

## SOUTH CAMBRIDGESHIRE DISTRICT COUNCIL

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**REPORT TO:** Planning Committee

5<sup>th</sup> September 2007

**AUTHOR/S:** Executive Director / Corporate Manager - Planning and Sustainable Communities

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**S/1061/07/O - PAMPISFORD**  
**B1 (Business) Development at "Iconix", Pampisford Park, London Road for Turnstone (Cambridge) Ltd**

**Recommendation: Approval**

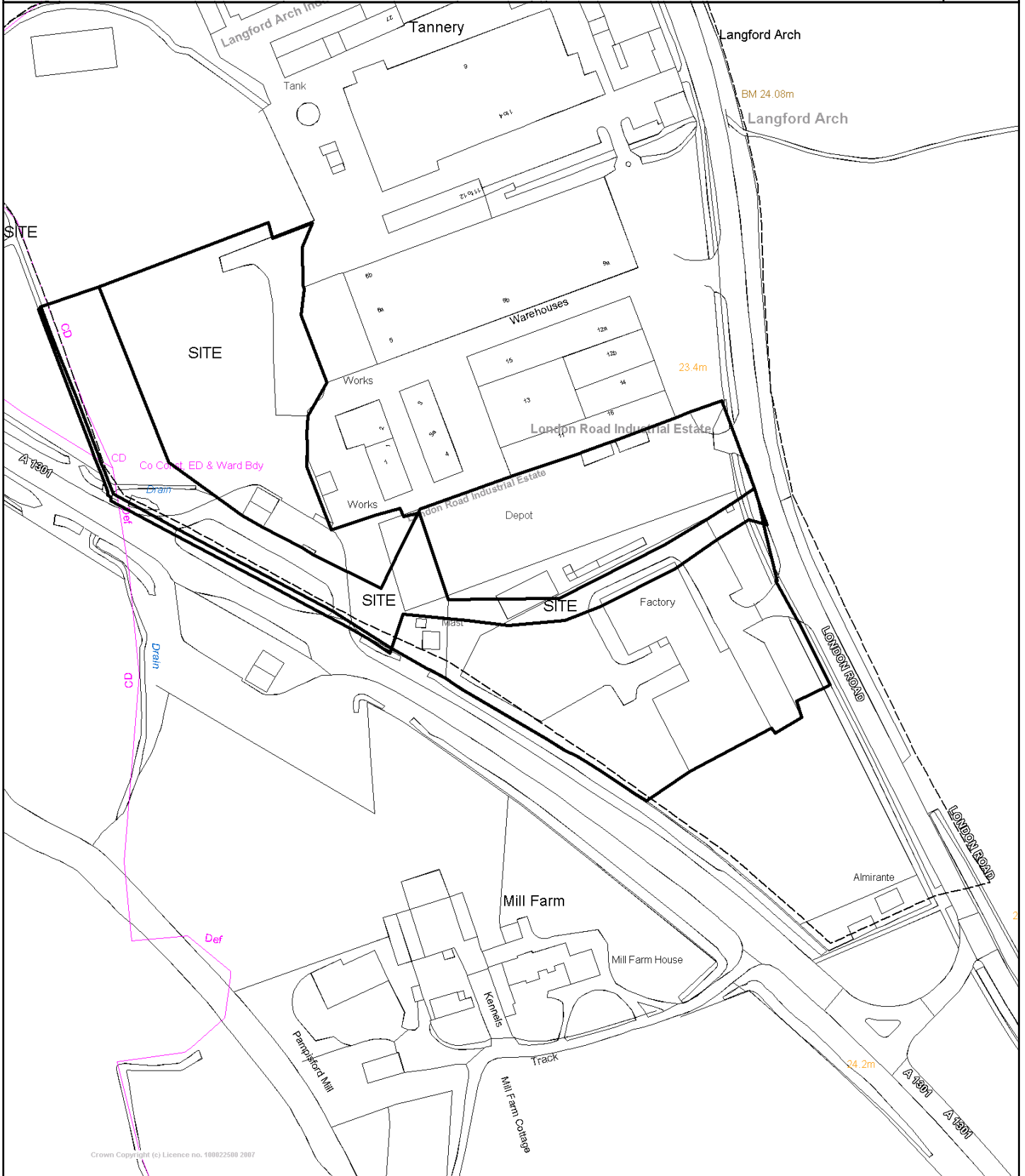
**Date for Determination: 6<sup>th</sup> September 2007 (Major application)**

**This Application has been reported to the Planning Committee for determination because the recommendation of Pampisford Parish Council does not accord with the officer recommendation.**

### **Site and Proposal**

1. The site, which extends to 1.17 hectares, is located to the north east of the A1301, Sawston By-Pass, south west of Sawston Park Trading Estate, North West of B1 (Business) Development on London Road and south east of open land upon which construction has started upon a storage building (see below). The land within the site comprises a disused former petrol filling station, hardstanding used for vehicle parking, unkempt land and part of an existing road and landscaping fronting London Road. There is a high telecommunications mast close to the south boundary of the site and adjoining the A1301.
2. The outline application, received on 7 June 2007, proposes B1 (Business) Development, (Phase 3). Means of access is to be determined at this stage, but other details of layout, scale, appearance and landscaping, are reserved for later approval. The application shares the same access arrangement as Phase 2 (see preceding item). The outline application seeks consent for a maximum floor area of 3465sq.m. gross external floorspace. Unit 6 has a floor area of 1593sqm and parking for 43 cars, and Unit 7 has a floorspace of 1872 sqm and parking for 52 vehicles. In support of this proposal there is an indicative site layout, and illustrations of typical section and massing details (appended to a Design and Access Statement) that show two buildings.
3. Amended landscape and layout plans were received on 25<sup>th</sup> July 2007 to take account of the comments of the Ecology Officer and Landscape Design Officer.
4. Late amendments to the previous application **S/2135/06/O** have been incorporated in the current proposal:
  - a. reduced culverting of the drainage ditch in the vicinity on Unit 6
  - b. cycle parking ratio increased from 1:80sqm to 1:50sqm.
  - c. planting within the car parking area to the west of Units 2 and 3.
  - d. landscape buffer increased in depth along the western boundary.

s-1061-07-f



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Scale 1/2000 Date 21/8/2007

Centre = 548840 E 247948 N

September 2007 Planning Committee

5. Further amendments have also been incorporated:
- a. reduction in proposed floor area by 14% from that originally submitted in application reference S/2135/06/O (see below);
  - b. further traffic survey of the site, and junction capacity surveys of the junction of London Road and A1301, and the A505 roundabout, and at a comparable office premises Morgan Sindall/Bluestone offices in Sawston;
  - c. detailed all modes assessment of the proposed development;
  - d. improvement to the section of existing footway to the east of the site to provide a footway/cycleway joining up with the existing provision adjacent to the A505 roundabout;
  - e. the provision of a nearside passing bay in the Sawston Bypass at its junction with London Road;
  - f. 10% reduction in parking provision;
  - g. Amendment to the Travel Plan to reduce single-occupancy car journeys, improvements to local cycleways, consideration of a shuttle bus service, priority parking for car sharing, shower facility for cycle users, and a Travel coordinator and a Managing Agent.
  - h. As part of the Travel Plan, surveys are proposed of the impact of the development on traffic conditions through Pampisford.
  - i. inclusion of a stage 1 safety audit of the proposed access in the Transport Assessment;
  - j. Deletion of a proposal to provide an emergency access onto the A1301 Sawston Bypass;
  - k. increased provision of landscaping across the site.
6. The application is accompanied by a Design and Access Statement, Transport Statement, Ecological Appraisal, Arboricultural Report and Tree Survey, an Archaeological desk-based Assessment, Ground Investigation Report, Contamination and Remediation Statements, Flood Risk Assessment and a Foundation Works Risk Assessment.

### **Planning History**

7. Application reference **S/2135/06/O** for similar development was refused at Planning Committee on 7<sup>th</sup> February this year following a site visit by Members. The reasons for refusal followed on from the advice of the Local Highway Authority and stated:
1. *The submitted Transport Assessment (TA) contains insufficient information to enable the full transportation impacts of the scale of development proposed to be identified and mitigated. The Trip generation figures are based upon data contained within the TRICS database and does not reflect the location or local circumstances of the proposal, particularly the level of car parking that is to be provided. The TA also does not provide an all modes assessment of the development either within the network peaks or daily, contrary to PPG13, "Transport" and the County Council's 2004 Transport Assessment Guidelines. Therefore the proposal, in its present form, is contrary to Policies SP8/1 and SP8/2 of the Structure Plan 2003 and Policy TP1 of the South Cambridgeshire Local Plan 2004, which promote sustainable forms of development and travel.*
  2. *In its present form the application fails to provide an appropriate and safe access junction with the existing highway. The application is, therefore, contrary to Policy SP8/1 of the Structure Plan 2003 which requires development to provide appropriate access from the highway network that does not compromise safety.*
  3. *Notwithstanding the above reasons for refusal, the capacity assessment of the A1301/A505 junction shows that with the development there will be a detrimental*

*impact on the capacity and operation of this junction. Without either measures to reduce the amount of vehicular traffic, such as reduced car parking alongside a robust Travel Plan or reduced amount of development, and/or capacity improvement measures, the proposal would have an adverse impact on highway operation.*

8. In Phase 1, application reference **S/1377/05/F** for the erection of a 42m x 19m x 8.79m to the top of roof, 9.86m to the top of plant roof (1709 sq.m. gross external floor area) B1 (Business) building, together with car parking and landscaping on land to the south of the site was approved on 10<sup>th</sup> October 2005. This development has been completed.

## **Planning Policy**

### **Cambridgeshire and Peterborough Structure Plan (2003)**

9. Structure Plan **Policy P1/2** states that no new development will be permitted within or which is likely to adversely affect functional flood plains or other areas where adequate flood protection cannot be given and/or there is significant risk of increasing flood risk elsewhere. **Policy P6/3** states that, if development is permitted in areas where flood protection is required, flood defence measures and design features must give sufficient protection to ensure that an unacceptable risk is not incurred, both locally and elsewhere.
10. **Policy P1/3** requires a high standard of design for all new development and requires new development to be integrated with adjoining landscapes.
11. **Policies P2/2, P2/6 and P9/7** relate to the general location of employment, the rural economy and the selective management of employment development respectively.

### **South Cambridgeshire Development Control Policies Development Plan Document (2007)**

12. **Policy DP/1** indicates principles of sustainable development to be applied to application proposals. **Policy DP/2** relates to the design of new development. **Policy DP/3** sets out criteria which should be satisfied if development is to be considered acceptable.
13. **ET/1** sets out the limitations on the occupancy of new business premises in the District. **ET/4** relates to new employment within villages, limited to small scale development employing no more than 25 people, and limited in floor area to offices – 400sqm, R&D- 725sq m. **ET/5** relates to the expansion of firms.
14. **NE/3** requires larger developments to make provision for renewable energy technology. **NE/4** requires development to retain or enhance the landscape character of the area in which it is located. **NE/6** encourages provision for biodiversity. The site lies with Flood Zone 2, and is accompanied by a flood risk assessment. **NE/8** states that development will not be permitted that poses an unacceptable risk to groundwater resources. **NE/11** applies the standards set out in national policy on flood risk (currently PPS25) to new development.
15. **TR/1, TR/2 and TR/3** require new development to give sufficient choice of travel by non-motorised means, to provide up to maximum vehicular parking and minimum cycle parking standards, and to mitigate any adverse travel impacts to which they may give rise.
16. **SF/6** encourages the provision of public art in new development.

## South Cambridgeshire Local Plan - Village Policies and Proposals Maps 2004

17. The bulk of the site falls within a 2.3ha allocation for Class B1 employment development by virtue of Policy “**Pampisford 1**” and **EM1**, which are incorporated at **Policy SP10b of the Local Development Framework site specific Policies Submission draft January 2006**.

### Consultations

18. **Pampisford Parish Council**: objects to the proposal:

“We continue to strongly oppose the scale of this development.

19. In the parish council's view, the developer has failed to address the very serious and important weaknesses identified in the earlier application, namely:
- Overcrowded site;
  - Non-compliance with Policy EM6;
  - Traffic congestion;
  - Unworkable transport plan.

### OVERCROWDED SITE

20. The proposed development of a further 4 buildings on the site is excessive. Development on this scale in a village of only 300 souls is inappropriate.

Current position:

Phase 1 (3 buildings) already completed but not yet fully occupied.

Phase 2 (2 buildings) detailed planning permission applied for S/1060/07/F.

Phase 3 (2 buildings) outline planning permission being sought S/1061/07/O.

21. Why is there the need for so many buildings when Unit 1 (part of Phase 1 shown above) has been empty since it was completed in 2006?

### NON-COMPLIANCE WITH POLICY EM6

22. South Cambs District Council Planning Policy EM6 states that planning permission will only be granted for development where “there would be no adverse impact on residential amenity, traffic conditions, village character and other environmental factors”. The impact in this case would be massive and undoubtedly adverse in all these areas, despite the developers claim to the contrary<sup>1</sup>.

23. EM6 defines small scale development to be for firms who employ 25 people or less. The developer suggests that “this should not however be seen as particularly significant”<sup>2</sup>. The Parish Council disagrees: the principles enshrined in EM6 were crafted to protect and maintain the character of villages like Pampisford. We are extremely concerned that this policy may not be enforced.

### TRAFFIC CONGESTION

24. The parking provision for all buildings totals more than 350 spaces, even after the modest reduction of 20 car parking places offered in the latest application. If these buildings, plus the empty one already built, are fully occupied they will generate additional traffic flows on a huge scale.

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1 para 3.21 Design and Access Statement

2 para 3.20 Design and Access Statement

- a) Entering and leaving the site: The developer plans to limit the access to the site to just one road. He claims this is an improvement to the present situation but imagine the problems created by 350 vehicles (that is 3 cars a minute on average) trying to enter and leave the site during morning and evening rush hours.
- b) A1301/A505: The earlier application was rejected because the developer had failed to provide "an appropriate and safe access junction with the existing highway". It was also stated that there would be a detrimental impact on the capacity and operation of the A1301/A505 junction.

In the view of Pampisford Parish Council, the offered reduction of 20 car parking places (which will not necessarily reduce the number of cars) and the provision of a passing bay at the junction of the A1301 and London Rd will make very little difference to the problem. More importantly, we note that there are no proposals to improve the flow of traffic at the A505 roundabout where the major impact would be felt.

Additional traffic on this scale will have a devastating impact on the local road network which is already heavily congested.

- c) Traffic through the village: Since the upgrading of the A505 roundabout two years ago, rat-running through the village has greatly improved. The proposed development can only add to congestion. This will again lead to Town Lane and Brewery Road in Pampisford being used as a rat-run by A505 traffic. By offering, no improvements to local roads, the new application fails to address this.

#### **TRANSPORT PLAN**

- 25. The developer places great store by the creation of a travel plan involving car sharing or cycling. Such policies might work where there is a single employer, as in the case of the Genome site at Hinxton, where the employer is in a strong position to implement the "robust measures" to which the developer refers. The Iconix buildings will however, in the developers own view, be let to a large number of small firms. It would not be feasible for them to operate the kind of detailed scheme envisaged. Whilst the developer could include some such obligation in the terms of the lease, compliance could not be easily monitored or enforced. The travel plan therefore is more pious than practical.

#### **CONCLUSION**

- 26. For the reasons stated above, Pampisford Parish Council are solidly opposed to the scale of the development and recommend rejection of this application.
- 27. If, notwithstanding our deep concerns over this development, SCDC is minded to approve this application, there are a number of important conditions we would wish to see imposed:
  - a) **Scale back:** The development should be scaled back to be more in keeping with the character of the village and the spirit of Policy EM6.
  - b) **Transport and additional traffic:** There must be provision for traffic calming and other measures to control rat-running through the village.
  - c) **Widening of London Road** The intended widening of London Road for a turning lane to the site must not impact on the footpath and grass verge.

- d) **Cycleways:** Local cycleways need joining up, between Pampisford and the west side of Whittlesford station, Sawston, along the bypass, A1301 and A505 eastwards.
  - e) **Number of employees:** Controls on number of employees in the tenant businesses (following policy EM6).
  - f) **Light pollution:** There should be strict controls on light pollution from the site. The unoccupied building in Phase 1 is already illuminating the surroundings to an unnecessary degree.
  - g) **Hazardous substances:** There should be strict controls of/ restrictions on hazardous substances, which might be used in some small light industry/ lab research operations, particularly in relation to disposal. There is already polluted ground water in the area.
  - h) **Entry to the village:** There should be a defined acknowledgement that people are entering the village as you come to 30mph sign on London Road – such as a fence, village name, village sign or traffic calming measures.”
28. **Sawston Parish Council** – recommendation of refusal on the grounds of traffic generation, and requesting a Green Travel to Work Plan for the scheme.
  29. **Local Highway Authority** – formal comments awaited, but there have been several meetings between the applicants and the LHA prior to submission of the application.
  30. **Council’s Drainage Manager** – No objection, subject to compliance with Environment Agency restrictions on surface water discharge rates.
  31. **Ecology Officer** – The proposals are considered to be satisfactory, subject to clarification of boundary planting and to a condition to require provision of bird and bat boxes, and pollarding of willows on the site.
  32. **Landscape Design Officer** – No objection to the amended scheme, subject to a condition requiring detailed landscaping to be agreed.
  33. **Trees and Landscape Officer**- does not consider that the proposals for the planting and protection of new trees in the reconfigured car park have been adequately designed, and should be the subject of a condition if planning permission is approved.
  34. **Corporate Manager (Health and Environmental Services)** – Notes that there is substantial contamination to soils and groundwater, which should be the subject of remediation as required by the Environment Agency. There is some concern about the high concentrations of methane gas detected on site, which is linked to the presence of a septic tank that should be removed and the site continued to be monitored.
  35. **Cambridgeshire Fire and Rescue Service** has requested a condition to require provision of fire hydrants on the site.
  36. **Police Architectural Liaison Officer** – Comments that the area to the rear of the proposed units lacks natural surveillance which will expose them to criminal attack.
  37. **County Archaeological Unit** – the applicant has submitted a desk-top archaeological assessment, and further investigations are unnecessary.

38. **Environment Agency** – The EA considers the flood risk assessment to be acceptable in principle, but has requested clarification of details relating to the flood compensation area. The EA has recommended several conditions, and a S106 Agreement to safeguard the flood compensation area in perpetuity, and to safeguard it from inappropriate development.
39. **Anglian Water** – Recommends a condition to require the submission of foul and surface water drainage proposals for the scheme.
40. **Cambridge Water Company** – No comments received, but previously was concerned that any planning consent should include conditions to prevent ground water contamination in the chalk aquifer from the development.

### **Representations**

41. Letters of objection have been received from 12 households in Pampisford. The grounds of objection are:

#### **Traffic and parking**

42. The right-turn into London Road from the A1307 adjacent to the roundabout can be delayed by queuing traffic on the opposite lane, producing a back up of traffic behind. Extra traffic using this junction will make matters worse, and will encourage rat running through Pampisford.
43. There will be a 'rat run' through Pampisford, especially on Brewery Road and Town Lane. There will be a serious accident here. There will be noise disturbance, vibration and danger from extra traffic using this run.
44. Traffic backs up on the A505 roundabout already. The applicant's own figures show that an extra 3 cars per minute will be using London Road in the rush hours as a result of the development.
45. More traffic on the A505 will make it difficult to turn right onto it from Pampisford, which is already affecting the local bus service.
46. There is a potential for accidents at the junction leaving the village.
47. Local roads cannot cope with extra traffic - 380 or more vehicles. The type of jobs created will not match the population profile in this area, so the cars are bound to come from other areas. There will be nil benefit for Pampisford.
48. There will be congestion during the construction period.
49. The reduction in car parking is not enough. There should be a significant reduction in car parking spaces.
50. Car sharing is irrelevant, as it will not happen in practice and is almost impossible to enforce.

#### **Scale**

51. The development is too large for this small village. This will create employment for 300-400. Pampisford has fewer than 400 population.



## **Planning Comments**

### **Employment Policies**

52. The site is brownfield/previously developed land within the Village Framework. Structure and Local Development Framework policies encourage Business development on such sites, subject to limitations on occupancy for Class B1 premises being imposed by condition (Policy ET/1 of the South Cambridgeshire Development Control Policies Development Plan Document).
53. Although the site is within the Pampisford Village Framework, it is also very close to Sawston Village Framework, a Rural Centre. Hence its allocation for business development in an established employment area close to a large village. Policy ET/4 of the Development Control Policies DPD supports small-scale (firms who employ 25 people or less) B1 development in this circumstance.
54. Having regard to the size of each unit and the car parking available to each, it is possible that each unit would, if occupied by a single user, employ more than 25 persons. However, I do not consider that this is fatal to the proposal given that this is existing employment land, each unit is similar in size to that approved at Unit 1 in 2005 and an occupancy condition is required by virtue of Policy ET/1 of the Development Control Policies DPD.

### **Character and Appearance**

55. The proposed buildings will back on to existing unattractive commercial buildings to the east. They will be seen from the A1301, Sawston By-pass, but in the context of commercial buildings on either side. A section drawing illustrates that a parapet wall to the roof of the buildings would 7.95m and the plant rooms 10.25m above ground level respectively. I do not consider that the height and scale of such buildings would be out of character with those in the near vicinity or under construction.

### **Transportation**

56. The proposed new access achieves 4.5m x 90m visibility splays, appropriate to the scale of the development and the 30 mph speed limit on London Road. It provides a protected right-turning lane which doesn't exist for either of the two existing accesses. Both of these would be closed. In principle, therefore, highway safety on London Road should be improved.
57. The car park will comprise some 95 spaces. Car parking has been provided at a ratio over the entire site of 1 space per 35.7 sq.m. gross floor area to accord with the Local Plan maximum standard of 1 space per 30sq.m. for development over 2,500 sq.m. Disabled car parking provision has been provided at 5% of capacity (6 spaces). Covered and secure cycle parking is provided at 1 space per 50 sq.m. gross floor area. Although this accords with the level of provision approved as part of the 2005 permission for Unit 1, it does not accord with the Development Control Policies DPD standard of 1 space per 30 sq.m. gross floorspace. In conjunction with a Travel Plan, I consider that this provision will be adequate.
58. The site is located 1.6km from Whittlesford railway station and close to bus stops on London Road, along which the frequent Citi 7 service operates. Each business unit will be subject to a Travel Plan, which can be made the subject of a condition.
59. To the south of the site, London Road merges into the A1301 Sawston By-Pass at a very acute angle. The Transport Statement assesses traffic flows for the full development opening year of 2010. The Statement concludes that in 2010, the site access and junction of London Road/ A1301 Sawston Bypass will operate 'with substantial reserve capacity in weekday peaks', whereas the A505 roundabout is currently approaching capacity in weekday peak periods. The report notes that 'with

the introduction of traffic growth and development trips through to 2010 both the A1301 eastern approach and the A505 southern approach are predicted to be at the limit of capacity'. The proposed provision of a nearside passing bay on the A1301 at its junction with London Road stems from a recommendation of the Local Highways Authority to improve safety.

60. The Travel Assessment proposes monitoring the amount of rat running through Pampisford. The agent comments that there would be a small likelihood of such rat running, based on predicted development trips in weekday peak periods. The implications of these findings is being analysed by the County Council, and will be reported verbally to the Planning Committee.
61. The improved cycleway and footway link to Whittlesford Railway Station involves a crossing of London Road north of the A1301 junction and a crossing back over the A1301 at its southbound approach to the A505 roundabout. I am awaiting the comments of the County Council as to the adequacy of this route, but the proposed completion of this cycleway link between the site and the A505 is to be welcomed.

#### **Drainage and Flood Risk**

62. The Flood Risk Assessment identifies the development as largely within the 1 in 100 year flood level of 23.36 AODN. Finished floor levels are to be raised 600mm above that flood level as required by the Environment Agency. The levels of proposed access road and car parking will be partly below the flood level but above the only actual flood level relating to the site of 22.71, AODN taken on 1<sup>st</sup> September 1968. It is proposed that this risk will be mitigated by putting in place a flood warning and evacuation procedure. Surface water will be stored/attenuated and discharged into the watercourse at an agreed rate.
63. The displacement of flood waters by buildings will be compensated for within the site on a level by level, volume by volume basis up to 1 in 100 year flood level. This is detailed in the FRA, which is acceptable to both the Environment Agency and the Council's Drainage Manager, subject to the imposition of a number of conditions on any planning permission.

#### **Ground Contamination**

64. The Ground Investigation Report and Foundation Works Assessment recommends that localised remediation is necessary to mitigate the impact of concentrations of chromium and various hydrocarbons which were proven in soils. The appropriate and suitable foundations for each building are identified in these reports.

#### **Landscaping and Ecology**

65. The proposed landscaping belt along the south west boundary will vary in width from 7m to 18m. Native tree and shrub species will reflect the previously approved scheme for Phase 1 (Unit 1). In the northern section of this belt an existing open watercourse will be retained but will require re-profiling. An existing open ditch approximately 72m in length and located to the north of the disused petrol filling station is to be diverted, but will remain open other than under the access road. The existing access gaps on London Road will be closed by the planting of a native hedge, the species being selected from the existing hedge on this frontage.
66. The appearance of the car park will be softened by a mix of ornamental trees and shrub planting.
67. The Ecological Appraisal found no habitats of ecological value although features on site offer opportunities for local wildlife. A survey found no evidence of bat roosts, and a low population of common lizards at the edge of the development area. The

report recommends that a reptile mitigation strategy be prepared. Any removal of vegetation should be conducted outside of the bird nesting season (March-August).

### ***Previous Refusal Reasons***

68. The application has considered refusal reason 1 of S/2134/06/F by submitting additional information, including an all-modes assessment, concerning the transport impacts of the development and proposed mitigation. Reason 2 has been considered by the inclusion of a stage 1 safety audit of the proposed access. Refusal reason 3 has been taken into account by means of the measures to reduce traffic generation in the Travel Plan and reduction in on-site parking.

### ***Conclusion***

69. Subject to the comments of the Local Highway Authority, I support the proposal in principle, with conditions as recommended below.

### ***Recommendation***

70. Subject to the comments and recommended conditions of the Local Highway Authority, Approval, subject to conditions, to include:
1. Standard Condition B – Time limited permission (Reason A);
  2. Sc1 Reserved Matters - layout, scale, appearance and landscaping (Rc1);
  3. Sc52 – Implementation of landscaping (Rc52);
  4. Notwithstanding the provisions of Article 3 and Schedule 2 of the Town and Country Planning (General Permitted Development) Order 1995 (or any order revoking or re-enacting that order with or without modification) - for a period of ten years from the date of first occupation of each of the hereby permitted buildings, they shall only be used and occupied as follows:
    - (a) Offices
      - (i) Normally to the provision of a local or sub-regional service or administrative facility principally for persons resident or organisations situated in the Cambridge area excluding national or regional headquarters offices; *or*
      - (ii) To a maximum floorspace of normally 300 square metres;  
*and/or*
    - (b) Research and Development
      - (i) To the provision for high technology research and development firms, or organisations, which can show a special need to be closely related to the Universities, or other established facilities or associated services in the Cambridge area;  
*and/or*
    - (c) Light industry to a maximum planning unit size of 1,850 square metres of floorspace.

(Reason - To safeguard Policy 9/7 of Cambridgeshire and Peterborough Structure Plan 2003 and policy ET/1 of the South Cambridgeshire Development Control Policies Development Plan Document 2007, which limit employment

development in the Cambridge area to uses that need to be located close to Cambridge.)

5. Sc5 - Details of the covered secure cycle parking.  
(Reason - To encourage alternative means of travel to the site.)
6. Neither building shall be occupied until a Travel Plan has been submitted to and approved by the Local Planning Authority; implementation of the Plan shall be carried out in accordance with the approved details of the Plan.  
(Reason - To encourage car sharing and the use of alternative means of travel to the site.)
7. Details of the location and type of any power driven plant or equipment including equipment for heating, ventilation and for the control or extraction of any odour, dust or fumes from the buildings but excluding office equipment and vehicles and the location of the outlet from the buildings of such plant or equipment shall be submitted to and approved in writing by the Local Planning Authority before such plant or equipment is installed; the said plant or equipment shall be installed in accordance with the approved details and with any agreed noise restrictions.  
(Reason - To protect the occupiers of adjoining buildings from the effect of odour, dust or fumes.)
8. During the period of construction, no power operated machinery shall be operated on the premises before 08.00 hours on weekdays and 08.00 hours on Saturdays nor after 18.00 hours on weekdays and 13.00 hours on Saturdays (nor at any time on Sundays or Bank Holidays), unless otherwise previously agreed in writing with the Local Planning Authority in accordance with any agreed noise restrictions.  
(Reason - To protect occupiers of adjoining buildings from noise.)
9. No development shall commence until a scheme of ecological enhancement, including measures for the erection of bird and bat boxes and the pollarding of suitable willow trees, has been submitted to and approved in writing by the Local Planning Authority; the scheme shall be implemented in accordance with the approved details and an approved timetable.  
(Reason - To accord with Policy NE/6 of the South Cambridgeshire Development Control Policies Development Plan Document 2007 which seeks to retain features of biodiversity interest and Planning Policy Statement 9 which requires ecological enhancement in new developments.)
10. No development shall commence until flood compensation works have been carried out in accordance with Flood Risk Assessment for Phases 2 and 3 dated May 2007 and drawings numbered 19374:90:001 Rev E and 002 Rev D. The works shall be implemented in accordance with the approved programme unless otherwise agreed with the Local Planning Authority.  
(Reason - To provide a satisfactory method of floodplain compensatory works, thereby maintaining the immediate floodplain regime.)
11. No development shall commence until details of a safe access/egress route, not adversely affecting the flood regime, to land outside the 1 in 100 year floodplain, are submitted to and agreed in writing by the Local Planning Authority. The approved route shall be in place before any occupancy of the buildings.  
(Reason - To provide safe access and egress during flood events and reduce reliance on emergency services.)
12. No spoil or materials shall be deposited or stored in the floodplain nor shall any ground be raised within the floodplain as shown on Drawing No. 19374:90:002 Rev D within the Flood Risk Assessment unless expressly authorised in writing by the

Local Planning Authority.

(Reason - To prevent the increased risk of flooding due to impedance of flood flows and reduction of flood storage capacity.)

13. Notwithstanding the provisions of Article 3 and Schedule 2 of the Town and Country Planning (General Permitted Development) Order 1995 (or any order revoking and re-enacting that order), the following classes of development more particularly described in the Order are expressly prohibited within the Flood Compensation Area in accordance with Drawing No. 19374:90:002 Rev D in respect of the property and each unit thereon unless expressly authorised by planning permission granted by the Local Planning Authority in that behalf: - Part 8 (Industrial and Warehouse Development).  
(Reason - To ensure that any development which would not otherwise require planning permission does not lead to an increased risk of flooding to other land/properties, due to impedance of flood flow and reduction in flood storage capacity.)
14. The minimum ground floor level of any building involved in the development must be at least 23.96m AOD unless otherwise agreed in writing by the Local Planning Authority.  
(Reason - To provide a reasonable freeboard against flooding and an allowance for climate change.)
15. No development shall commence until a flood contingency plan including car parks and warning signage has been submitted to and approved in writing by the Local Planning Authority; the approved plan shall be implemented in accordance with the Flood Risk Assessment before any building is occupied and shall thereafter be held on site for use at all times.  
(Reason - To ensure the safe access and egress during times of flood.)
16. No development shall commence until a scheme for the provision and implementation of foul and surface water drainage has been submitted to and approved in writing by the Local Planning Authority. The works/scheme shall be constructed and completed in accordance with the approved plans/specification at such time(s) as may be specified in the approved scheme.  
(Reason - To prevent the increased risk of flooding by ensuring the provision of a satisfactory method of surface water drainage.)
17. No development shall commence until a scheme for the provision and implementation of ground contamination investigation, assessment and remediation has been submitted to and approved in writing by the Local Planning Authority. The works/ scheme shall be constructed and completed in accordance with the approved plans/ specification at such times as may be specified in the approved scheme. (Reason – To prevent the increased risk of pollution to the water environment)
18. No development shall commence until details of a scheme to safeguard the flood compensation area as identified in the Flood Risk Assessment from inappropriate development has been submitted to and approved in writing by the Local Planning Authority. The scheme shall include a timetable for the provision to be made and shall be carried out in accordance with the approved details. (Reason - To safeguard the flood compensation area from inappropriate development and to prevent the increased risk of flooding).
19. The development, hereby permitted, shall be fully protected against the ingress of carbon-dioxide and volatile organic compounds using appropriate (aluminium cored) gas protection membranes: service entry points must be fully sealed.

(Reason - The development is above the LS9 closed non-inert landfill site used for the disposal of tannery residues. RSA Geotechnics site investigation report 10070A demonstrates the presence of significant VOC and carbon dioxide levels in the ground beneath the development.)

20. No development shall commence until a scheme for the provision and location of fire hydrants to serve the development to a standard recommended by the Cambridgeshire Fire and Rescue Service has been submitted to and approved in writing by the Local Planning Authority; no development shall take place other than in accordance with the approved scheme.

(Reason - To ensure adequate provision of fire hydrants.)

21. No external lighting to the development, hereby permitted, shall be installed other than in accordance with a scheme which has been submitted to and approved in writing by the Local Planning Authority.

(Reason - To minimise the impact of light pollution in the area.)

plus transportation and highway conditions as recommended by the Local Highway Authority.

### Reasons for Approval

1. The development is considered generally to accord with the Development Plan and particularly the following policies:

- **South Cambridgeshire Development Control Policies Development Plan Document (2007)**

- **DP/1** (Sustainable Development)

- **DP/2** (Design of New Development)

- **DP/3** (Development Criteria)

- **ET/1** (Limitations on the Occupancy of New Premises in South Cambridgeshire)

- **ET/4** (New Employment Development in Villages)

- **TR/1** (Planning for More Sustainable Travel)

- **TR/2** (Car and Cycle Parking Standards)

- **TR/3** (Mitigating Travel Impact)

- **NE/6** (Biodiversity)

- **NE/8** (Groundwater)

- **NE/11** (Flood Risk)

- **South Cambridgeshire Local Plan 2004: Pampisford 1 and EM1**

- **Cambridgeshire and Peterborough Structure Plan 2003:**

- **P1/2** (Environmental Restrictions on Development)

- **P1/3** (Sustainable Design in Built Development)

- **P2/2** (General Location of Employment)

- **P2/6** (Rural Economy)

- **P6/3** (Flood Defence)

- **P9/7** (Selective Management of Employment Development)

2. The proposal is not considered to be significantly detrimental to the following material considerations, which have been raised during the consultation exercise: **scale of development; highway safety; traffic impact; flood risk; site contamination; landscaping; biodiversity.**

## **Informatives**

1. Should driven pile foundations be proposed, then before works commence, a statement of the method for construction of these foundations shall be submitted to and agreed by the District Environmental Health Officer so that noise and vibration can be controlled.
2. During construction there shall be no bonfires or burning of waste on site except with the prior permission of the Environmental Health Officer in accordance with best practice and existing waste management legislation.
3. As recommended by the Environment Agency.

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

- South Cambridgeshire Development Control Policies Development Plan Document (2007) and Site Specific Policies Submission Draft (2006).
- South Cambridgeshire Local Plan 2004
- Cambridgeshire and Peterborough Structure Plan 2003
- Planning File Refs: S/1377/05/F, S/2135/06/O and S/1060/07/O

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