

SOUTH CAMBRIDGESHIRE DISTRICT COUNCIL

REPORT TO: Planning Committee 11th March 2020
AUTHOR/S: Joint Director for Planning and Economic Development

Application Number: S/4615/18/OL

Parish: Landbeach Parish Council

Proposal: Outline Application for the erection of up to 28,000sqm of mixed B1 (a) offices, B1 (b) research and development, B1 (c) light industrial, B2 general industrial, B8 storage and distribution, and A1/A3 amenity café, with all matters reserved (Access from Beech Road, Appearance, Landscaping, Layout and Scale)

Site Address: Land To The West Of Cambridge Research Park, Beach Drive, Landbeach, CB25 9TL

Applicant(s): Royal London Mutual Insurance Society Ltd

Recommendation: Delegated Approval

Key Material Considerations: Principle of Development
Highway Impacts
Ecology and Biodiversity
Impacts to Heritage Assets

Committee Site Visit: 10th March 2020

Departure Application: No

Presenting Officer: Fiona Bradley

Application Brought to Committee Because: As a matter of wider public interest in light of the scale of the development and as it immediately adjoins and is considered to support Waterbeach New Town

Date by Which Decision Due: 13th March 2020

Executive Summary

1. This application proposes up to 28,000m² of floor space primarily in use Classes B1, B2 and B8 spread across three plots within the Cambridge Research Park, with an ancillary café within the central plot. The proposal is in outline form with all matters reserved and would utilise existing infrastructure within the Cambridge Research Park established as part of historic consents.

2. The application site is a designated Established Employment Area and is considered to act in support of Waterbeach New Town (WNT). The principle of the development is considered to be acceptable subject to conditions that control the level of uses in the site, to limit a significant amount of Use Class B8 floor space, in order to ensure the development provides suitable employment numbers. Other matters are considered to be made capable of being acceptable subject to conditions and the application is therefore recommended approval.

Site Planning History

3. S/3825/18/E1 – EIA screening opinion. EIA Not Required. 29/10/2018.
4. S/0678/12/OL - Outline application for erection of B1(a) offices and/or B1(b) research & development (not to exceed 31,839m2 GEA); 81(c) light industrial, B2 general industrial, B8 storage & distribution & C1 hotel with the cumulative floorspace of all uses not to exceed 47,000 m2 across the application site, together with means of access and associated infrastructure. Granted. 17/08/2012.
5. S/1589/11 – Renewal of planning permission S/1398/06/F to extend the period for the submission of reserved matters to allow for a further period of 3 years on plots 3000, 4000, 5300, 5400, 6000 and 8000. Granted. 07/11/2011
6. S/1398/06/F – Variation of Condition 1 of Planning Permission S/0719/04/F to Allow a Further Period of 3 Years for the Submission of Remaining Details. Granted 18/09/2006.
7. S/0719/04/F – Variation of Condition 1 of Planning Permission S/0983/02/F to Allow a Further Period of 2 Years for the Submission of Remaining Details. Granted. 27/05/2014.
8. S/0983/02/F – Variation of Condition 1 of Planning Permission S/0444/99/F to Allow a Further Period of 2 Years for the Submission of Remaining Details. Granted. 05/07/2002
9. S/0444/99/F – Variation of Standard Condition A of S/0547/94/F to Allow Extended Time for Submission of Reserved Matters for Development of Land as Research Park. Granted. 17/05/1999.
10. S/0547/94/F - Variation of Condition 7 Of Planning Consent S/2044/89/0. Granted. 22/07/1994.
11. S/2044/89/O – Research park providing laboratory and ancillary accommodation offices, amenity and site service buildings, hotel with ancillary facilities, recreation area, wildlife refuge and sewage treatment facility. Granted. 22/10/1993.

Waterbeach New Town

12. S/0559/17/OL – Outline Planning Application for up to 6,500 dwellings (including up to 600 residential institutional units), business, retail, community, leisure and sports uses; a hotel; new primary and secondary schools; green open spaces including parks, ecological areas and woodlands; principal new accesses from the A10 and other points of access; associated infrastructure,

groundworks and demolition; with all matters reserved except for the first primary junction from the A10. Resolution to approve at Planning Committee, pending Section 106 agreement.

13. S/2075/18/OL – Outline planning permission (with all matters reserved) for development of up to 4,500 dwellings, business, retail, community, leisure and sports uses; new primary and secondary schools and sixth form centre; public open spaces including parks and ecological areas; points of access, associated drainage and other infrastructure, groundworks, landscaping, and highways works. Pending Decision

Site Details

14. The application site comprises parts of the Cambridge Research Park (CRP), an area of land located outside the Development Framework and in the Countryside that is designated under policy E/15 as an Established Employment Area (EEA). The site is bordered to the north by another EEA that, and to the east sits WNT, which is proposed to be partly served from the existing roundabout access into the site. The site is also a designated Enterprise Zone, seeking to provide approximately 1900 jobs across its entirety.
15. Along the south western boundary of CRP is a Public Right of Way (PROW) that joins two County Wildlife Sites, the Landbeach Pits Willow Wood and the Beach Ditch and Engine Drain, with the latter running along the north western side of CRP. There is a Scheduled Monument (SM) running the Length of Car Dyke between Green End and Top Moor starting at the western most corner of CRP and continuing northwards away from the business EEA. To the north east, some 500m from the site is the Denny End Abbey, a SM and collection of Grade I and II and curtilage listed buildings. Areas within the site and along its boundaries site are within Flood Zones 2 and 3, and have also been identified as areas at risk of surface water drainage flooding.

Proposal

16. The application site proposes up to 28,000m² of B1, B2 and B8 floor space, and an A1/A3 amenity café. The application is in outline form, with all matters reserved. Noting the form of the site, access to the three plots would be taken from the existing internal ring road within the site, utilising the existing A10 roundabout to connect to the wider road network.

Environmental Impact Assessment (EIA)

17. The application site was the subject of a screening opinion (ref. S/3825/18/E1) on the 29th October 2018. That assessed the site both individually and cumulatively with the wider Waterbeach Development, in light of the commitment to that development and its scale. It was determined that the proposal fell within Schedule 2 Column 1 Criterion 10(a) and is in excess of the thresholds, therefore requiring screening. It was determined by virtue of that exercise that the development was unlikely to result in such impacts that it would need to be subject to an EIA and could be dealt with on its own merits.

Planning policies

18. National Policy and Guidance

National Planning Policy Framework 2019 (NPPF)
National Planning Practice Guidance (NPPG)

19. South Cambridgeshire Local Plan 2018

S/1 Vision
S/2 Objectives of the Local Plan
S/3 Presumption in Favour of Sustainable Development
S/5 Provision of New Jobs and Homes
S/6 The Development Strategy to 2031
S/7 Development Frameworks
SS/6 Waterbeach New Town
CC/1 Mitigation and Adaptation to Climate Change
CC/3 Renewable and Low Carbon Energy in New Developments
CC/4 Sustainable Design and Construction
CC/6 Construction Methods
CC/7 Water Quality
CC/8 Sustainable Drainage Systems
HQ/1 Design Principles
NH/2 Protecting and Enhancing Landscape Character
NH/4 Biodiversity
NH/5 Sites of Biodiversity or Geological Importance
NH/6 Green Infrastructure
NH/14 Heritage Assets
E/9 Promotion of Clusters
E/10 Shared Social Spaces in Employment Areas
E/11 Large Scale Warehousing and Distribution Centres
E/13 New Employment Development on the Edges of Villages
E/15 Establish Employment Areas
SC/2 Health Impact Assessment
SC/9 Lighting Proposals
SC/10 Noise Pollution
SC/11 Contaminated Land
TI/2 Planning for Sustainable Travel
TI/3 Parking Provision
TI/8 Infrastructure and New Developments
TI/10 Broadband

20. Supplementary Planning Documents (SPD)

Greater Cambridge Sustainable Design and Construction – Adopted 2020
Waterbeach New Town – Adopted 2019
Cambridgeshire Flood and Water - adopted 2016
Health Impact Assessment - adopted 2011
District Design Guide - adopted 2010
Landscape in New Developments - adopted 2010
Trees & Development Sites - adopted 2009
Biodiversity - adopted 2009

Consultations

21. Landbeach Parish Council – No recommendations.

22. Local Highway Authority – No objection subject to a condition requiring a construction traffic management plan to be submitted.

23. **Transport Assessment Team** – Sufficient detail has been presented to make a sound assessment. The development is able to proceed on the basis of a first phase of 8400m² with subsequent phases released under a monitor and manage approach. Mitigation and restrictions through a Section 106 agreement and conditions are required as follows:

Phase	Mitigation	Method
Phase 1	Provision of a minibus service in perpetuity (or removed if demonstrated it is no longer required) to serve the site and deliver the required CRP mode shift (details to be agreed as part of the condition)	Condition
	Improvements to the bridleway route to Green End Landbeach to be delivered prior to occupation directly by the developer connecting the site to Green End.	Condition
	Car Parking to be determined with each reserved matters application.	Condition
	Monitoring of trips into and out of CRP	S106
	No development beyond Phase 1 hold	S106
Future Phases	Subject to approval of a Transport Assessment	Condition
	Contribution of £380,000 for strategic A10 corridor works	S106
	Car Parking to be determined with each reserved matters application.	Condition
	Travel Plan for development with monitoring of travel and trips into and out of CRP until 5 years following full occupation.	Condition

24. **Highways England** – No comments.

25. **Urban Design Officer** – No objection subject to the exclusion of the building heights/massing plan from the list of approved documents as those put forward are not acceptable in design terms. The height is considered excessive and unacceptable in terms of the wider landscape. The indicative layout put forward appears to provide large areas dominated parking and the principles of frontages, entrances, location of café and parking arrangements are not acceptable. The proposal should have regard to Waterbeach New Town given the interrelationship, and as CRP will become part of that development. Buildings should share common design features such as the suggested materials palette put forward in the emerging Design Code.

26. **Landscape Officer** – No objections subject to conditions requiring the submission of hard and soft landscaping details, cycle parking, bin storage, and sustainable urban drainage systems. Comments made in respect of detailed planting and boundary treatment appropriate to the area, a pedestrian link from the nature reserve to the centre of the site, and in respect of building heights, as the proposed height put forward is not supported.

27. **Tree Officer** – No objections subject to the submitted Arboricultural Impact Assessment being listed as part of the approved documents. Advise diversity

in tree planting, following the 10:20:30 rule of biodiversity. Recommend informatives.

28. **Natural England** – No objection. The proposed development will not have significant adverse impacts on statutorily protected sites or landscapes.
29. **Ecology Officer** – No objections subject to conditions requiring a Construction Ecological Management Plan, a Landscape Ecological Management Plan.
30. **Lead Local Flood Authority** – No objection subject to a condition requiring a detailed scheme for surface water drainage to be submitted.
31. **Old West Internal Drainage Board (IDB)** – No objections, as the drainage for this site is included in previous agreements. Any works within 9m of the watercourse require the prior consent of the IDB, as a separate matter from the planning process.
32. **Drainage Officer** – No objections subject to a condition requiring the submission of detailed schemes for Surface Water and Foul Water Drainage.
33. **Land Contamination** – No objections subject to a condition requiring a detailed investigation to be carried out and detailed proposals for the rendering harmless of contamination within the site to be agreed and carried out.
34. **Air Quality Officer** – The proposed development is located near a particularly congested area and additional traffic has the potential to impact air quality. A detailed Air Quality Assessment and a Construction Dust Assessment are required to support the application. Confirmation has been received that this could be required by condition.
35. **Cambridgeshire Fire and Rescue Service** – Request adequate provision is made for fire hydrants by way of S106 of condition. Aerial appliance access will be required for any building over 11m in height and not fitted with fire mains.
36. **County Minerals and Waste Planning Team** – No objections subject to conditions requiring a detailed waste management and minimisation plan to be submitted and approved.
37. **County Historic Environment Team** – No objections or requirements in respect of archaeology as the development indicates sits on a reclaimed landfill site.
38. **Historic England** – The site lies next to a SM, an historic Roman canal. Development should seek to sustain and enhance the significance of designated heritage assets and it is disappointing that there is no mention or assessment of its significance in the application. It is advised that the application does not meet the aims or objectives of the NPPF. No comments were made following reconsultation.
39. **Health Development Officer** – No objections. There are significant opportunities to create a modal shift in travel and a sustainable community and consideration should be given to electric bike hire and shuttle bus. There

is no detail on childcare provisions within the development, and consideration should be given to care provision on site.

40. **Police Architectural Liaison Officer** – There is a low record of crime in the area. While the application is in early stages there is no mention of security or crime prevention proposals.
41. **Sport England** – No comments, the application does not fall within either the statutory or non-statutory remit of Sport England.

Representations

42. No other representations have been received.

Planning Assessment

43. The key considerations in this application are;
 - Principle of Development
 - Highway Impacts
 - Heritage Assets
 - Design, Character and Landscape
 - Ecology and Biodiversity
 - Land Contamination
 - Drainage and Flood Risk
 - Other Matters

Principle of Development

44. The application site forms part of an EEA under policy E/15. Appropriate development for employment uses in these areas will be permitted, subject to the detail. CRP is also identified as being interrelated with the future WNT, allocated as part of policy SS/6, with point 7 of that policy stating the new town will establish an appropriate relationship and integration with CRP, and with the masterplan of that strategic site showing a significant increase in pedestrian and cycle links into CRP. There is a resolution to approve part of WNT (application ref. S/0559/17/OL), from the Planning Committee such that significant weight should be afforded to that application. There is an intention as part of the new town that this site acts as a supporting development, providing employment for that allocation as part of the wider supporting employment infrastructure.
45. In principle, as set out in policy E/15, the development of this site for appropriate employment uses is supported. The supporting text clarifies that appropriate forms of employment development should be considered in the context of land supply across the district and other policy concerns. To ensure compliance with policy E/11, which states large scale warehousing and distribution centres will not be supported within the district, with the supporting text to that policy clarifying that that this is aimed to restrict those proposals that serve a regional or national function.
46. The application proposes 28,000m² of mixed use B1/B2/B8 floor space. It is not put forward in any manner that is restricted, and as such officers consider that this should be assessed on the basis that there could be free movement between these use classes. Use Class B8 would afford a significantly lower

level of job employment than Use Classes B1 or B2, and the use of the development for B8 on the whole is considered likely to generate a poor level of employment in comparison to other use classes.

47. A marketing assessment has been submitted that provides details on a number of business falling primarily within Use Class B8, the areas they serve and the level of B8 use they require. Officers consider this information clearly demonstrates there are a number of businesses that serve a more regional function that could be accommodated within the site. Given the site is, in policy terms, aimed at supporting employment requirements on WNT, as well as contributing to employment generation within the district as a whole, a high level of B8 within the site would be considered contrary to policies E/11, E/14, SS/6 and the Waterbeach New Town SPD.
48. Noting that this is likely to arise on any developments on this and other EEA sites given the scale of the developments proposed, officers have considered potential restrictions that might be imposed to ensure there is a limitation on the level of storage and distribution businesses. In assessing the market details that have been put forward, the lowest floor space put forward is approximately 1000m² in floor space, attractive to a small number of more regional distributors, but also reflective of local B8 uses, which would not be in conflict with the policy.
49. In discussion with the applicant, officers recommend that a condition is imposed to restrict the amount of Use Class B8 floor space within any building above 1700m² to occupy no more than 50% of that building. These thresholds are based on the submitted marketing details and are considered to be materially below the minimum thresholds that the building would be attractive to regional or nationally distributors, and therefore occupied by uses contrary to policy E/11. Subject to that condition, it is considered that the principle of development is acceptable, and would accord with policies E/11, E/14 and would maintain an appropriate relationship with WNT as required by policy SS/6.
50. The application also includes floor space for the provision of a café. Policy E/10 provides for such spaces business parks and employment areas where it supports the uses on the site. This element of the proposal would result in wholly limited impacts and would support the wider uses on the site by providing an amenity in close proximity to the prevalent uses on the site. The position of CRP is such that it would be unlikely to be attractive to visitors on the basis of the café itself. As such, it is considered this element accords with policy E/10.

Highway Impacts

51. The A10 is all but at capacity and is not capable of taking further vehicle movements from new developments, which would result in adverse impacts to the safe function of that transport route and significant congestion. While the first half of WNT has been granted outline permission, as part of the WNT proposal, a 'monitor and manage' approach has been adopted through the section 106 agreement. Mitigation as part of the first phases of that development built to proceed for the first 1600 dwellings, beyond which there will be restrictions on further dwellings subject to a demonstration there is available transport capacity for further works. It is expected the development

will reach this stage around 2026/2027, based on the latest annual monitoring report published.

52. At its full quantum, the proposed development would result in a level of vehicle movement in excess of what could be accommodated in light of the current capacity of the A10, and in light of the approach on WNT would potentially impact the delivery of that strategic site through 'taking' capacity needed to unlock further phases.
53. For context, the EIA for WNT considered the impacts of this development, including its traffic generation, given the allocation and as there was an extant consent at the time of that being written. Notwithstanding that the full quantum is not achievable at present, the significant amount of committed improvements to the transport network are such that a lower quantum of development could be achieved initially, and further mitigation within the future would provide further capacity to support delivery of the remainder. However, as the latter mitigation is not yet committed and does not yet have definitive funding streams, its deliverability or timescale for delivery is uncertain.
54. At present, therefore, mitigation can be achieved to enable a first phase of the development to come forward at 8400m² of floor space. The mitigation required includes the provision of a minibus and cycle access, as well as a cycle route to be delivered to Cottenham, or Landbeach if the former is not demonstrated as achievable. The latter may either be the works themselves, or a contribution to the County Council using the powers afforded to them to enable provision of public rights of way.
55. As part of this, monitoring of trips to and from CRP, alongside updated modelling provided at each reserved matters phase, would be necessary to release further development within the overall proposed quantum, demonstrating that capacity is or has been made available. The Transport Assessment Team has commented that, in later phases, parking should be reviewed, with an aim to provide the minimum levels of parking on the site achievable in order to promote sustainable development.
56. In a longer term, further contributions will be required to improve the A10 strategic transport corridor. The County Council have provided a range of areas along that transport corridor to which such contributions could be put toward, such as the junction at Denny End and the A14 interchange, where capacity is acknowledged to be exceeded in later years. Such contributions could also form part of a wider pool that is directed towards the improvement of the strategic A10 corridor as a whole.
57. In the SME vein as the Section 106 agreement for WNT, officers and the County Transport Assessment Team consider an appropriate restriction within a legal agreement would ensure that the development is built out in phases where there is available capacity, in consultation with the County Council. Coupled with that would be relevant conditions in relation to updated transport assessments being submitted as part of each reserved matters application, to demonstrate capacity, as well as where moneys would be spent in strategic improvements along the A10 corridor.
58. There is a lack of definitive timescales as to when each phase might come forward, particularly since the delivery of transport network improvements is

predicated on both other developments and as yet unmade decisions, such as funding from the department for transport. For this reason, officers consider it appropriate that a longer timescale is provided for the submission of reserved matters applications and propose the typical three year period is extended to five years.

59. Due to the change that will occur in the locality over the next few years, and the uncertainty that measures agreed up front will accurately reflect the circumstances at the time of the development, officers consider that conditions seeking further detail will not be capable of being agreed wholesale across the site. Instead, officers consider that conditions that seek further details, such as air quality or drainage mitigation, should require these as part of each reserved matters application that comes forward, to ensure these take account of the current circumstances within the area and are able to factor in the appropriate levels of mitigation.
60. The comments of the Transport Assessment Team included a schedule suggesting those elements recommended to be included within a Section 106 agreement or by planning condition, all of which have been incorporated as such in the recommendation.
61. Subject to the above, officers consider the proposal would accord with policies TI/2 and TI/3, in protecting the transport network and ensuring adequate accessibility to the development.

Design, Character and Landscape

62. This application is in outline form with all matters reserved. At this stage, therefore, considerations fall to whether a satisfactory scheme could be accommodated within the site in terms of design and that would not adversely impact the character of the area.
63. The development parcels put forward are interspersed throughout the wider CRP, and the form of the loop road and pedestrian ways through the site are such that these sections appear on the ground to form effectively 'empty' areas of the wider business park, clearly read alongside and against the developed parcels of land within CRP. Wider views into the site, and the remaining land parcels, are presented against the backdrop of the remaining site. On the whole, therefore, the application site clearly forms part of the business park and reflects its character.
64. While concerns have been raised by the Urban Design and Landscape Officers in respect of the indicative layout plans that have been put forward, these are not binding, and are purely a demonstration as to how the site could be developed. They have not objected on the basis of harm in a principle sense, and the developable area is of a sizeable form such that there is ready opportunity to bring forward a significantly different scheme in terms of physical design. Parameter plans have been put forward that are considered appropriate to condition, and which respond to the constraints of the park, with the exception of the building heights plan, which officers are concerned would lead to buildings of an excessive scale. As such, this plan would not form part of the list of approved plans.
65. The site is located within the 'Bedfordshire and Cambridgeshire Claylands' Landscape Character Area (The Claylands), characterised by a gently

undulating topography and a generally comprised of open, arable land, with scattered woodlands. As noted above, the remaining developable area within the site appears as part of the wider business park, and as such does not provide significant contribution to the wider landscape. There are a number of trees along the boundaries, particularly along the south eastern boundaries, with well-established vegetation along the edges of plots.

66. Given the backdrop of the development of these plots would be of the remainder of the business park, officers consider that there would be limited alterations to the overall character of the landscape. There are limited long views of the site that would be particularly altered in any way that has not previously been done by the development of the other areas of the site. There are some views from the west of the site into the existing areas that would be altered, as there are currently views through the site, but given the topography of the land and the existing development within the site these are narrow views, and are not considered to be of significant importance.
67. Noting the application is in outline form, and that all matters are reserved, officers consider it is readily possible to achieve a suitable design and form to protect the character of the area and respond to the context of the built form within the site. As such, it is considered the proposal would accord with policies HQ/1 and NH/2.

Ecology and Biodiversity

68. Plot 6200/6300 to the north west is located immediately adjacent two County Wildlife Sites (CWS), Landbeach Pit Willow Woods and Beach Ditch and Engine Drain, both to the north west of the site as a whole. The application has been accompanied by a Preliminary Ecological Appraisal (PEA) and has been further supported by a letter of clarification, as well as a Water Vole Survey. The ecology officer has reviewed the details and recommended conditions in order to ensure the development would not adversely impact protected species and habitat.
69. Subject to conditions, it is considered there is ready opportunity for a net gain in biodiversity, and to ensure protected species would not be adversely impacted by the development, in accordance with policy NH/4.

Heritage Assets

70. To the north west of Plot 6200/6300 sits a Scheduled Monument (SM), the Length of Car Dyke between Green End and Top Moor. Historic England have raised concerns that the application has not been accompanied by an assessment of this heritage asset. Noting the existing built form and the layout proposed, officers consider that only plot 6200/6300 has the potential to materially impact the significance of this asset through development in its setting. In viewing the site, officers are mindful that this plot appears clearly distinct from the SM, separated by the waterway to the immediate west of CRP.
71. To the north east of CRP is Denny Abbey, a collection of Grade I and II listed buildings, curtilage listed buildings and a SM. The development site is located some distance from this site, and there is existing development intervening between those heritage assets and the plots proposed to be developed. As such, that existing built form is considered to represent a significant screen

such that this proposal is not considered to result in any material harm to the significance of those assets.

72. The SM to the west of the site, the Length of Car Dyke between Green End and Top Moor is located close to the development site, and one of the plots of land that would be further developed. The County Historic Environment Team have not raised an objection or requested any further works or conditions. Historic England raised concerns on heritage grounds in their initial comments, in respect of the Car Dyke, but have not raised any comments on the application following receipt of further information.
73. While no heritage assessment has been submitted, officers note the lengthy history of the site, and the permissions that have been repeatedly granted over the last 30 years, which would provide development on this site of a similar form. The remaining parcels of land to be developed clearly form part of the wider CRP, and officers consider the development of this site would not materially harm the significance of the heritage asset through development in its setting, as the site does not contribute to the significance of the SM as a heritage asset. Therefore the proposal is considered to accord with policy NH/14.

Land Contamination and Air Quality

74. The application has been accompanied by a contaminated land assessment that has identified an historic use that has potential to give rise to land contamination concerns. The Contaminated Land officer has raised no objections to the proposal and has agreed with the approach put forward by the applicant, seeking further surveys. A condition has been suggested to take forward this approach, though officers have split the condition into two, in order to better enable the conditions to be discharged. Subject to that condition, it is considered the proposal would accord with policy SC/11.
75. In terms of air quality, the application site is located in close proximity to the A10, a major arterial road, and would be subject to significant works as part of WNT. To the north is the Amey Cespa Waste Management Park (WMP), which may give rise to air quality and odour issues. Officers note there is an extant appeal under consideration for an Energy from Waste facility (EfW) to the immediate south of the existing WMP, but in any event that facility would be required to mitigate its own impacts, and officers note it was not refused on the basis of Air Quality impacts.
76. The Air Quality Officer has raised concerns with regards to the development and its potential impacts on air quality from construction and because of the proximity to a traffic congested location. They have stated that an Air Quality Assessment and Construction Dust Assessment will be required, as well as a Low Emission Strategy. The Construction Dust Assessment and the Low Emission Strategy would be conditioned in any event, as part of policies CC/6 and SC/12 respectively.
77. With regards to the air quality assessment, the Air Quality Officer has confirmed that these could be conditioned. It is noted the WNT EIA has found that predicted pollutants concentrations are well within the relevant air quality objectives. Officers consider committed developments in the area are therefore unlikely to result in any significant change of, such that it is readily possible to achieve a satisfactory scheme on this site in air quality terms.

Noting the EfW is under consideration at appeal, and it does not yet appear the Inquiry has sat, officers consider this application could only be afforded limited weight in any event. Subject to a condition requiring an air quality assessment to be submitted as part of a reserved matters application, it is considered the proposal would accord with policy SC/12.

Drainage and Flood Risk

78. There are substantial areas of CRP covered by Flood Zone 2 or 3 or areas of identified poor surface water drainage. The remaining developable plots, however, have substantial areas covered by neither designation, and the proposed development does not involve a sensitive end use, being classified as a 'less sensitive' in accordance with the NPPG guidance, and therefore acceptable in Flood Zone 2.
79. The LLFA, Drainage Officer and the IDB have raised no objections to the application, but conditions have been recommended to mitigate the impacts of the development on the water environment. It is considered these conditions are necessary to ensure satisfactory drainage is provided within the site, in accordance with policies CC/7, CC/8 and CC/9.

Other Matters

80. The site is at a significant distance from surrounding residential property such that it is considered readily possible to achieve a suitable scheme on the site without significant adverse impact on residential amenity of neighbouring property, in accordance with policy HQ/1.
81. In accordance with policies CC/3, CC/4 and TI/10, conditions are required with regards to renewable energy, water efficiency and broadband, to improve the long term sustainability of the site.

Conclusion

82. The proposal is considered to be in accordance with Policy E/15, as the site forms part of the EEA whereby the development of employment uses is acceptable. To ensure compliance with policy E/11, which states large scale warehousing and distribution centres will not be supported within the district, a condition restricting the amount of B8 floorspace is proposed.
83. Due to the lack of capacity on the A10, some restrictions on the proposal are necessary to monitor and manage the development to protect the transport network. The provision of car parking spaces, improvements to the Bridleway from the site to Green End, Travel Plans are all considered necessary to ensure the development is acceptable in terms of reducing reliance on the car. Officers are satisfied that these requirements can be achieved through conditions as set out below and a legal agreement, therefore the proposal would accord with policies TI/2 and TI/3.
84. The application site is viewed in the context of the existing business park and surrounding development. As the application is in outline form, with all matters reserved, officers are satisfied it is possible to achieve a suitable design and form to protect the character of the area and respond to the context of the built form within the site. As such, it is considered the proposal would accord with policies HQ/1 and NH/2.

85. Due to the existing development on the site and the surrounding land, together with its distance from heritage assets, the proposal is not considered to harm the significance of the heritage assets and would therefore accord with policy NH/14.
86. Other matters such as ecology, drainage, contamination and air quality can be satisfactorily dealt with by way of suitably worded conditions, as set out below.
87. Officers recommend that the Committee grants planning permission with delegated powers for the completion of a Section 106 agreement and the conditions set out below.

Recommendation

88. Delegated Approval subject to the signing of a Section 106 agreement and the conditions and informatives as set out below.

Conditions and Informatives

89. Planning conditions, Informatives and Head of Terms as set out below, with the final wording of any amendments to these to be agreed in consultation with the Chair and Vice Chair prior to the issuing of planning permission; and
1. The development hereby permitted shall begin not later than the expiration of two years from the date of approval of the last of the reserved matters to be approved.
(Reason - The application is in outline only).
 2. Approval of the details of the layout of the site, the scale and appearance of buildings, the means of access and landscaping (hereinafter called 'the reserved matters') shall be obtained from the Local Planning Authority in writing before any development is commenced.
(Reason - The application is in outline only.)
 3. No application for the approval of the reserved matters shall be made to the Local Planning Authority beyond the expiration of seven years from the date of this permission.
(Reason - The application is in outline only.)
 4. The development hereby permitted, and all subsequent reserved matters applications, shall be carried out in accordance with the following approved parameter plans and documents:
Location Plan – Drawing no. 001
Constraints Plan – Drawing no. 501
Design Response Plan – Drawing no. 502
Arboricultural Impact Assessment – Dated 21st September 2018
Tree Protection Plan – Drawing no. 1198-02.1
Tree Protection Plan – Drawing no. 1198-02.2
Tree Protection Plan – Drawing no. 1198-02.3
(Reason - To facilitate any future application to the Local Planning Authority under Section 73 of the Town and Country Planning Act 1990.)

5. Notwithstanding the details submitted, no single unit hereby permitted by this permission shall utilise more than 50% of its floor space for uses falling within Use Class B8 (storage and distribution) where that individual unit is in excess of 1700m² in floor space.
(Reason – The site is allocated for employment purposes, and as part of the wider allocation for the Waterbeach New town. The aim of the site is to support and reinforce the new town by providing employment space. Adopted policy E/11 requires that large scale regional and national storage and distribution sites are refused, and above 1700m² such scales of Use Class B8 development become more prevalent. This condition is necessary to ensure the proposal does not give rise to unacceptable forms of storage and distribution uses, to facilitate high levels of employment and support for the new town, in accordance with policies S/7, SS/6 and E/11 of the South Cambridgeshire Local Plan 2018.)
6. As part of each reserved matters application an updated Transport Assessment shall be submitted to and approved in writing by the local planning authority. The Transport Assessment shall demonstrate there is sufficient capacity within the Transport Network to accommodate the development proposed within that reserved matters application and shall not be permitted unless that has been demonstrated to the satisfaction of the local planning authority in consultation with the County Transport Assessment Team.
(Reason – Due to significant committed development to the transport network and the planned works occurring over a substantial timescale, capacity will only become available to accommodate the development over time. At each phase, it is necessary to ensure the development would not give rise to impacts that would stress network capacity unacceptably. As such, at each reserved matters phase, an updated Transport Assessment will be necessary to demonstrate available capacity in accordance with policies TI/2 of the South Cambridgeshire Local Plan 2018.)
7. As part of each reserved matters application a travel plan shall be submitted to and approved in writing by the local planning authority detailing the measures to be imposed to promote the use of alternative and sustainable forms of transport.
(Reason – To promote the use of sustainable forms of transport and reduce reliance on private car for journeys, in accordance with policy TI/2 of the South Cambridgeshire Local Plan 2018.)
8. As part of each reserved matters application, a parking layout plan shall be submitted to and approved in writing by the Local Planning Authority demonstrating parking to be provided is the minimum that can be achieved on the site, with reference to the amended transport statement required as part of the above condition.
(Reason – To take account of the committed transport improvements that will occur over time that will improve connectivity to the site, and reduce the reliance on private car as much as possible, in accordance with policies TI/2 and TI/3 of the South Cambridgeshire Local Plan.)
9. Prior to first occupation, the improvement to the surface treatment to provide a hoggin surface to the length of the bridleway leading from Green End to CRP shall be completed and made available for use. Details of the improvement work shall be submitted to and approved in

writing by the Local Planning Authority in agreement with Cambridgeshire County Council. The works shall be undertaken and maintained in accordance with the approved details.

(Reason – To improve connectivity to the site and reduce the reliance on private case as much as possible in accordance with policies TI/2 and TI/3 of the South Cambridgeshire Local Plan.)

10. From the date of first occupation a minibus service shall be provided and maintained in perpetuity unless it can be demonstrated that the provision of the service is no longer required to achieve the required sustainable mode share of the site. Prior to first occupation, details of the minibus service including hours of operation, number of services and days of service shall be submitted to and agreed in writing by the local planning authority in consultation with Cambridgeshire County Council. The service shall be undertaken in accordance with the approved details.

(Reason – To improve connectivity to the site and reduce the reliance on private case as much as possible in accordance with policies TI/2 and TI/3 of the South Cambridgeshire Local Plan.)

11. As part of each reserved matters application a scheme for surface water drainage for that phase shall be submitted to and approved in writing by the local planning authority. The scheme shall be based upon the principles within the agreed Flood Risk Assessment prepared by Baynham Meikle Partnership Ltd (ref: JH/12678) dated November 2018 and shall also include;

- a. Details of the existing surface water drainage arrangements including runoff rates for the QBAR, 3.3% Annual Exceedance Probability (AEP) (1 in 30) and 1% AEP (1 in 100) storm events;
- b. Full results of the proposed drainage system modelling in the above-referenced storm events (as well as 1% AEP plus climate change), inclusive of all collection, conveyance, storage, flow control and disposal elements and including an allowance for urban creep, together with a schematic of how the system has been represented within the hydraulic model;
- c. Detail drawings of the entire proposed surface water drainage system, including levels, gradients, dimensions and pipe reference numbers;
- d. A plan of the drainage site area and which part of the proposed drainage system these will drainage to;
- e. Full details of the proposed attenuation and flow control measures;
- f. Site Investigation and test results to confirm infiltration rates;
- g. Temporary storage facilities if the development is to be phased;
- h. A timetable for implementation if the development is to be phased;
- i. Details of overland flood flow routes in the event of system exceedance, with demonstration that such flows can be appropriately managed on the site without increasing flood risk to occupant;
- j. Full details of the maintenance/adoption of the surface water drainage system;
- k. Measures taken to prevent pollution of the receiving groundwater and/or surface water
- l. Formal agreement from a third party if discharging into their system is proposed, including confirmation (and evidence where appropriate) that sufficient capacity is available.

The scheme shall be implemented prior to occupation of each relevant phase of the development.

(Reason – To ensure the development can be adequately drainage and does not result in an increased flood risk on or off the site as a result, in accordance with policies CC/8 and CC/9 of the South Cambridgeshire Local Plan 2018 and the provisions of the National Planning Policy Framework 2019, particularly paragraphs .)

12. As part of each reserved matters application, a scheme for the disposal of foul waters for that phase shall be submitted to and approved in writing by the Local Planning Authority. The scheme shall be completed prior to occupation and thereafter maintained in accordance with the approved details.

(Reason – To ensure adequate foul drainage measures are in place to protect the water environment, in accordance with policy CC/7 of the South Cambridgeshire Local Plan 2018.)

13. As part of each reserved matters application a Construction Ecological Management Plan (CEcMP) shall be submitted to and approved in writing by the local planning authority. The CEcMP shall include the following:

- a. Responsible persons and lines of communication;
- b. The role and responsibilities on site of an ecological clerk of works (ECoW) or similarly competent person;
- c. Use of protective fences, exclusion barriers and warning signs if applicable;
- d. Risk assessment of potentially damaging construction activities;
- e. Identification of “biodiversity protection zones”;
- f. Practical measures (both physical measures and sensitive working practices) to avoid or reduce impacts during construction (may be provided as a set of method statements);
- g. The location and timings of sensitive works to avoid harm to biodiversity features;
- h. The times during which construction when specialist ecologists need to be present on site to oversee works;
- i. Responsible persons and lines of communication;
- j. The role and responsibilities on site of an ecological clerk of works (ECoW) or similarly competent person;
- k. Use of protective fences, exclusion barriers and warning signs if applicable.

The approved CEcMP shall be adhered to and implemented throughout the construction period strictly in accordance with the approved details, unless otherwise agreed in writing by the local planning authority.

(Reason – To ensure appropriate protection and enhancement is in place for protected species during the course of the development in accordance with policy NH/4 of the South Cambridgeshire Local Plan 2018 and the provision of the National Planning Policy Framework, particularly paragraph 170.)

14. A Landscape and Ecological Management Plan (LEMP) shall be submitted to, and approved in writing by, the local planning authority as part of each reserved matters application. The content of the LEMP shall include the following:

- a. Description and evaluation of features to be managed.
- b. Ecological trends and constraints on site that might influence management.
- c. Aims and objectives of management.
- d. Appropriate management options for achieving aims and objectives.

- e. Prescriptions for management actions.
- f. Prescription of a work schedule (including an annual work plan capable of being rolled forward over a five-year period).
- g. Statement on how opportunities for measurable biodiversity net gain have been developed and incorporated into landscape plans.
- h. Details of the body or organisation responsible for implementation of the plan.
- i. Ongoing monitoring and remedial measures.

The LEMP shall also include details of the legal and funding mechanism(s) by which the long-term implementation of the plan will be secured by the developer with the management body(ies) responsible for its delivery. The plan shall also set out (where the results form monitoring show that conservation aims and objectives of the LEMP are not being met) contingencies and/or remedial action will be identified, agreed and implemented so that the development still delivers the fully functioning biodiversity objectives of the originally approved scheme. The approved plan will be implemented in accordance with the approved details.

(Reason – To ensure appropriate protection and enhancement is in place for protected species during the course of the development in accordance with policy NH/4 of the South Cambridgeshire Local Plan 2018 and the provision of the National Planning Policy Framework, particularly paragraph 170.)

15. As part of each reserved matters application, a scheme for the provision of fire hydrants for that phase shall be submitted to and approved in writing by the Local Planning Authority. The scheme shall be implemented prior to any building first being occupied.

(Reason – To ensure adequate provision for fire safety for the lifetime of the development hereby permitted.)

16. Prior to the commencement of development or any reserved matters approval, a Detail Waste Management and Minimisation Plan (DWMMP) shall be submitted to and approved in writing by the local planning authority. The DWMMP shall included details of;

- a. Arrangements made for the management (recovery, re-use and recycling of construction waste including, if appropriate, a construction material recycling facility to be in place during all phases of construction;
- b. Anticipated nature and volumes of waste and measures to ensure the maximisation of the reuse of waste;
- c. Measures and protocols to ensure effective segregation of waste at source including waste sorting, storage, recovery and recycling facilities to ensure the maximisation of waste materials both for use within and outside the site;
- d. Any other steps to ensure the minimisations of waste during construction;
- e. The location and timing of provision of facilities pursuant to criteria a/b/c/d;
- f. Proposed monitoring and timing of submission of monitoring reports;
- g. The proposed timing of submission of monitoring reports;
- h. The proposed timing of submission of a Waste Management Closure Report to demonstrate the effective implementation, management and monitoring of construction waste during the construction lifetime of the development;

- i. A RECAP Waste Management Guide toolkit shall be completed, with supporting reference material;
- j. Proposals for the management of municipal waste generated during the occupation phase 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 material, access to storage and collection points by users and waste collection vehicles.

The Detailed Waste Management and Minimisation Plan shall be implemented in accordance with the approved details.

(Reason – In the interests of maximising waste re-use and recycling opportunities in accordance with policy CS28 of the Cambridgeshire and Peterborough Minerals and Waste Core Strategy (2011) and the Recycling in Cambridgeshire and Peterborough (RECAP) Waste Design Guide 2012 and to comply with the National Planning Policy for Waste 2015; and Guidance for Local Planning Authorities on Implementing Planning Requirements for the European Union Waste Framework Directive (2008/98/EC), Department for Communities 2012.)

17. No demolition of construction works shall commence on site until a Traffic Management Plan (TMP) has been submitted to and approved in writing by the local planning authority as part of each reserved matters application and relating to that phase of the development. The TMP shall include details of;
- a. Movements and control of muck away lorries;
 - b. Contractor parking, which shall not be on the street;
 - c. Movements and control of all deliveries; and
 - d. Control of dust, mud and debris, in relationship to the function of the adopted public highway.

(Reason – To ensure the safe functioning of the highway during the course of development in accordance with policy CC/6 of the South Cambridgeshire Local Plan 2018.)

18. As part of each reserved matters application that includes the matter of landscape, full details of both hard and soft landscape works shall be submitted to and approved in writing by the Local Planning Authority. These details shall include indications of all existing trees and hedgerows on the land and details of any to be retained, together with measures for their protection in the course of development. The details shall also include specification of all proposed trees, hedges and shrub planting, which shall include details of species, density and size of stock. Hard landscaping details shall include the material and areas of hard surfacing and details, plans and elevations of all boundary walls and fencing.

(Reason - To ensure the development is satisfactorily assimilated into the area and enhances biodiversity in accordance with Policies HQ/1 and NH/2 of the South Cambridgeshire Local Plan 2018.)

19. All hard and 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, or replacement planting, any tree or plant is removed, uprooted or destroyed or dies, another tree or plant of the SME species and size as that originally planted shall be

planted at the SME place, unless the Local Planning Authority gives its written consent to any variation.

(Reason - To ensure the development is satisfactorily assimilated into the area and enhances biodiversity in accordance with Policies HQ/1 and NH/2 of the South Cambridgeshire Local Plan 2018.)

20. As part of each reserved matters application pursuant to the development hereby permitted, details of boundary treatments, including details of the landscape buffer to be provided to western boundary of plot 6200/6300 and the southern and eastern boundaries of plot 5000 shall be submitted to and approved in writing by the local planning authority. The development shall thereafter to be carried out in accordance with the approved details.

(Reason - To ensure the development is satisfactorily assimilated into the area and enhances biodiversity in accordance with Policies HQ/1 and NH/2 of the South Cambridgeshire Local Plan 2018.)

21. No development shall occur unless otherwise agreed in writing, until;
- a. The application site has been subject to a detailed desk study and site walkover, to be submitted to and approved by the Local Planning Authority.
 - b. 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.
 - c. 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.

(Reason – 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 SC/11 of the South Cambridgeshire Local Plan 2018.)

22. The development hereby permitted shall not be occupied until the works specified in the remediation method statement approved in relation to the above condition of this permission have been completed, and a Verification report submitted to and approved in writing by the Local Planning Authority, in accordance with the approved scheme.

(Reason – 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 SC/11 of the South Cambridgeshire Local Plan 2018.)

23. As part of each reserved matters application, an Air Quality Assessment shall be submitted to and approved by the Local Planning Authority demonstrating existing air quality, expected air quality levels for the future (having regard to surrounding developments), and the measures to be provided to ensure adequate air quality for the protection of human health.

The measures shall be implemented as part of the construction of each building constructed pursuant to this permission prior to occupation.

(Reason – The application site is in close proximity to the A10, a significant waste treatment plant and a new town allocation that have the potential to impact air quality within the area in varying ways over the lifetime of the development. This condition is required to ensure each phase of the development shall be provided with appropriate air quality measures to mitigate the impacts of poor air quality levels at the time of construction in accordance with policy SC/12 of the South Cambridgeshire Local Plan 2018.)

24. As part of each reserved matters application, a Low Emissions Strategy shall be submitted to and approved in writing by the Local Planning Authority demonstrating measures to be provided to mitigate the impacts of transport emissions of each phase of the development. The strategy shall be implemented prior to occupation of any unit hereby permitted.

(Reason – To reduce the level of emissions generated from the development in accordance with policy SC/12 of the South Cambridgeshire Local Plan 2018.)

Informatives

1. The Local Planning Authority operates a Design Enabling Panel (DEP) to promote high quality design for proposals. It is advised that the phases to come forward, particularly the central area as a visually prominent part of the research park, would benefit from being referred to the DEP.
2. The granting of a planning permission does not constitute a permission or licence to a developer to carry out any works within, or disturbance of, or interference with, the Public Highway, and that a separate permission must be sought from the Highway Authority for such works.
3. If, during remediation and/or construction works, any contamination is identified that has not been considered in the remediation method statement, then remediation proposals for this material should be agreed in writing by the Local Planning Authority.

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

The following Heads of Terms have been agreed in consultation with the applicant and Cambridgeshire County Council:

1. The monitoring of trips in and out of CRP to be carried out.
2. A cap to be applied to development, that no development above 8400m² shall take place unless adequate transport network capacity can be demonstrated in subsequent phases.
3. Contributions of £380,000 towards strategic transport improvements along the A10 to be calculated based on the development impact on these junctions and is in proportion to each phase as it comes forward and payable on commencement of that phase.

Background Papers:

The following list contains links to the documents on the Council's website and / or an indication as to where hard copies can be inspected.

South Cambridgeshire Local Plan 2018
South Cambridgeshire Supplementary Planning Documents (SPDs)
Planning file reference S4615/18/OL

Report Author:

Fiona Bradley
Telephone Number:

Interim Team Leader
07704 018408