgeshire Local Plan 2018

27. 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
 - S/12 Phasing, Delivery and Monitoring
 - SS/7 New Village at Bourn Airfield
 - CC/1 Mitigation and Adaptation 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
 - HQ/1 Design Principles
 - E/10 Shared Social Spaces in Employment Areas
 - E/13 New Employment Development on the Edges of Villages
 - E/17 Conversion or Replacement of Rural Buildings for Employment
- S/2 The Development Strategy to 2031
- SC/2 Health Impact Assessment

SC/9 Lighting Proposals
SC/10 Noise Pollution
SC/11 Contaminated Land
SC/12 Air Quality
SC/14 Odour and Other Fugitive Emissions to Air
NH/2 Protecting and Enhancing Landscape Character
NH/4 Biodiversity
NH/6 Green Infrastructure
TI/2 Planning for Sustainable Travel
TI/3 Parking Provision
TI/8 Infrastructure and New Developments
TI/10 Broadband

South Cambridgeshire Supplementary Planning Documents (SPD)

- 28. Sustainable Design and Construction – Adopted January 2020
- District Design Guide – Adopted 2010
- Maintenance of Sustainable Drainage Systems – Adopted 2016
- Bourn Airfield New Village – Adopted 2 October 2019

Other Material Planning Considerations

- 29. Cambridgeshire and Peterborough Local Enterprise Partnership (LEP)
Strategy: Strategic Economic Plan (2014)

Cambridge and Peterborough Strategic Spatial Framework, Towards a Sustainable growth Strategy to 2050, March 2018

Government Guidance – Cycle Infrastructure Design (Local Transport Note 1/20)

Consultation

- 30. Full detailed comments of those consulted and of local residents are available to read on the Council's public access website. The following is largely summarised.
- 31. **Bourn Parish Council** – “Bourn Parish Council object to Planning Application 20/02568/FUL on the grounds the promotion of sustainable modes of transport for the site have been dealt a critical blow by the uncertainty around the delivery of a High Quality Public Transport on the A428 corridor. The Vectos Transport Assessment that accompanies the planning application states that the 'Cambourne to Cambridge busway is seen as a keyway of encouraging further sustainable travel' and 'will provide future employees of the site with alternative travel options'. This is no longer the case. We must insist that plans for this key infrastructure must be completed, and a delivery date confirmed, before this planning application can be determined. In addition, we are concerned that no cumulative traffic assessment appear to have been completed and we are left with 2 transport assessments - the Gestamp

Factory application and the Bourn Airfield application - and no attempt to assess the cumulative effect on the local network of both applications.

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 number of proposed parking space in Phase 1 (434). Bourn Parish council would like to see: - Further analysis on the impact of the delay to, and uncertainty around, the Cambourne to Cambridge HQPT system - An assessment of the cumulative traffic impact for both of the airfield applications - Clarification on morning traffic movements and the provision of car parking”

32. **Caldecote Parish Council** – “Caldecote Parish Council support this application in principle and recognises the opportunities this development will bring to the community. However, there are concerns.
 1. There will be a significant impact on the roundabout at the access and egress to the site. Members are concerned that the present design of the roundabout and junction is inadequate to cope with the increase in traffic movements, particularly that there are a number of significant developments planned for the village.
 2. Regarding the B8 development, concerns about 24 hour working.
 3. Night-time working will increase light pollution”
33. **Cambourne Parish Council** – No comments received.
34. **Childerly Parish Council** – No comments received.
35. **Hardwick Parish Council** – No comments received.
36. **Ecology** – following lengthy negotiations and the submission of amended information the Council’s Ecologist advises the following.

“Although the site has not achieved a measurable net gain in area biodiversity, it has achieved a significant increase in hedgerows, and provided significant non-measurable biodiversity enhancements. I believe this will provide a net positive biodiversity outcome for this site: therefore I can remove my objection on these issues.”
37. **Natural England** – Raises no objections – “Based on the plans submitted, Natural England considers that the proposed development will not have significant adverse impacts on statutorily protected nature conservation sites or landscapes.” Further advice is offered relating to ecological mitigation and biodiversity enhancement.
38. **Landscape Architect** – “Generally the landscape proposals are acceptable, but there are areas where amendments and additional information is required – particularly with tree removal and landscape treatment to the northern boundary design and layout of the areas of open space/SuDS areas, Suggest that these amendments can be achieved through suitable conditions.”

The suggested conditions are included within the recommendation below.

39. **Urban Design** – “Officers are supportive of the proposals in urban design terms. Most of the previously raised concerns in relation to the sense of arrival, the elevation designs and pedestrian route layout are adequately addressed. However, Officers have some minor concerns most of which can be dealt with via conditions.”
40. **Environmental Health (noise and vibration)** – Following the receipt of further information, no objections are made, subject to conditions as set out in the recommendation below.
41. **Environmental Health (land contamination)** – Following the receipt of further information, no objections are raised, subject to the conditions below. The requested condition has been amended following the receipt of yet further information.
42. **Environmental Health (lighting)** – Consideration is given to the impact of artificial lighting on residential amenity. Sufficient information is given for Phase 1 of the development and it is considered that there would be no unacceptable impacts. A condition is recommended for Phase 2, which is reflected in the officer recommendation below.
43. **Environmental Health (air quality)** -no objections are raised, subject to two conditions, the requirements of which are included within the conditions below.
44. **Planning Policy, Strategy and Economy** – Although an Economic Development Strategy has been prepared, an assessment of employment land demand prepared by Savills has been included, which demonstrates that there is a need for this type of floorspace in the area. It is recommended that permitted development rights should be restricted to ensure a large amount of A1 retail floorspace is not provided that could prejudice the aspirations for a small supermarket within the village centre.
45. **Highways England** – No objections.
46. **County Highways** – “The Highway authority seeks the provision of a pedestrian refuge on the Wellington Way arm of the Caldecote Roundabout in order to facilitate the safe crossing of pedestrians across Wellington Way.

Whilst the Highway Authority accepts that the Wellington Way arm of the Caldecote Roundabout will ultimately be reconfigured as part of the wider development in the area, there is no guarantee that this will be delivered in a timely manner as it forms part of a separate planning application, which is yet to be decided.

Reason: this will be required to mitigate the impact of the increase in vehicular movements to and from the proposed development.”

Although none of the site will be adopted by the highway authority, advice relating to the internal layout has been requested. Detailed recommendations

are made specifically relating to footpath/cycleway provision. Following the receipt of swept path analysis, no objections are raised.

47. **County Transportation** – negotiations have proceeded throughout the consideration of the application. Additional or revised information has been submitted by the applicant in response to concerns raised. Below is a list of the matters considered by the County Transportation unit and the final comments.

No objection (7th October) – Traffic generation - relating to additional information received from the applicant.

“The latest submitted information illustrates the predicted combined traffic demand associated with the Bourn New Village development scheme. This is agreed. It has been also noted that the main site access is being altered as part of the Bourn Airfield development and GCP C2C proposals. The proposal adds a net increase of 108 two-way vehicle trips during the AM peak hour and 63 two-way vehicle movements during the PM peak and it is not considered to have a significant impact of the current operation of the junction. The trips from this development are also being taken into account within the wider Bourn Airfield redevelopment where changes to the junction will be made.”

No objection (7th October) – Capacity of the existing highway – relating to additional information received from the applicant.

“The St Neots Road / Highfields Road / Wellington Way roundabout will be approaching practical operating capacity during the PM peak in the future year scenario with development for the St Neots Road east arm. During the PM peak period, the RFC will rise from 0.46 to 0.86 and max queue from 0.9 to 5.9 vehicles on St Neots Road east arm. No queueing issues are predicted for the rest of the arms of the roundabout. This is not considered to be a severe impact. The junction is predicted to operate within capacity during the AM period.”

No objection (25th November) – Travel Plan – relating to amendments received from the applicant.

“Travel Plan - The applicant has provided an updated Travel Plan including the provision of bus taster tickets for the employees to encourage to use non car modes, addressing the outstanding point mentioned in the previous Transport Assessment team comments. As a result, the Transport Assessment Team are satisfied with the updated Travel Plan.

Holding objection – sustainable links to the surrounding villages – the applicant has been unable to overcome this concern.

“We also support requests from Highways DM for pedestrian and cycle improvements in the vicinity of the site with links to Highfields Caldecote as mitigation for this development.”

48. **Lead Local Flood Authority** – Following the receipt of an amended Flood Risk Assessment and Drainage Assessment, earlier objections have been overcome, subject to conditions as set out in the recommendation below.
49. **Drainage Engineer** – requires additional information. This has been submitted and is considered by the LLFA, Environment Agency and Anglian Water.
50. **Environment Agency** – Following the submission of an amended Flood Risk & Drainage Report, recommend that their earlier objection can now be withdrawn. Conditions are recommended as set out below.
51. **Anglian Water** – Following the receipt of an amended scheme for foul water drainage, no objections are made, subject to a condition as set out in the recommendation.
52. **Sustainability Officer** – In conclusion, the Council's Principal Sustainability Consultant advises the following. "Taking the above into account, and subject to the submission of a revised detailed site layout plan showing the location of the air source heat pumps, the proposed scheme is supported in sustainable construction terms." Four conditions are recommended, as set out in the recommendation below.
53. **Fire Authority** – request either a condition or S106 agreement to secure fire hydrants.

Representations from members of the public

54. Comments from 4 residents have been received. The occupiers of 14a, 19 West Drive, 22 Camside and 138 Sturton Street, Cambridge object to the proposal and the reasons are summarised below.
 - Piecemeal development as details of Phases 2 and 3 are not included.
 - B8 warehouse usage 24/7 would adversely affect local residents due to noise and light nuisance.
 - The existing access and roundabout are not capable of taking the additional traffic.
 - The increase in traffic on the Caldecote roundabout would be hazardous to pedestrians and cyclists.
 - The cycling and pedestrian access to the site is inadequate and contrary to LTN 1/20 Cycle Infrastructure Design.
 - The lack of a clear transport plan is unsustainable.

The site and its surroundings

55. The former Gestamp factory site (also known as Thyssenkrupp) is located within the disused Bourn Airfield site, which is a former World War 2 airfield. Vehicular access is gained from Wellington Way, which is a spur off the Caldecote Highfields roundabout on St Neots Road. The site lies to the west

of Highfields Caldecote and to the south of the St Neots Road and the A428. To the north and part of the east of the site lie agricultural fields. There is a woodland to much of the eastern boundary, part of which is protected by a Tree Preservation Order and is located between the site and the village of Highfields Caldecote. The cement and sand processing business of the David Ball Group, lies to the north west of the application site

56. The site lies within the boundary and forms part of the strategic site of Bourn Airfield New Village. A separate outline planning application is currently under consideration for this new settlement, under planning reference number S/3440/18/OL, which has been submitted by Countryside Properties and The Taylor Family. The outline application site effectively surrounds the Gestamp factory application site. It is anticipated at this stage that land to the north would be developed for mixed development and the field to the east would remain as open space for informal recreational purposes. The land to the west and south will be for residential development as part of the new village. An exception to this is the David Ball site which is expected to remain.
57. The site is approximately 10.1 hectares in size and all former buildings have been removed down to ground level. The site is largely rectangular in shape, with a small limb projecting from the south east corner. It is relatively flat. Three metres high soil bunding exists to the eastern edge, which was used to reduce noise disturbance from the former factory to residents of Highfield Caldecote. A Leylandii hedgerow of approximately 7 metres high runs the length of the northern boundary. A 2 metres high security fence marks the boundary with the David Ball Group to the west. The site is mostly covered by what remains of the floor of the former factory.

The proposal

58. The former Gestmap factory site is planned to be developed in 3 phases. This is a hybrid application: Phase 1 is in full and Phase 2 is in outline only with all but the access reserved. The proposal is for commercial floorspace falling within Classes B1(c) – light industrial, B1(b) – research and development, and B8 – warehouse and distribution. The number of jobs created will depend upon the Use Class of the future occupiers, but the applicant has estimated that the scheme could provide 800 fulltime jobs. Phase 3 does not form part of the application site and is not currently the subject of any development proposals. It is, however, proposed to use this land for the storage of soil and stone for a temporary period, during the construction process of Phase 1 and 2.
59. **Phase 1**
Phase 1 is in detail and is for 15 units of varying size, adding up to a total of 16,074 square metres. The buildings would vary in height from 10.5 metres high to 14 metres high. There would also be supplementary uses for A3 – restaurant and café, D1 – day nursery/creche and D2 – gym. The applicant has an occupier interested in Unit 3 – Cambridge Design Partnership. The application is speculative, and the specific use of each unit is not specified.

60. The existing vehicular entrance into the site, via Wellington Way, would be used, albeit realigned to improve access for larger vehicles. From the site access the road would split, with one arm running east and one running south. A central green corridor would provide an attractive combined swale with a shared cycle and pedestrian path meandering north-south across the swale. Most units would front onto this green corridor to give pedestrian access to each unit.
61. Car parking for the site would be mostly shared and in the form of surface parking and a two-storey car park, partly sunk below ground level. Some parking spaces within are allocated within the individual units. There would be a total of 624 car parking spaces across the site. There would also be 254 cycles parking spaces in the form of Sheffield bike stands and covered shelters at various locations within the site.
62. **Phase 2**
Phase 2 is in outline only with all but the access as reserved matters. The proposed uses would be the same as for Phase 1. The main access would be via Wellington Way and through the Phase 1 part of the site. An Illustrative Masterplan has been submitted to show how Phase 2 could be built and how it might connect with Phase 1 and Phase 3. The proposal here is for a total of 10,580 square metres (113,910 square feet). Building heights would be between 11.35 and 15.8 metres high. The proposal does not specify the number of units and it is intended that this would be determined by prevailing market conditions at the time of the reserved matters submission. Development would include the diversion of a pipe culvert via a new watercourse to connect to the existing ditch outfall.

Planning assessment

63. **Environmental Impact Assessment (EIA)**

The development proposals have been assessed as falling within the remit of the Town and Country Planning (Environmental Impact Assessment) (EIA) Regulations 2011 (as amended) (the EIA Regulations). This is because of the characteristics, location and potential impacts of the proposed development. The EIA process ensures that any potentially significant effects of the development are considered and, where appropriate, mitigated by measures to prevent/avoid, reduce and where possible offset.

64. The EIA Regulations require the ES to identify the 'likely significant environmental effects' of a development. The government's Planning Policy Guidance highlights that the ES should focus on the 'main' or 'significant' environmental effects only, and that the ES should be proportionate.
65. An Applicant who wishes to make an application necessitating EIA development may request a Scoping Opinion from the LPA in accordance with the EIA Regulations. A Scoping Opinion sets out the LPA's opinion on the information in the ES that should be provided. A request for a Scoping Opinion was submitted to the Council on 25th November 2019 by Turley. It was accompanied by an EIA Scoping report.

66. Following a consultation process, the Council issued a Scoping Opinion on 10th January 2020. The Applicant confirms (and officers are satisfied) that the submitted ES is based on the advice set out in the EIA Scoping Opinion and the EIA Regulations.
67. The ES considers the likely significant effects of the proposed development during its construction and once it is complete and operational. The ES assesses the maximum quantum, physical extent and development principles defined for the proposal, as set out in the submitted PPs which are put forward for approval. The ES assesses the following topics:
- Socio-economic and human health
 - Cultural heritage
 - Ground conditions
 - Water resources
 - Highways
 - Noise and vibration
 - Landscape and visual impact
 - Biodiversity
 - Climate change
68. Further and amended information has been submitted following requests from consultees. Having assessed the submitted application, officers are satisfied that the ES and additional information, complies with the 2011 EIA Regulations and that sufficient environmental information has been provided to assess the environmental impacts of the development proposals.

The principle of the development

69. The application site is identified in the South Cambridgeshire Local Plan 2018, as part of the Bourn Airfield New Village for which Policy SS/7 applies. The new village is to provide approximately 3,500 dwellings with associated community facilities, strategic landscaping to provide a high quality landscaped setting and to ensure separation from the surrounding settlements, a high degree of connectivity, ecological mitigation and enhancement, a segregated bus link, promote cycling and walking and be served by at least two separate access points north west and north east of the site. The identified strategic site is the subject of a Supplementary Planning Document (SPD) – Bourn Airfield New Village, which gives guidance and advice on a range of planning issues.
70. Whilst the SPD primarily gives advice for the development of the new village, it does acknowledge the former Gestamp factory site, seeking to integrate any redevelopment of this site with the wider new village. It states that **“successful comprehensive delivery of this site will require engagement, collaboration and co-ordination between site promoters and landowners of both the principal site and employment sites to ensure that the new village is cohesively designed with the necessary supporting infrastructure provided at the right time.”**

71. The applicant and their agent have been in regular discussions with Countryside Properties, the developer of the principal site, for the purpose of providing a co-ordinated approach. The applicant also seeks to provide smaller business units to respect local employment interest. Although the planning application for the new settlement is not yet determined, negotiations have resulted in amended parameter plans for access, showing pedestrian and cycling routes to connect with the Gestamp employment site. In return, the Gestamp application scheme seeks to provide good connectivity with the principal site by reflecting these access points in the design.
72. As part of the new village proposal, there will be two points of vehicular access, one from Broadway and one from the Caldecote roundabout on the St Neots Road. The existing Gestamp factory site currently gains access from the Caldecote roundabout, along a private access road known as Wellington Way. The masterplan for the new village indicates that Wellington Way would be realigned to provide improved access for a range of highways users, including pedestrians, cyclists, motorists and the Cambourne to Cambridge high quality public transport link. As part of this, the access into the former Gestamp factory site and the David Ball Group site, would be realigned with a segregated path for pedestrians and cyclists. These matters will be discussed in greater detail later in this report. The application to develop this site is, therefore, supported by and in compliance with Policy SS/7 – Bourn New Village.
73. Aside from the Bourn Airfield New Village allocation in the development plan, the site is previously developed land. The National Planning Policy Framework supports the re-use of such land in Section 11 – Making effective use of land, paragraph 118. In addition to this, Policy S/6 – The Development Strategy to 2031, supports the need for jobs being met in new settlements.
- 74. The principle of redeveloping the application site for employment purposes is, therefore, supported by the adopted local plan and by national policy guidance.**

Highways and transportation

75. The EIA concluded that the assessment carried out demonstrates that during both the construction period and for the operation of the proposed scheme, the residual impact would be negligible in relation to severance, pedestrian delay, pedestrian amenity, diver delay and accidents and safety.
76. The Local Highway Authority has been consulted and raise no objections in relation to the traffic that would be generated by the development. However, there is some local concern relating to highway and transport matters by local people. Caldecote Parish Council, whilst having no objection in principle to the development, has raised a concern regarding whether the existing roundabout junction would be capable of accommodating the additional traffic, particularly in accumulation with the planned new village. Bourn Parish Council object due to a delay in the provision of the anticipated High-Quality Public Transport link.

77. The application is supported by an Environmental Assessment carried out by Turley national planning and development consultants, which includes a Traffic Survey. Also submitted is a Transport Assessment and Travel Plan by Vectos, transport planning, highway and mobility consultants. The development is expected to generate 185 two-way car trips in the morning peak hour and 126 two-way car trips in the afternoon peak. It is noted that there is an extant permission for the re-development of the site under planning permission S/1020/13FL. However, the current application would generate an increase of 108 two-way trips in the morning peak and an increase of 63 two-way trips in the afternoon peak. Further information and amended data on the current traffic conditions have been received at the request of the County Highway Authority.
78. A survey of the Caldecote roundabout has been carried out and the predicted combined traffic demand associated with the Bourn New Village development scheme has been taken into account. The roundabout will be approaching practical operating capacity during the afternoon peak in the future year scenario with development for the St Neots Road east arm. During the afternoon peak period, the maximum queue would range from 0.9 to 5.6 vehicles on the St Neots Road east arm. No queueing issues are predicted for the rest of the arms of the roundabout. The junction is predicted to operate within capacity during the morning period. The County Highway Authority advise that “it is not considered to have a significant impact of the current operation of the junction.” The National Planning Policy Framework advises that development should only be prevented where the residual cumulative impact on the road network would be severe. **I can, therefore, see no sustainable planning objection with regard to traffic generation.**
79. The submitted Travel Plan (amended November 2020) proposes measures to encourage car sharing and describes the opportunities for employees to reduce single occupancy car trips. This includes the provision of a discount voucher for cycles and Bus Taster Tickets. A Travel Induction Pack would be issued to new employees. This would be monitored by a Travel Plan Coordinator.
80. The provision of a pedestrian island on the Wellington Way arm of the Caldecote roundabout is required by the County Highway Authority. This is proposed by the applicant and would be secured by condition. In addition to this, the applicant has agreed to facilitate improvements to the existing footway on the west side of Highfields Caldecote, between Bosserts Way and Clare Drive, for it to be widened to 2 metres. These can be secured by way of Grampian style conditions as set out in the recommendation below.
81. A high-quality public transport link – Cambourne to Cambridge segregated bus link, is proposed as part of the outline planning application for the Bourn Airfield New Village. The application includes of 3,500 dwellings, a mix of uses comprising employment, retail, hotel, leisure, residential institutions, education, community facilities, parks etc, two access routes and public transport infrastructure. The County Highway Authority makes no request for the development at the former Gestamp site to make any contributions

towards the busway. It is noted that Bourn Parish Council request a delay in determining this application until the details of the bus way has been agreed. However, I can see no rational for this.

82. The County Highway Authority raise a holding objection in relation to the provision of pedestrian and cycle links to Highfields Caldecote. Wellington Way currently consists of a double width carriageway for two-way traffic, but there is no footpath or segregated cycleway. Policy SS/7 requires measures to promote cycling and walking to link homes to public transport and the main areas of activity including the employment areas. The onus is on the housing provider to provide the links. The applicant has a right of way over Wellington Way, but the access road is within the ownership of the developer for the New Village. Therefore, the applicant does not have control over the access road and cannot provide the pedestrian and cycle improvements the County Highway Authority want.
83. The submitted outline application for the New Village proposes to realign Wellington Way to improve the access into the New Village from the Caldecote roundabout. As part of this, the access into the former Gestamp site and to the David Ball site would also be realigned. This would include a shared use footway/cycleway along one side of the realigned Wellington Way and a 2.0 wide footway on the other side, to adoptable standards.
84. The applicant of the Former Gestamp site has no control over when the realigned access with improved pedestrian and cycle provisions is carried out. The implication is that the proposed redevelopment of the employment site could be carried out before the improvements to Wellington Way. The Bourn New Village is identified in the development plan as a strategic site and the outline planning application for the new village close to determination. There is, therefore, a very strong likelihood that the requested improved pedestrian and cycle facilities will take place in the foreseeable future. Current negotiations under the outline application are seeking to secure the realigned Wellington Way Access as part of the first phase of the development. This is relevant to the current application for the former Gestamp employment site and should be taken into account. This matter needs to form part of the planning balance which will be referred to later.
- 85. The application site would provide a significant amount of employment for the local area. This needs to be taken into account in the planning balance and could reasonably be considered to outweigh the short-term lack of segregated pedestrian and cycle facilities into the site.**
86. A member of the public has raised concerns about the proposed cycle provisions for the site. The concern relates mostly to the use of shared paths for pedestrians and cyclists and reference is made to a government document giving guidance for providing cycle infrastructure (LTN 1/20 Cycle Infrastructure Design). The guidance is aimed mostly at urban areas with high traffic flows and seeks to provide cycling facilities separate to pedestrians. Each case needs to be considered on its own merits. The application site is within the rural area and even after the new settlement is built, it will still be a

rural area with relatively low traffic rates. I consider that there would be no sustainable objection to raise to the use of shared cycle/pedestrian paths within this development.

87. The application site is in private ownership and the highway authority will not be adopting the roads within the site. Suitable conditions on any planning permission are therefore required to ensure the provision in perpetuity of good public access and connectivity to the wider New Village and I would refer you to Condition 13 below.
88. At the advice of the Highway Authority, the applicant has agreed to the provision of improved pedestrian facilities within Highfields Caldecote, by widening the path between Bosserts Way to Clare Drive to 2 metres.

Impact on Landscape, Design and appearance

89. The EIA has considered the effects of the development on the landscape and its visual impact. The extent of potential views is generally limited to within a 500m radius of the site. Views from residential properties would benefit from intervening woodland/buffer planting which screen views, Views from the south are screened by woodland and topography. The majority of effects would be limited to low sensitivity highway receptors which, with the exception of Highfields Road, currently define the extents of the airfield. Highway buffer planting along the St Neots Road, the A428 and Broadway Road would provide further screening to views from these roads.
90. A Landscape and Visual Appraisal has been submitted as part of the Environmental Impact Assessment. The site lies within National Character Area N88 Bedfordshire and Cambridgeshire Claylands. It is a gently undulating, lowland plateau of predominantly open arable landscape and scattered woodland. The adjacent airfield is described as having been “denuded of key landscape elements and patterns” and the site itself as “a large-scale degraded brownfield site.” The site, therefore, currently has a negative effect on the character of the landscape.
91. The site is generally well enclosed by vegetation. A mature evergreen tree belt runs along the north boundary and a mature woodland lies to much of the east. The site is more clearly visible from the adjacent airfield and there are filtered views, mostly from the east and north. No public footpaths run through the site, the closest being the Caldecote Footpath 38/1 that runs east from Highfields Caldecote. The replacement of the Leylandii hedge with native species would provide a boundary treatment that would better integrate with the surrounding area.
92. It is relevant to take account of the allocation of Bourn Airfield New Village for a new settlement within the adopted development plan and this includes the application site. The new settlement would surround most of the site. In time, the development will, therefore, be seen as part of a settlement rather than an isolated development. The applicant has responded to advice given under an earlier withdrawn application by omitting a very large-scale warehouse and distribution centre.

93. Details of the design and appearance of the proposed development have been submitted with regard to Phase 1. Phase 2, being in outline, has no details of the design and layout. An illustrative Masterplan has been submitted to show how this part of the site could be layout out and how it might fit in with Phase 1 and the surrounding area, but it is illustrative only and does not form part of this application.
94. Phase 1 shows 15 units varying in size. The buildings would be of a contemporary design, using colour coated horizontal cladding in shades of grey, with plant etc. on the roof concealed behind parapet walls. There would be areas of glazing to serve office spaces with fin features to give interest.
95. The design features to the entrance of the site would be soft landscaping, including some large trees and a feature fence with the applicant's name for the site, "Bourn Quarter", picked out in relief in the timber. A strip of surface car parking would be flanked by soft landscaping. The applicant has continued the timber theme with vertical timber fins cladding the south elevation of the two-storey car park. Unit 1 would be the dominant building on entering the site.
96. Soft landscaping and surface water drainage (SuDS) have been combined to create two attractive features running north/south through the centre and eastern edge of the site. Running through these are 3 metres wide paths for combined use of pedestrians and cyclists. The buildings would front onto these green corridors, providing the main pedestrian entrances into the buildings. The two paths would provide links beyond the site to the Bourn Airfield New Settlement when built and to a woodland edge path heading towards Highfields Caldecote. Servicing would take place to the rear of the buildings and would be served by tarmac roads. Whilst a certain amount of car parking would be provided within the rear yard of each unit, most of the car parking would be shared and would be provided to the north and south of the site.
97. There is a high leylandii hedge running the length of the north boundary of the site. Whilst it is currently an effective screen from views along the A428 and St Neots Road, due to the monotonous use of this non-indigenous species, it presents an alien feature in the landscape. The proposal is to provide mitigation by replacing this with a narrow tree belt of mixed species, including hedging plants. This would be carried out as a phased replacement to enable the new trees to establish and to maintain a screening presence.
98. Negotiations have resulted in improvements to planting species, the removal of poorly located electricity substations and improvement to design features on some of the buildings.
99. **No objections have been raised to the appearance of the development and I can see no sustainable planning objection to the design and appearance of the scheme, subject to the conditions below.**

Sustainability and drainage

100. The EIA has assessed the effects of the proposal on climate change. The assessment has identified no significant effects and no detailed climate change resilience studies are recommended.
101. A BREEAM Pre-assessment Report has been submitted. This looks at the environmental, social and economic sustainability performance of an asset. For this particular development, the specific areas looked at are: management, health and wellbeing, energy, transport, water, waste, land use and ecology, and pollution. The overall rating for the scheme is a potential to be of a Very Good rating.
102. With regard to social and economic sustainability, the EIA has carried out an assessment on the socio-economic effects of the development. Overall, it is considered that the development, during both the construction phase and when operational, would bring additional jobs to benefit of the local and wider economy.
103. In addition to the above report, an Energy Strategy has been submitted, which seeks to demonstrate how the development would comply with the Council's policies on energy and carbon dioxide emissions. Passive and low energy design technologies have been incorporated in the design of the building envelope. Photovoltaic panels would be located on the roofs of the buildings. The intended measures are expected to result in a carbon emission reduction of 15% from on-site renewable energy and low carbon technologies. This is greater than the 10% requirement of Policy CC/3.
104. The EIA has assessed the effects of the development upon ground conditions and water resources. Previous uses of the Bourn Airfield site are such that it is possible localised areas of contaminated ground exist at the site. Excavation of the site could result in new pathways for contaminants to affect surface watercourse and underlying aquifers. However, the presence of a significant thickness of cohesive superficial strata (clay) would provide a protective layer to limit contaminant migration. As mitigation a Construction Environmental Management Plan (CEMP) is required and has been submitted. Following negotiations, the CEMP has been amended to overcome concerns.
105. The proposed drainage strategy for the scheme has been reconsidered following initial objections from the Environment Agency and the Lead Local Flood Authority. The amended scheme now proposes to connect up to the existing foul drainage network serving Highfields Caldecote. It is a requirement to connect to the public sewer wherever possible, under Policy CC/7: Water Quality.
106. Anglian Water has confirmed that Bourn Water Recycling centre has available capacity for this development. The flow controls are to be widened and a

discharge rate into the network in West Drive has been agreed between Anglian Water and the developer. A pump failure model has been provided to ensure that only the car park would be affected and no buildings in the event of a pump failure. Following the receipt of the amended information, no objection is raised by either Anglian Water, the Environment Agency or The Lead Local Flood Authority.

Ecology

107. An Ecology Report has been submitted with the application and biodiversity has been assessed as part of the EIA. There are extensive areas of hardstanding on site with very little in the way of trees and planting. There is some semi-improved grassland and scrub on the earth mound; a stretch of semi-improved grassland, tall ruderal and scrub along the southern boundary; and a small pond. The Leylandii hedge is considered to have little habitat value.
108. The site itself has no designated wildlife status. It does, however, sit within the impact risk zone of a nearby statutory site – Eversden and Wimpole Woods Special Area of Conservation, which is 5.7 kilometres away. This is cited for its maternity colony of barbastelle bats. The bats utilise the tree cover either side of the site for commuting. Other species recorded in the area include great crested newts, barn owls and other breeding birds, flowering plants, reptiles, bats, badger, water vole and polecat. The EIA concludes that the residual effect of the development on biodiversity would be negligible.
109. Mitigation measures are proposed, and negotiations have taken place with regard to the lighting scheme to ensure that the dark tree covered corridors, favoured by the barbastelle bats, remain undisturbed by lighting. The Council's Ecologist is now satisfied that any light spill into the adjacent woodland would be less than 1 lux and, as such, would help to prevent disruption of commuting bats along the tree lines. This should be secured with an appropriate condition.
110. Under Policy NH/4: Biodiversity and the National Planning Policy Framework, the development should seek to achieve a biodiversity net gain of 10%. Following negotiations, the scheme has been amended in an attempt to achieve this. A Biodiversity Calculator (DEFRA metric 2.0) has been carried out which shows a minor loss of measured biodiversity net gain. However, this does not take into account the significant amount of non-measurable biodiversity net gain in hedgerow units and a significant amount of non-measurable biodiversity enhancement, such as bat and bird boxes that are proposed to be installed. This includes 51 triple cavity swift nest boxes, providing a total of 153 nest sites, 4 bat boxes and 25 insect blocks. The Council's Ecologist considers this to be a significant biodiversity enhancement and raises no objections on these grounds.

Living conditions of local residents

111. The EIA has assessed the expected effects of noise and vibration of the construction phase and operation of the proposed development on nearby residential amenity. Due to the significant distance to nearby dwellings and the confirmation that piling would not be undertaken, vibration would have an insignificant effect and noise a negligible to minor adverse impact.
112. There are no residential properties adjoining or very close to the site. The nearest residential properties are those in West Drive and The Willows in Highfields Caldecote, at just over 200 metres to the nearest dwelling. There is a house and Two Pots Farm to the north of St Neots Road. Cambourne is approximately 2.5km to the west by road and Bourn approximately 3km to the southwest.
113. There is some local concern that noise and lighting from the site would cause a nuisance, particularly if businesses were to operate 24 hours a day. In the past, there were justified concerns about the metal beating noise from the business of the former occupier of the site. The existing 3 metres high bund still on the site was placed here as a sound attenuation measure for this reason. The previous occupier was a B2 general industrial use and operated as a metal bashing plant. In contrast, no B2 uses are being proposed. The proposed B1 Uses are uses that are suitable for being carried out in a residential area without harm to residential amenity in terms of noise, dust, vibration, smell etc.

Other matters

114. Archaeology

The site is located within an area of high archaeological value. The applicant has submitted a Written Scheme of Investigation and an Archaeological Evaluation Report both by CFA Archaeology. Twenty-four trenches have been excavated on site in accordance with the scheme, which has been approved by the County Historic Environment Team. The evaluation confirmed the presence of possibly Iron Age activity in the northern end of the site.

115. Electric Vehicle Charging Point

Electric Vehicle charging points are proposed for 15% of the car parking spaces, with the remaining being provided as passive spaces. This means that ducting will be provided so that in the future charging points can be installed easily. Of the proposed 94 Electric Vehicle Charging Points, 26 will be fast charging points.

116. Cultural Heritage

The nearest listed buildings are Great Common Farmhouse and Barns at Bourn Garage. The nearest conservation area is Hardwick Conservation Area. The distance of these are such that the development would have no significant effect upon them.

Planning balance and conclusion

117. Sustainability is the golden thread that runs through the National Planning Policy Framework and this is reflected in the policies of the adopted South Cambridgeshire Local plan 2018. The three strands of sustainability are economic, social and environmental. The development would be economically sustainability due to the provision of jobs to the benefit of the local area. The proposal includes the provision of some supplementary uses such as a gym, creche and café, which would be of positive benefit of employees and local residents and would therefore be socially sustainability. In the short term, the development may well have a negative impact on environmental sustainability due to the lack of segregated facilities for pedestrians and cycles along the access road. However, this concern would be overcome in the foreseeable future, or possibly sooner, under the implementation of the first phase of the Bourn new Village development. Overall, the development is likely to be sustainable.
118. The redevelopment of the application site for employment/business purposes is in accordance with the South Cambridgeshire District Local Plan 2018 and the Supplementary Planning Document – Bourn New Village. As such, there are no objections in principle to the development. The traffic generated by the development would not have a significant effect on the existing highway network in the vicinity of the site. The layout of the scheme would provide for good connectivity with the proposed new village that would largely surround the site. There would be a lack of good pedestrian and cycling provision along the access road until such time as the realigned east entrance to the new village has been carried out. However, this is temporary and balanced when taking into account the fall-back position of an extant permission and the provision of employment. Mitigation measures would ensure that there would be no harm to residential amenity or to local biodiversity.
103. In conclusion and on balance, there are no sustainable planning objections to raise to this development.

Recommendation

Officers recommend that the Planning Committee GRANT planning permission, subject to the following conditions.

Conditions

Site Wide Conditions

Conditions relevant to both Phase 1 – full planning application and Phase 2 – outline application.

1. Pedestrian refuge

Prior to any construction work on site first reaching slab level, full details of the proposed pedestrian refuge on the Wellington Way arm of the Caldecote roundabout shall be submitted to and approved in writing by the Local Planning Authority in consultation with the Highway Authority. The approved details shall be implemented in full prior to the first occupation of the development.

Reason: To facilitate the safe crossing of pedestrians and in the interest of highway safety and amenity, in accordance with South Cambridgeshire Local Plan 2018 Policies T1/2, T1/8 and HQ/1.

2. Travel Plan

The provisions of the submitted Travel Plan received November 2020 shall be implemented in full and in accordance with that plan, unless otherwise agreed in writing by the Local Planning Authority.

Reason: In the interests of the provision of sustainable transport, as required by South Cambridgeshire Local Plan 2018 Policies T1/2 and T1/8

3. Materials

Prior to any construction work on site first reaching slab level, details of the external materials for the multi-storey car park shall first be submitted to and approved in writing by the Local Planning Authority. The materials shall be implemented as approved.

Reason: In the interests of the appearance of the completed scheme, as required by South Cambridgeshire Local Plan 2018 Policy HQ/1.

4. Urban Design

Prior to the occupation of any of the buildings, hereby approved, details, to include dimensions, materials and appearance, of the following shall first be submitted to and approved in writing by the Local Planning Authority and shall thereafter be implemented as approved.

- a) Cycle stands and cycle shelters.
- b) The feature fence adjacent to Unit 1.
- c) Handrails.
- d) Freestanding external lighting.
- e) Wayfinding signage.
- f) Any café kiosk.
- g) Substation enclosures.

Reason: In the interests of the appearance and function of the completed scheme.

5. SUDS

Notwithstanding the approved plans, prior to development above slab level, full details of the design of SUDS areas shall be submitted to and approved in writing by the Local Planning Authority. Submitted information shall include plans, drawings, and sections, at an appropriate scale, together with supporting text to describe the following:

- a) Details of the proposed SUDS areas that form significant parts of the available public open space. Details to include gradients, terracing, walls, slopes, and subgrade construction, including any areas of proposed permanent water to demonstrate that the areas can function as open space, contribute to landscape character and support the proposed vegetation in addition to fulfilling their drainage functions.

The approved details shall thereafter be carried out as approved.

Reason: in the interests of the appearance of the completed scheme, as required by South Cambridgeshire Local Plan 2018 Policies HQ/1 and CC/8.

6. Phased Tree Removal and Replanting

Notwithstanding the approved plans, prior to any development above slab level, full details of the phased removal of blocks of existing mature *Leylandii* planting on the northern and north-east corner boundaries of the site shall be submitted to and approved in writing by the Local Planning Authority.

Submitted information shall include plans, drawings, and sections, at an appropriate scale, together with supporting text to describe the following:

- a) Details to include the extent and timescales of the removal of trees, including roots and any pruning or reduction of trees in later phases to enable the proposed northern woodland planting to successfully establish.

The phased removal and replanting shall thereafter be carried out as approved.

Reason: In the interest of the appearance of the development, as required by South Cambridgeshire Local Plan 2018 Policies HQ/1, SS/7, NH/2, NH/4 and NH/6.

7. Soft Landscaping

Notwithstanding the approved plans, prior to development beyond slab level, full details of soft landscape works shall be submitted to and approved in writing by the Local Planning Authority. Submitted soft landscape details shall include plans, drawings, and sections at an appropriate scale together with supporting text to describe the following:

- a) Details of all trees, shrubs, herbaceous plants and grass areas including species, stock size, precise locations, planting or seeding rates as appropriate.
- b) Details of the proposed methods and standards for planting of trees shrubs and herbaceous plants in soft areas including specifications for ground preparation, subgrade construction, topsoil depths, pit dimensions and growing medium, root barriers, staking or guying, watering system and surface finishes as appropriate.
- c) Details of the proposed methods and standards for planting of trees in hard surfaced areas and adjacent to roads and paths, including specifications for

ground preparation, subgrade construction, tree pit dimensions and growing medium, root barriers, tree staking or guying, watering system and surface finish to the tree pit.

- d) Details of the proposed standards and methods for laying turf and grass seeding including ground preparation and topsoil depths.
- e) Full details of the proposed maintenance and management of the soft and hard landscapes including watering programmes, grassland management, pruning, weed control, mulching, fertilisers and additives, canopy management and thinning, landscape sundries (watering tubes, tree protection, stakes, ties etc) and replacement planting.

Reason: In the interests of the appearance of the completed scheme, as required by South Cambridgeshire Local Plan 2018 Policies HQ/1, NH/2 and NH/4.

8. Completion of soft landscaping

All soft landscape works shall be carried out 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, any tree, shrub or herbaceous plant is removed, is noticeably damaged, diseased or dies, or fails to make reasonable growth then another tree, shrub or herbaceous plant of the same species and size as that originally planted shall be planted at the same place within the next available planting season, unless the Local Planning authority gives its written consent to any variation.

Reason: In the interests of the appearance of the completed scheme, as required by South Cambridgeshire Local Plan 2018 Policies HQ/1, NH/2 and NH/4.

9. Tree protection

Prior to any equipment, machinery or materials being brought onto the site for the purpose of development, including demolition, details of the specification and position of fencing, or any other measures to be taken for the protection of any trees from damage during the course of development, shall be submitted to, and approved in writing by, the Local Planning Authority. The approved details shall be implemented prior to development commencing and the agreed means of protection shall where necessary be retained on site until all equipment, and surplus materials have been removed from the site. Nothing shall be stored or placed in any area protected in accordance with this condition, and the ground levels within those areas shall not be altered nor shall any excavation be made without the prior written approval of the Local Planning Authority.

Reason: To protect the visual amenity of the area and to ensure the retention of the trees on the site, as required by South Cambridgeshire Local Plan 2018 Policies HQ/1, NH/2, NH/6 and NH/4.

10. Hard landscaping

Notwithstanding the approved plans, no development above slab level shall take place until full details of hard landscape works have been submitted to and approved in writing by the Local Planning Authority. Submitted hard landscape details shall include plans, drawings and sections at an appropriate scale together with supporting text and shall include the following:

- a) Details of all hard landscape areas, including specifications for all proposed hard surfacing, kerbs, edges, ramps and channels, including dimensions, materials, finish, colour and typical construction.
- b) Details of all changes in levels and junctions between areas of different hard materials.
- c) Details and specification for all inspection and utilities covers set within hard surfaced areas.
- d) Details of all street furniture including benches, tree guards, landscape lighting, etc.
- e) Details of any fencing, including the proposed feature fence to the side boundary of Unit1.

Reason: In the interests of the appearance of the completed scheme, as required by South Cambridgeshire Local Plan 2018 Policies HQ/1.

11. UXO

All work on site shall be carried out in accordance with recommended risk mitigation measures of the Desk Study for Potential Unexploded Ordnance Contamination by RPS Energy dated 17th October 2018 report ref: EES0936 R-01-00.

Reason: In the interest of health and safety, as required by South Cambridgeshire Local Plan 2018 Policies CC/6, SC/2 and SC/11.

12. Road and path maintenance

All roads, pedestrian and cycle paths within the site shall be maintained in perpetuity for the safe and effective passage of all road and path users, to the satisfaction of the Local Planning Authority

Reason: In the interests of the future accessibility and appearance of the development, as required by South Cambridgeshire Local Plan 2018 Policies T1/2, T1/8 and HQ/1.

13. Public Access

The pedestrian and cycle paths specified below, shall be implemented as approved before the first occupation of any buildings hereby approved and shall remain open for public access throughout the site for not less than 363 days a year, other than for essential maintenance, unless otherwise agreed in writing by the Local Planning Authority:

- i. The central footpath/cycleway that runs north/south through the site, starting at the northern boundary, running east of Units 1 to 9, as shown on drawings number 1866 DLA DR L 02 P21.
- ii. The path towards the western edge of the site that runs from the main vehicular entrance to the north of the site to the southern boundary of the site.
- iii. The footpath/cycleway that runs from the north west main access to the site, to the east boundary, adjacent to the existing woodland and to the south east boundary of Phase 1 of the application site.

Reason: to enable the provision of good public connectivity across the site and with the proposed Bourn New Village and the surrounding area, as required by South Cambridgeshire Local Plan 2018 Policies SS/7 T1/2, T1/8 and HQ/1.

14. No retail

Notwithstanding any provisions within the Town and Country Planning (General Permitted Development) Order 2015 or subsequent amendments, no units/floorspace within either Phase 1 or Phase 2 of the development hereby approved shall be used for the purpose of retail, unless otherwise agreed in writing by the Local Planning Authority.

Reason: In the interests of the vitality and viability of the local centre within Bourn New Village identified as a strategic site (SS/7) within the South Cambridgeshire District Local Plan 2018, as required by South Cambridgeshire Local Plan 2018 Policies SS/7, E/10, E/21 and E/22.

15. Ground levels

Prior to any construction work starting within Phase 1 or within Phase 2, drawings showing the existing and proposed ground levels and the proposed ground floor levels within the respective Phase shall be submitted to and approved in writing by the Local Planning Authority. The development shall thereafter be implemented as approved.

Reason: In the interests of the appearance of the completed scheme, as required by South Cambridgeshire Local Plan 2018 Policies HQ/1, NH/2 and SS/7.

16. Noise attenuation

Prior to the first occupation of any units in Phase 1 or Phase 2 of the site, for each respective phase, a noise assessment and a scheme for the insulation of the building(s) and/or associated plant / equipment or other attenuation measures, in order to minimise the level of noise emanating from the said building(s) and/or plant shall be submitted to and approved in writing by the local planning authority. The schemes as approved shall be fully implemented before the uses hereby permitted are commenced and shall thereafter be maintained in strict accordance with the approved details.

Reason: In the interests of the living conditions of the local area, as required by South Cambridgeshire Local Plan 2018 Policies SC/2 and SC/10.

17. Delivery times

Collection from and deliveries to any non-residential premises (excluding B8 use) shall only take place between the hours of 07.00 to 23.00 Monday to Saturday and 0900 to 1700 on Sunday, Bank and other Public Holidays unless otherwise agreed in writing by the Local Planning Authority.

Reason: In the interests of the living conditions of the local area, as required by South Cambridgeshire Local Plan 2018 Policies SC/2 and SC/10.

18. Ventilation/extraction

Prior to the first occupation of any of the units within Phase 1 or Phase 2 of the development, a scheme detailing any plant, equipment or machinery for the purposes of ventilation or the extraction and filtration of odours, dust or fumes be proposed, then a scheme for shall be submitted to and approved in writing by the local planning authority. The approved schemes shall be installed before the uses are commenced and shall be retained as such.

Reason: To protect the amenity of nearby properties in accordance with Policy SC/14 of the South Cambridgeshire Local Plan 2018.

19. Equipment noise mitigation

Prior to the first occupation of any units within Phase 1 or Phase 2 of the development, the noise impact of plant and or equipment including any renewable energy provision sources, such as any air source heat pump or wind turbine, on existing residential premises and on residential properties within the Bourn New Village strategic site, together with any noise mitigation measures shall be submitted to and approved in writing by the local planning authority. Any approved noise mitigation scheme shall be fully implemented before the uses hereby permitted are commenced and shall thereafter be maintained in strict accordance with the approved details and shall not be altered without prior approval.

Reason: To protect the amenities of nearby residential properties in accordance with South Cambridgeshire Local Plan 2018 Policies 2007, Policy SC/10.

20. Environmental Statement

The development, hereby approved, shall be carried out in accordance with the mitigation measures as set out in the Bourn Quarter Environmental Statement Volume 1: Main Text and Figures, dated May 2020 (as amended) and it's supplementary documents and strategies unless otherwise agreed in writing by the local planning authority.

REASON: To ensure that the development takes place in accordance with the principles and parameters contained within the Environmental Statement, as required by South Cambridgeshire Local Plan 2018 Policies HQ/1, S/12, TI/2 , TI/8, TI/10, SC/2, SC/1, NH/4 CC/1 and SS/7.

21. Emission Ratings

- a. No gas fired combustion appliances shall be installed until details demonstrating the use of low Nitrogen Oxide (NOx) combustion boilers, (i.e. individual gas fired boilers that meet a dry NOx emission rating of $\leq 40\text{mg/kWh}$), have been submitted to and approved in writing by the local planning authority.
- b) If the proposals include any gas fired Combined Heat and Power (CHP) System, the details shall demonstrate that the system meets the following emissions standards for various engines types:
 - (i) Spark ignition engine: less than or equal to 150 mg NOx/Nm^3
 - (ii) Compression ignition engine: less than 400 mg NOx/Nm^3
 - (iii) Gas turbine: less than 50 mg NOx/Nm^3
- c) The details shall include a manufacturers Nitrogen Oxides (NOx) emission test certificate or other evidence to demonstrate that every appliance installed meets the emissions standards above.
- d) The approved appliances shall be fully installed and operational before the development is occupied or the use is commenced and retained as such.

Reason : To protect local air quality and human health by ensuring that the production of air pollutants such as nitrogen dioxide and particulate matter are kept to a minimum during the lifetime of the development in accordance with policy SC/12 of the South Cambridgeshire Local Plan 2018.

22. Flood risk and drainage

The development permitted for both Phase 1 and Phase 2 must be carried out in accordance with document Bradbrook Report 18-006R_001, Updated Flood Risk Assessment and Drainage Assessment on The Bourn Quarter Bourn Airfield Cambridgeshire for Diageo Pension Trust Ltd, C/O - Savills Investment Management Fund, Rev F so approved unless otherwise agreed in writing by the Local Planning Authority.

Reason: To prevent an increased risk of flooding and protect water quality, as required by South Cambridgeshire Local Plan 2018 Policies CC/1, CC/7 and CC/8.

23. No development approved by this planning permission shall take place until a remediation strategy that includes the following components to deal with the risks associated with contamination of the site shall each be submitted to and approved, in writing, by the Local Planning Authority: 1. A Preliminary Risk Assessment (PRA) including a Conceptual Site Model (CSM) of the site indicating potential sources, pathways and receptors, including those off site. 2. The results of a site investigation based on (1) and a detailed risk assessment, including a revised CSM. 3. Based on the risk assessment in (2) an options appraisal and remediation strategy giving full details of the remediation measures required and how they are to be undertaken. The strategy shall include a plan providing details of how the remediation works

shall be judged to be complete and arrangements for contingency actions. The plan shall also detail a long-term monitoring and maintenance plan as necessary. 4. No occupation of any part of the permitted development shall take place until a verification report demonstrating completion of works set out in the remediation strategy in (3). The long-term monitoring and maintenance plan in (3) shall be updated and be implemented as approved.

Reason: To protect and prevent the pollution of controlled waters from potential pollutants associated with current and previous land uses in line with National Planning Policy Framework (NPPF), paragraphs 170, 178, 179 and Environment Agency Groundwater Protection Position Statements.

24. If, during development, contamination not previously identified is found to be present at the site then no further development (unless otherwise agreed in writing with the Local Planning Authority) shall be carried out until the developer has submitted a remediation strategy detailing how this unsuspected contamination shall be dealt with and obtained written approval from the Local Planning Authority. The remediation strategy shall be implemented as approved.

Reason: To protect and prevent the pollution of controlled waters from potential pollutants associated with current and previous land uses in line with National Planning Policy Framework (NPPF), paragraphs 170, 178, 179 and Environment Agency Groundwater Protection Position Statements.

25. Piling or any other foundation designs and investigation boreholes using penetrative methods shall not be permitted other than with the express written consent of the Local Planning Authority, which may be given for those parts of the site where it has been demonstrated that there is no resultant unacceptable risk to groundwater. The development shall be carried out in accordance with the approved details.

Reason: To protect and prevent the pollution of controlled waters from potential pollutants associated with current and previous land uses in line with National Planning Policy Framework (NPPF), paragraphs 170, 178, 179 and Environment Agency Groundwater Protection Position Statements.

26. Surface water drainage

The surface water drainage scheme shall be constructed and maintained in full accordance with the Updated Flood Risk Assessment and Drainage Assessment prepared by Bradbrook (revision F) dated 19 September 2020.

Reason: To prevent an increased risk of flooding and protect water quality, as required by South Cambridgeshire Local Plan 2018 Policies CC/1, CC/7 and CC/8.

27. Ecology Management Plan

Prior to any work above slab level taking place, a site-wide Construction Ecological Management Plan shall be submitted to and approved in writing by the Local Planning Authority. The Ecological management Plan shall include:

- a) updates to surveys more than 1 year old,
 - b) key phases of construction,
 - c) measures outlined in the submitted Biodiversity Calculations in the form of the DEFRA metric 2.0 by Applied Ecology and the Updated Biodiversity Net Gain Assessment by Applied Ecology, September 2020 and updated Landscape Plan (drawing no. 1866_DLA-DRG-L-07-P12,
- Work on site shall thereafter be carried out in accordance with the approved Ecological Management Plan.

Reason: in the interests of protected species and biodiversity, as required by South Cambridgeshire Local Plan 2018 Policies NH/4 and SS/7.

28. Habitat Management Plan

Prior to any work above slab level taking place, a comprehensive Habitat Management Plan for semi-natural, created, enhanced and retained habitat shall be submitted to and approved in writing by the Local Planning Authority. This shall include comprehensive habitat establishment parameters, and habitat management strategies able to roll forward for at least 25 years. The approved Habitat Management Plan shall thereafter be carried out in full.

Reason: In the interests of protected species and biodiversity, as required by South Cambridgeshire Local Plan 2018 Policies NH/4, NH/14 and SS/7.

29. Storage of soil

The storage of soil and stone from the existing site shall only be stored within the application site or within Phase 3 land, as identified within the submitted plans and Planning Statement, and shall be reused within land identified as Phase 1, Phase 2 or Phase 3 on the approved drawing number 30979-PL-207 rev I Site Layout Plan – Detailed, unless otherwise agreed in writing by the Local Planning Authority.

Reason: To minimise vehicular trips associated with the construction of the development, in the interests of environmental sustainability, local residential amenity and the convenience of other highway users, as required by South Cambridgeshire Local Plan 2018 Policies TI/2, CC/1 and CC/6.

30. Protection of badgers

During the construction work on site, no trenches shall be left uncovered between dusk and dawn unless an alternative measure to prevent badgers from being trapped within trenches is first submitted to and approved in writing by the Local Planning Authority.

Reason: In the interests of the protection of Badgers under the Badgers Act 1992 and in accordance with South Cambridgeshire Local Plan 2018 Policy NH/4.

31. Fire hydrants

Prior to the first occupation of any of the buildings allowed within either Phase 1 or Phase 2 of the development hereby approved, a Risk Assessment report, having regard to the National Guidance Document on the Provision of Water

for Fire Fighting, 3rd edition, January 2007, shall be submitted to and approved in writing by the Local Planning Authority. Fire hydrants shall thereafter be installed in accordance with the report prior to the first occupation of the buildings.

Reason: In the interest of the safety of the occupants and for the provision of adequate water supply, in accordance with South Cambridgeshire Local Plan 2018 Policy TI/8 and CC/4.

Conditions specific to Phase 1 – full planning permission

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

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

33. The development hereby permitted shall be carried out in accordance with the following approved plans and supporting documents:

183798-AT-J04 rev C
183798-AT-J03 rev C
183798-AT-J01 rev C
183798-AT-J02 rev C
DLA-1866-DR-L03 rev P11
1866-DLA-DRG-L07 rev P17
1866-DLA-DR-L02 rev P22
DLA. 1899.DR.L05.P02
30979-PL-219 rev A
30979-PL-201 rev I
30979-PL-206 rev I
183798-A-31-AT01 rev A
1866-DR-L07-P16
1866-02 rev P18
1866-DLA-DR-L09 rev P01
1866-DLA-DR-Arb02 rev P02
1866_DLA-DR-Arb01 rev P01
30979-PL-219
30979-PL-218A
30979-PL-217D
30979-PL-216B
30979-PL-215B
30979-PL-214A
30979-PL-213D
30979-PL-212D
30979-PL-211B
30979-PL-210B
30979-PL-208A
30979-PL-207 I

30979-PL-209D
30979-PL-204A
#30979-PL-203B
#30979-PL-205C

Potable Water Consumption Reduction Review, Issue 1 by Watkins Payne
Waste management Design Toolkit
Desk Study for Potential Unexploded Ordnance Contamination by RPS Energy
report ref: EES0936, Report No: EES0936 R-01-00
Tree Survey and Constraints Plan by Tim Pursey
Transport Assessment May 2019 by Vectos
Bourn Quarter Statement of Community Involvement by Templar Strategies
March 2020
Environmental Statement by Turley May 2020
Energy Strategy by Watkins Payne Issue 2
Envirocheck Report by Aviron
Planning Statement by Neame Sutton
Phase II Site Investigation by Environ Feb 2011
Phase 1 Geo-Environmental Risk Assessment by Aviron ref: 17-311.01
December 2017 and Appendix I(1 of 2), 1 (2 of 2), Appendix II (1 of 2), (2 of 2).
Phase 11b Geo-Environmental Risk Assessment by Aviron ref: 17-307.01 rev E
Environment Assessment by Environ Feb 2011 issue No UK16-15954
Employment Land Demand in South Cambridge in relation to Bourn Airfield
Development by Aitchison Developments Feb 2019
Design and Access Statement 30979 May 2020 revB by Michael Sparks
Associates
BREEAM 2018 Pre-Assessment Report by Synergy Building Services
Written Scheme of Investigation 24th March 2020 by CFA Archaeology Ltd
Bourn Airfield, Cambridge Archaeological Evaluation report No. MK207/20 by
CFA Archaeology Ltd
Arboricultural Impact Assessment by Tim Pursey
Air Quality Assessment March 2020 by AirQuality Consultants
Phase 1 External Lighting Assessment, October 2020, by Watkins Payne
Biodiversity Impact Assessment, 19 August 2020 by Applied Ecology Ltd
Phase 1, Wellington Way, Bourn Airfield Habitats Regulations Assessment
November 2020
The Biodiversity Metric 2.0 – Calculation Tool
Letter dated 24th August 2020 from Applied Ecology Ltd – Biodiversity Offsetting
Applicant's Response Note to Urban Design Officer's Comments by Neame
Sutton 26 August 2020
Proposed Site Drainage Runoff and FEH Network Drainage Calculations by
Bradbrook
Updated Flood Risk Assessment and Drainage Assessment ref: 18-006R-001
rev F by Bradbrook 16 September 2020
Appendix A Existing Site ICP SuDS Calculations by Bradbrook
Accident Data Analysis 18 September 2020 by Vectos
Discovery Method Statement & Verification Plan 17-307.04 rev A September
2020 by Aviron

Bourn Quarter-Phase 1 Development Updated Biodiversity Net Gain Assessment – 30.9.20
Phase 1 A-2 Site Habitat Creation
Construction Environmental Management Plan (Phase 1) rev B by Readie
Site Wide Travel Plan, May 2020 by Vectos
Response to Cambridgeshire Highways Comments, dated 4th September 2020 from Vectos
Planning GIA Areas 30979 rev B May 2020
Planning Statement 670-3.0 Final 8th April 2020
Drainage Design & maintenance Statement 18-6R002 April 2020
Applicants response to Landscape comments rev P04 21 September 2020
CG 1 and 2 7th September

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

34. External lighting

External lighting shall be carried out in accordance with the Phase 1 External Lighting Assessment, October 2020, PL4-Planning Issue, by Watkins Payne and the light spill into the retained woodland shall not exceed 1 lux in perpetuity.

Reason: In the interests of protected species in the vicinity of the site, as required by South Cambridgeshire Local Plan 2018 Policies SS/7, HQ/1 and SC/9.

35. EVCP

Prior to the first occupation of the units hereby approved, Electric Vehicle Charging Points and ducting shall be provided as proposed and as shown on drawing number 30979-PL-207 rev I.

Reason: In the interest of environmental sustainability, as required by South Cambridgeshire Local Plan 2018 Policies TI/2, TI/3, CC/1 and CC/3.

Conditions specific to Phase 2 – outline planning permission

36. Within 5 years of the date of this decision notice an application for approval of reserved matters, shall be submitted to and approved in writing by the Local Planning Authority. The reserved matters include access, appearance, landscaping, layout and scale.

Reason: In accordance with the requirements of section 51 of the Planning and Compulsory Purchase Act 2004.

37. Lighting

Within each reserved matters application which includes the provision of any form of illumination in relation to any Development Parcel pursuant to this outline permission the reserved matters details for appearance shall include details of the height, type, position and angle of glare of any final site lighting / floodlights including horizontal and vertical Isolux contours. The details and measures so

approved shall be carried out and maintained in accordance with the approved lighting scheme/plan.

REASON: To protect the amenity of the nearby residential properties and in the interests of protected species within the vicinity of the site, including barbastelle bats, as required by South Cambridgeshire Local Plan 2018 Policy NH/4.

38. Waste management

Any reserved matters application shall include a Waste Management and Minimisation Strategy, including a completed RECAP Waste Management Design Guide Toolkit to address the management of municipal waste generation of the occupied development. No development above slab level shall take place until the aforementioned Strategy has been approved in writing by the Local Planning Authority and thereafter implemented in accordance with the approved details, unless otherwise agreed in writing by the Local Planning Authority.

Reason: In the interests of sustainable waste management, as required by South Cambridgeshire Local Plan 2018 Policy CC/1, TI/2 and TI/8

Obligations under Section 106 of the Town and Country Planning Act 1990

None

Informatives

1. Constructions or alterations within an ordinary watercourse (temporary or permanent) require consent from the Lead Local Flood Authority under the Land Drainage Act 1991. Ordinary watercourses include every river, drain, stream, ditch, dyke, sewer (other than public sewer) and passage through which water flows that do not form part of Main Rivers (Main Rivers are regulated by the Environment Agency). The applicant should refer to Cambridgeshire County Council's Culvert Policy for further guidance: <https://www.cambridgeshire.gov.uk/business/planning-and-development/water-minerals-and-waste/watercourse-management/> Please note the council does not regulate ordinary watercourses in Internal Drainage Board areas.
2. Any noise and vibration assessment of 'Operational Noise' including mitigation/insulation scheme for non-residential use classes (e.g. Employment areas, retail units, waste recycling facilities, community buildings, recreational uses and any associated operational plant and equipment) will have due regard to and shall be in accordance with industry best practice / technical guidance including DEFRA's Noise Policy statement for England (as referenced in the NPPF, March 2012) and 'Greater Cambridge Sustainable Design and Construction Supplementary Planning Document, Adopted January 2020' – Section 3.6 Pollution - Noise Pollution (including vibration)

(pages 89 -113) and appendix 8 : Further technical guidance related to noise pollution- available online at:

<https://www.scams.gov.uk/planning/local-plan-and-neighbourhood-planning/sustainable-design-and-construction-consultation-spd/> 7

Further advice can be obtained from Nick Atkins, Environmental Health Officer, Waste and Environment Telephone No: 01954 713145.

3. General Contaminative Land Informative:

Contaminated land should be considered and assessed in accordance with government / industry best practice and technical guidance and the 'Greater Cambridge Sustainable Design and Construction Supplementary Planning Document, Adopted January 2020' – available online at:

<https://www.scams.gov.uk/planning/local-plan-and-neighbourhood-planning/sustainable-design-and-construction-consultation-spd/>

Further specialist advice and comments on contaminated land pertinent to this site can be obtained from Helen Bord or Claire Sproats - Scientific Officers, SCDC Waste and Environment – Contaminated Land Telephone No: 01954 713444 or email contamland@scams.gov.uk

4. Badgers

A license from Natural England is required to carry out any work affecting a badger sett. Please see the Natural England website for advice.

5. The Waste Management & Minimisation Strategy (WMMS) must demonstrate how waste will be managed in accordance with the requirements of the RECAP Waste Management Design Guide Supplementary Planning Document 2012 and the principles of the waste hierarchy, thereby maximising waste prevention, re-use and recycling from domestic households and commercial properties and contributing to sustainable development. The WMMS should include:

i. A completed RECAP Waste Management Design Guide Toolkit and supporting reference material

ii. A detailed Waste Audit to include anticipated waste type, source, volume, weight etc. of municipal waste generation during the occupation stage of the development.

iii. Proposals for the management of municipal waste generated during the occupation stage of the development, to include the design and provision of permanent facilities e.g. internal and external segregation and storage of recyclables, non-recyclables and compostable materials; access to storage and collection points by users and waste collection vehicles

iv. Arrangements for the provision, on-site storage, delivery and installation of waste containers prior to occupation of any dwelling

v. Proposals for the design and provision of temporary community recycling (bring) facilities, including installation, ownership, on-going management and maintenance arrangements

vi. Arrangements for the efficient and effective integration of proposals into waste and recycling collection services provided by the Waste Collection Authority

vii. A timetable for implementing all proposals

viii. Provision for monitoring the implementation of all proposals.

6. Planning permission does not guarantee any necessary environmental permits would be granted. We recommend securing relevant environmental permits as soon as possible where development designs may need to be significantly amended if permits are not granted. Standard permit application determination periods are 13 weeks. For guidance on water discharge permits, see <https://www.gov.uk/guidance/discharges-to-surface-water-and-groundwater-environmental-permits>. During the construction phase there may be a requirement for dewatering. Given the scale of the development, dewatering activities would likely require their own environmental permit. See <https://www.gov.uk/government/publications/temporary-dewatering-from-excavations-to-surface-water/temporary-dewatering-from-excavations-to-surface-water> for guidance. With reference to Table 3.2 of the Flood Risk Assessment, the Environmental Permitting Regulations have superseded the Water Resources Act with regard to the control of pollution and discharges to water

Background Papers

- South Cambridgeshire Local Plan 2018
- Supplementary Planning Document - Bourn Airfield New Village (October 2019)
- Supplementary Planning Document - Sustainable Design and Construction (January 2020)
- Supplementary Planning Document – District Design Guide (2010)
- Cambridgeshire and Peterborough Local Enterprise Partnership (LEP) Strategy: Strategic Economic Plan (2014)
- Cambridge and Peterborough Strategic Spatial Framework, Towards a Sustainable growth Strategy to 2050 (March 2018)
- Government Guidance – Cycle Infrastructure Design (Local Transport Note 1/20)

Appendices

Appendix A: Advice from the County Highways - Transportation

Report Author:

Kate Poyser, Principal Planner
Telephone: 07714 639819