

SOUTH CAMBRIDGESHIRE DISTRICT COUNCIL

REPORT TO: Planning Committee

2 March 2010

AUTHOR/S: Executive Director (Operational Services)/
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S/1985/10 - LANDBEACH

**Erection of replacement office and workshop building, refuelling facilities, storage areas and vehicle parking following demolition of existing office and workshop buildings at Ely Road, Waterbeach
For M Dickerson Ltd**

Recommendation: Approval

Date for Determination: 9 February 2011

Notes:

This Application has been reported to the Planning Committee for determination because the Council would benefit from a grant of planning permission.

Departure application.

Site and Proposal

1. The site has an area of 2.44 hectares (6 acres). It is accessed from the A10 and comprises part of a larger site allocated as an Established Employment Area in the Countryside (Policy ET/3.2d) and lies within Flood Zone 3 (high risk).
2. To the south of the site lies the IQ / Cambridge Research Park, to the north and west are Beach Ditch and Engine Ditch (IDB drains), County Wildlife Sites (including Landbeach Pits Willow Wood), a lake formed by sand and gravel extraction and an arable field. Beyond these features lies the Cambridge Waste Management Park operated by Donarbon and there is direct access to it from the application site. To the east are other industrial uses including the SCDC Waste Collection Service "depot", adjacent to the access and A10. On the other (eastern) side of the A10 are Denny End, Waterbeach Barracks, and Denny Abbey further to the north.
3. At present the site contains various workshop and office buildings that have evolved in a piecemeal fashion, along with car and lorry parking areas, fuelling facility and outdoor storage. The present occupiers of the site are the applicant's company M Dickerson Ltd (aggregate production and supply), Farrans Construction Ltd (civil engineering), and Donarbon Ltd (waste management). The Farrans Construction part of the site is separate from the part occupied by Dickerson and Donarbon. The Farrans site contains a workshop, offices, various small outbuildings and open storage of plant, vehicles and construction materials.

4. The remainder of the site is shared by Dickerson and Donarbon and contains several office buildings, a fabrication workshop, a building for commercial vehicle maintenance for the heavy plant and 55 lorries operated by these 2 companies, a yard for manoeuvring and open storage, tanks for fuel and oil storage, and an overflow parking and open storage area.
5. The application proposes the redevelopment of the site, involving the demolition of the existing buildings on the site and their replacement with a large new building containing a workshop and offices, along with a storage building, a biomass boiler, fuel storage and fuelling facilities, and parking. The building would be 84m by 35m, and 10.3m high, and has been reclaimed from the building used for the production of the concrete sections of the Guided Busway. It would be located towards to the north east end of the site so that existing operations can continue until it is completed, following which the other buildings will be demolished and the site laid out for 207 car parking spaces and 33 light goods spaces, plus overnight lorry parking. The office accommodation within it would be split between the respective users, whilst the remainder of the building would provide full height workshop facilities comprising 7 lorry bays, a separate workshop for Farrans, and bays for plant maintenance and repair along with a fabrication workshop.
6. Also on the site would be provided a fuel island with canopy, up to 9 fuel tanks containing diesel for the plant and lorries, and a biomass plant and fuel store (using wood chip from recycled materials at the adjoining Waste Management park), a bin store, and cycle and motorbike shelter. As there is no mains drainage accessible, a new sewage treatment system will be installed under the new parking area. A 3m high weldmesh fence would be provided to the south, west and east site boundaries, with vehicle gates where there are crossings over Beach Ditch and between the car park and workshop yard. The northern boundary would be provided with a 1m high post and rail fence, and 1.8m wooden fences would be utilised within the site.
7. It is intended that the site will then be occupied by the three companies mentioned above, plus South Cambridgeshire District Council's Waste Collection Service, which will move from the nearby "depot". It will provide office and welfare accommodation, workshop facilities and overnight lorry and plant parking, including for the SCDC Lands Department which currently stores its plant and vehicles elsewhere around the District.
8. The application is accompanied by:
 1. Biodiversity summary and report
 2. Flood risk assessment
 3. Foul sewage and utilities assessment
 4. Land contamination assessment
 5. Landscaping details
 6. Lighting assessment
 7. Noise assessment
 8. Parking provision
 9. Site waste management plans
 10. Transport assessment
 11. Travel plan
 12. Sustainability statement and health impact assessment
 13. Renewable energy statement
 14. Waste design guide toolkit

- 15. Water conservation strategy
- 16. Statement of community involvement
- 17. Design and access statement

Planning History

- S/1455/99** – use of land for open storage (Donarbon) – approved
- S/1453/99** – Temporary lorry park (Donarbon) – approved
- S/0818/98** – extension to workshop and vehicle bays (Donarbon) – approved
- S/1771/97** – Office building (for Farrans) – approved
- S/0944/92** – extension to offices for Donarbon – approved
- S/0943/92** – radio mast and antenna at Donarbon weighbridge – approved
- S/1057/90** – Use as lorry park, erection of oil tanks and pump island – approved
- S/0146/88** – computer room and toilet block for Donarbon – approved
- S/2357/86** – Drivers' rest room, canteen and stores (Donarbon) – approved
- S/1817/85** – weighbridge and office – approved
- S/1479/85** – Use as civil engineering yard, erect plant store (Farrans) – approved
- S/1122/85** – Storage, washing and lubricating building for Donarbon – approved
- S/0649/85** – alterations to workshop and office (Donarbon) – approved
- S/0803/84** – Use of land as lorry park (Donarbon) – approved
- S/0309/84** – renewal of permission for 3 portacabins – approved
- S/1326/81** – workshop (for Landbeach Sand and Gravel Co) – approved

- 9. There are no restrictions on hours of operation of any of the activities on the site.

Planning Policy

- 10. **South Cambridgeshire Local Development Framework (LDF) Development Control Policies DPD 2007:**
 - DP/1 Sustainable Development
 - DP/2 Design of New Development
 - DP/3 Development Criteria
 - DP/6 Construction Methods
 - ET/3 Development in Established Employment Areas in the Countryside
 - ET/5 Development for the Expansion of Existing Firms
 - NE/1 Energy Efficiency
 - NE/3 Renewable Energy Technologies in New Development
 - NE/6 Biodiversity
 - NE/11 Flood Risk
 - NE/12 Water Conservation
 - NE/14 Lighting proposals
 - NE/15 Noise pollution
 - TR/2 Car and cycle parking standards
 - TR/3 Mitigating Travel Impact

Consultation

- 11. **Landbeach Parish Council** recommends approval
- 12. **Waterbeach Parish Council** to be reported

13. **Environment Agency** recommends conditions surface water from hardstandings to be passed through an oil interceptor, bunding to be provided to oil/fuel storage tanks, and the submission of a scheme to deal with contamination risk. Flood risk has not been satisfactorily addressed, but no objection is raised on the grounds of flood risk from designated main rivers, (provided the Drainage Boards have no objection regarding flood risk from their watercourses) subject to conditions requiring the submission of foul and surface water drainage schemes.
14. **Acting Environmental Health Manager** to be reported
15. **Ecology Officer** to be reported
16. **County Highway Authority** to be reported
17. **Internal Drainage Board** to be reported
18. **Landscape Design Officer** to be reported
19. **Trees and Landscapes Officer** to be reported
20. **County Archaeological Officer** to be reported

Representations

21. None received

Planning Comments – Key Issues

22. Compliance with Policy. Policy ET/3 states that the redevelopment of existing buildings and appropriate development for employment use may be permitted, unless there would be a negative impact on the surrounding countryside or landscape character area. In this location, the site is surrounded by business, industrial and waste development, such that it would have no impact on the local countryside in visual terms.
23. The proposals also comply with Policy ET/5 for the expansion of existing firms. All the intended users are already well established on or near the site.
24. Sustainability. Policy NE/1 requires the development to demonstrate energy efficiency measures, and these will be achieved through the new building complying with up to date Building Regulations and the provision of the Biomass boiler.
25. Biodiversity should be improved under the proposals, which include new native tree and hedge planting. There would be no impact on the nearby County Wildlife Site.
26. The biomass plant would provide all the hot water and heating for the office and workshop building. It would achieve the requirement of Policy NE/3 to meet at least 10% of energy demand through renewable energy. As well as the biomass boiler, the building would harvest rainwater for toilet flushing, and would include measures to minimise water use.

27. A site waste management plan will be implemented by the contractors once they are appointed.
28. Flood risk. The FRA concludes that the development will not suffer from or cause flooding. The surface water will discharge via petrol interceptors to the existing lake to the north, as will the sewage treatment system. The Environment Agency's recommended conditions will protect the site and surroundings from flooding and pollution.
29. Transport and Parking. The nature of the businesses and their operational requirements need a location remote from residential development to protect amenity. They are also mostly related to the activities of the adjoining Waste Management Park. Since many operatives, such as refuse loaders, arrive at the site in the dark early hours, many of them naturally expect to drive. Nevertheless, Travel Plans are already in place to reduce reliance on sole occupancy cars, mainly through car sharing, and this would be continued in a new Travel Plan which would promote a car sharing database among all employees on the site, along with such measures as a guaranteed ride home.
30. The application Supporting Statement includes at Appendix 9 a calculation and justification for the level of parking proposed. Strictly applying the Council's Parking Standards (which acknowledge that some land uses have transport patterns that are difficult to generalise) results in a maximum requirement of 111 spaces based on the main building alone, but there is no standard set for the remaining space such as the lorry parking, and in particular the refuse vehicles which have a 3-man crew, i.e. 2 more operatives in addition to the driver. The actual application proposes 207 spaces (of which 20 are disabled spaces), plus 33 LGV spaces with scope for dual use, and 16 motorbike spaces. The applicant calculates there being 39 spaces less than the actual requirement based on knowledge of numbers of staff etc. Such shortfall would be made up through the implementation of the Travel Plan which assumes 15% car sharing.
31. Cycle parking is not formally provided on the site at present, and only one user presently cycles to work. The main limit to cycling is that the only practical access is via the A10. The necessarily remote location from residential property means that employees would have to cycle some distance along the A10 in darkness. Consequently, strict adherence to the Council's Cycle Parking standards (which would require 102 spaces) is considered inappropriate in this instance. The application proposes 26 spaces in purpose built shelters. Bearing in mind the applicant's commitment to Travel Planning, that the 26 spaces far outweigh the anticipated usage, and that there is scope to provide additional cycle parking in future, the proposed provision is considered acceptable in this instance.
32. In conclusion, the redevelopment of the site will result in the rationalisation of accommodation for existing users and facilitate the relocation of the SCDC Waste Collection Service and Lands fleet. It would therefore represent a more effective use of the site, and would not have unduly adverse impacts on the countryside, residential amenity, highway safety, or environmental interests.

Recommendation

33. APPROVE, subject to the following conditions:

1. **The development hereby permitted shall be begun before the expiration of 3 years from the date of this permission.**
(Reason - To ensure that consideration of any future application for development in the area will not be prejudiced by permissions for development, which have not been acted upon.)
2. **The development hereby permitted shall be carried out in accordance with the following approved plans: 15753/A1/P001 to P0018 inclusive, 1204/01/02a and 02b, MD/EC/03, Travel Plan.**
(Reason - To facilitate any future application to the Local Planning Authority under Section 73 of the Town and Country Planning Act 1990.)
3. **No development approved by this permission shall be commenced until:**
 - a) **The application site has been subject to a detailed scheme for the investigation and recording of contamination and remediation objectives have been determined through risk assessment and agreed in writing by the Local Planning Authority.**
 - b) **Detailed proposals for the removal, containment or otherwise rendering harmless any contamination (the Remediation method statement) have been submitted to and approved in writing by the Local Planning Authority.**
 - c) **The works specified in the remediation method statement have been completed, and a validation report submitted to and approved in writing by the Local Planning Authority, in accordance with the approved scheme.**
 - d) **If, during remediation works, any contamination is identified that has not been considered in the remediation method statement, then remediation proposals for this contamination should be agreed in writing by the Local Planning Authority.**
(Reason (a) - To ensure that risks from land contamination to the future users of the land and neighbouring land are minimised, together with those to controlled waters, property and ecological systems, and to ensure that the development can be carried out safely without unacceptable risks to workers, neighbours and other offsite receptors in accordance with Policy DP/1 of the adopted Local Development Framework 2007). Or
(Reason (b) – To prevent the increased risk of pollution to the water environment in accordance with Policy DP/1 of the adopted Local Development Framework 2007).
4. **Prior to the commencement of any development, a scheme for the provision and implementation of foul water drainage shall be submitted to and approved in writing by the Local Planning Authority. The scheme shall be constructed and completed in accordance with the approved plans prior to the occupation of any part of the development or in accordance with the implementation programme agreed in writing with the Local Planning Authority.**
(Reason - To reduce the risk of pollution to the water environment and to ensure a satisfactory method of foul water drainage in accordance with Policy NE/10 of the adopted Local Development Framework 2007.)

5. **Prior to the commencement of any development, a scheme for the provision and implementation of surface water drainage shall be submitted to and approved in writing by the Local Planning Authority. The scheme shall be constructed and completed in accordance with the approved plans prior to the occupation of any part of the development or in accordance with the implementation programme agreed in writing with the Local Planning Authority.**

(Reason - To ensure a satisfactory method of surface water drainage and to prevent the increased risk of flooding in accordance with Policies DP/1 and NE/11 of the adopted Local Development Framework 2007.)

Background Papers: the following background papers were used in the preparation of this report:

- South Cambridgeshire Local Development Framework (LDF)
Development Control Policies DPD 2007
- Application file S/1985/10

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