

SOUTH CAMBRIDGESHIRE DISTRICT COUNCIL

REPORT TO: Planning Committee

1st October 2008

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

S/1141/08/F - LANDBEACH

30 Industrial Units (offering a mix of B2 & B8 Use Classes) with Associated Car Parking and Site Works following the Demolition of the Existing Workshop and Office at Former Duffield Volvo Site, A10 Ely Road for Mr R D Rubin

Recommendation: Approve

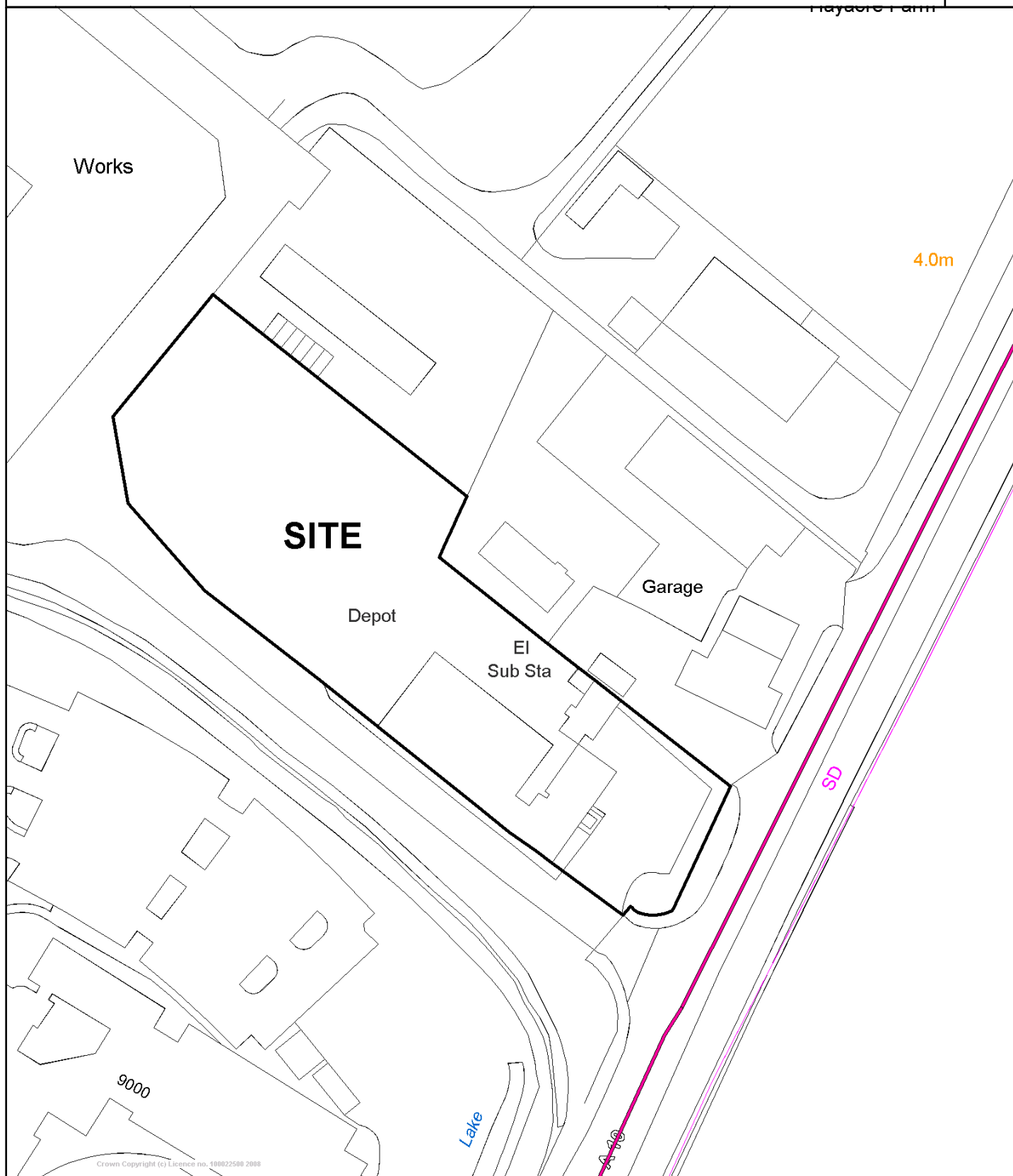
Date for Determination: 25/09/08 (Major Application)

Notes:

This Application has been reported to the Planning Committee for determination because the Waterbeach Parish Council has recommended that the application be refused, contrary to officer recommendation.

Site and Proposal

1. The 0.785 hectare site is a former Volvo vehicle depot plant comprising of an office building, which fronts the site and a workshop attached to the rear of this building. The majority of the site comprises of a concrete surface with this area enclosed by a high-level brick wall and mesh fencing. The site has three existing access points, one providing access to the office building at the front of the site and two further access points along the southwest boundary. The access road, which leads to the site, is a wide un-adopted surface, off the A10 (Ely Road). This road is predominantly straight and follows the southwest boundary of the application site leading to other industrial sites to the northeast.
2. The boundary, which directly fronts the A10 has some minimal landscaping with a selection of trees and bushes, which appear to be struggling within their current environment. This small section of planting provides the only landscaping to the site albeit for a small belt of leylandii trees upon the north eastern boundary, which are within land belonging to the vacant stable and ménage to the north of the application site at Landbeach Pits. Approximately 100m south of the site lies the Landbeach Research Park, with the Slough Estates building dominating views from both the south and north approaches along the A10. Adjoining the site to the northeast boundary is the South Cambridgeshire Waterbeach waste depot.
3. The site is within the parish of Landbeach but is in close proximity to the Waterbeach parish boundary. The southern tip of the site is within flood zones 3 and 2. The application site is outside of the Landbeach village framework within the open countryside but is within a designated area of employment under the South Cambridgeshire Local Development Framework 2007 (see para 13 below).



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Scale 1/1250 Date 17/9/2008

Centre = 548549 E 268139 N

October Planning Committee

4. The application received 26th June 2008 as amended by drawings received 15th September, proposes the erection of 30 industrial units and associated car parking following the demolition of the existing buildings and boundary treatments on site. These units would be allocated for either a B2 (General Industrial) or B8 (Storage & Distribution) Use. The proposal would include an amenity area within the site along with landscaping. The total floorspace proposed is 4,156sq m, a net increase of 2,956 sq m.

Planning History

5. Planning Application **S/2165/07/F** was refused for the redevelopment of the site for 38 mixed Use industrial units and associated car parking. This application was refused on the following grounds:
 - a) Failure to provide a scheme that provides at least 10% of their predicted energy requirements from renewable energy technology;
 - b) Failure to provide scope for sufficient high quality landscaping;
 - c) Failure to encourage non-motorised modes of transport through public transport infrastructure;
 - d) Failure to provide sufficient car parking;
 - e) Failure to justify the significant increase in traffic movements and the impact upon highway safety that would result from the development;
6. Planning Application **S/1616/03/F** was approved for a change of use of land and building to B1, B2 and B8 use.
7. Planning Application **S/1089/99/F** was approved for the erection of truck and bus maintenance building, together with MOT testing facility, sales; Office and vehicle wash bay following demolition of existing buildings.
8. Planning Application **S/2412/87/F** was approved for the use for office workshops maintenance and cleaning bays for commercial vehicle distributors including trade sale of new and used commercial vehicles and spare for trade uses.

Planning Policy

South Cambridgeshire Development Control Policies DPD, 2007:

9. **Policy DP/1 “Sustainable Development”** only permits development where it is demonstrated that it is consistent with the principles of sustainable development. The policy lists the main considerations in assessing whether development meets this requirement.
10. **Policy DP/2 “Design of New Development”** requires all new development to be of a high quality design and indicates the specific elements to be achieved where appropriate. It also sets out the requirements for Design and Access Statements.
11. **Policy DP/3 “Development Criteria”** sets out what all new development should provide, as appropriate to its nature, scale and economic viability and clearly sets out circumstances where development will not be granted on grounds of an unacceptable adverse impact e.g. residential amenity and traffic generation.

12. **Policy DP/4 “Infrastructure and New Developments”** requires that development proposals should include suitable arrangements for the improvement or provision of infrastructure necessary to make the scheme acceptable in planning terms.
13. **ET/3 “Development in Established Employment Areas in the Countryside”** states that in defined Established Employment Areas in the Countryside, redevelopment of existing buildings, and appropriate development for employment use may be permitted (The site to the north of Cambridge Research Park, Landbeach is so allocated).
14. **ET/8 “Replacement Buildings in the Countryside”** states that when considering proposals for replacement buildings in the countryside for employment use, any increase in floor area will be strictly controlled, and must be for the benefit of the design, or in order to better integrate the development with its surroundings.
15. **NE/1 “Energy Efficiency”** requires development to demonstrate that it would achieve a high degree of measures to increase the energy efficiency of new and converted buildings. Developers are encouraged to reduce the amount of CO₂m³ / year emitted by 10%.
16. **NE/3 “Renewable Energy Technologies in New Development** states that all development proposals for 10 dwellings or more will include technology for renewable energy to provide at least 10% of their predicted energy requirements.
17. **NE/11 “Flood Risk”** states that in relation to flood risk, applications for planning permission will be judged against national policy (currently in PPS25)
18. **Policy NE/6 “Biodiversity”** Aims to maintain, enhance, restore or add to biodiversity. Opportunities should be taken to achieve positive gain through the form and design of development. Where appropriate, measures may include creating, enhancing and managing wildlife habitats and natural landscape. The built environment should be viewed as an opportunity to fully integrate biodiversity within new development through innovation.
19. **Policy TR/1 “Planning for More Sustainable Travel”** states that planning permission will not be granted for developments likely to give rise to a material increase in travel demands unless the site has (or will attain) a sufficient standard of accessibility to offer an appropriate choice of travel by public transport or other non-car travel mode(s). Opportunities to increase integration of travel modes and accessibility to non-motorised modes by appropriate measures will be taken into consideration.
20. **Policy “TR/2 Car and Cycle Parking Standards”** identifies maximum parking standards to reduce over-reliance of the car and to promote more sustainable forms of transport. Cycle parking should be provided in accordance with minimum standards

Consultation

21. **Landbeach Parish Council** – No recommendation and no comments.
22. **Waterbeach Parish Council** – Recommends refusal. “The Council does not accept that point 5 of the refusal to S/2165/07/F has been adequately addressed. The proposal is therefore still contrary to Policy TR/1 of LDF 2007.

23. It had not been possible to determine whether there is suitable provision to deal with sewage and surface water during the development and once the development is complete. It is considered that the application should incorporate proposals and permission granted for a food outlet on site to enable provision to be provided should the demand arise and without creating issues in obtaining permission.
24. Concerns over highway safety and the Council would suggest that there should be right turn into or out of the site and that there is appropriate signage to inform users of the correct route round the roundabouts to the north and south of the site. A condition that a cycleway/footpath is provided from the Research Park to the site should be applied to encourage and ensure safe alternative non-motorised access to the site”.
25. **Landscape Design Officer** – The amendments to drawing D002 Rev P14 provide some of the outdoor seating that I hoped to see. However, I should like to see additional seating closer to the individual units, recessed into the planting. I would expect this to be shown on the landscape plan in due course, but it would be good to have some written confirmation that it will be incorporated. Details of the additional planting on the frontage can also be shown on that plan.
26. **Environmental Health Officer** – Due to a number of potential noise from this development it is recommended that a number of conditions are attached to any permission to minimise the effects of the development to nearby residents and occupiers:
27. **Environmental Operations Manager** – “The area is supposed to be serviced by a septic tank but previous searches for this site have been unable to find it. The plans make no arrangements for sewage or surface water. Some of the bins are shown whilst others are not, some of the locations of these bins are too far from the buildings (see waste design guide). It is not clear from the scale whether or not the service roads and radii will allow an 11m 32 tonnes collection vehicle to gain access. The waste design tool kit pages did not appear to be submitted with this application. What provision has been made for overflow parking. The service road will be too near the junction with the A10”.
28. **Environment Agency** – This application falls within flood zone 1 (low risk). “The application, as submitted, does not consider sufficiently the following issues: Surface water drainage, Foul water drainage and Pollution Control. As the site is delineated is within an area of environmental concern and potentially contaminated land, we recommend that the following condition is appended to any approval given.
- a) Prior to the commencement of any development, a scheme for the provision and implementation of pollution control to the water environment, which shall include foul and surface water drainage, shall be submitted and agreed in writing with the Local Authority. The works/scheme shall be constructed and completed in accordance with the approved plans.
 - b) Prior to the commencement of development approved by this planning permission (or such other date or stage in development as may be agreed in writing with the Local Planning Authority), the following components of a scheme to deal with the risks associated with contamination of the site shall each be submitted to and approved, in writing, by the local planning authority:
 - i) A preliminary risk assessment, which has identified all previous uses potential contaminants, associated with those uses a conceptual model of the site indicating sources, pathways and receptors potentially unacceptable risks arising from contamination at the site.

- ii) A site investigation scheme, based on (i) to provide information for a detailed assessment of the risk to all receptors that may be affected, including those off site.
- iii) The site investigation results and the detailed risk assessment (ii) and, based on these, an options appraisal and remediation strategy giving full details of the remediation measures required and how they are to be undertaken.
- iv) A verification plan providing details of the data that will be collected in order to demonstrate that the works set out in (iii) are complete and identifying any requirements for longer-term monitoring of pollutant linkages, maintenance and arrangements for contingency action.
- v) Any changes to these components require the express consent of the local planning authority. The scheme shall be implemented as approved.

29. **Local Highways Authority** – Has no objections It comments;

- a. The Highway Authority would like to see the location of the powered two wheelers and bicycle parking facilities one to front of the site and the other located towards to the rear of the site.
- b. With regards to Drawing Numbers D005 REV P0, D006 REV P0, and D007 Rev P0 the Highway Authority consider that the drawings submitted satisfy the Highway Authorities request for the tracking of vehicles to enable maneuvering within the proposed development.
- c. The figures in the Transport Assessment, which are acceptable, demonstrate that traffic movements are not increased significantly over that from the existing permitted use of the site.

30. **Conditions are recommended**

- a) Requiring that the manoeuvring area as shown on the drawings is maintained so that it is free of any obstruction that would prevent any vehicle from being able to manoeuvre with ease so it may enter and leave the development in a forward gear.
- b) Prior to the commencement of the development the details of the number, location and design of powered two wheelers and bicycle-parking facilities shall be submitted to and approved in writing by the local planning authority. The approved facility shall be provided before occupation and retained at all times.

31. **County Council Waste Management** – No comments received

32. **Building Control Officer** – The site is within a flood zone and therefore a scheme for surface water drainage should be agreed with the Environment Agency. Finished floor levels should be above the predicted flood level and the structures should be designed to mitigate any possible flood damage.

33. **Drainage Manager** – No comments received

34. **Ecology & Officer** – Due to the limited landscaping capabilities on site, a scheme of biodiversity enhancement should be sought through the provision of bird and bat boxes upon the proposed industrial units.
35. **Sustainability Officer** - “Whilst welcoming GCE’s commitment to “protecting and promoting sustainable solutions”, the sustainable energy issues relating to this site are problematic and the current proposals appear to fall well short of SCDC policy on these matters.
36. The development model is unusual. The inclusion of just hot water and lighting in assessing the accumulative energy loads for each block creates a major problem for the site in terms of assessing 10% of energy demand being generated from on-site renewables. The exclusion of heating (plus cooling and ventilation) and process loads means that the figures presented (just covering lighting and hot water) cover little more than 2% of the total predicted load for the site. This situation is further exacerbated by the anticipated energy generation from the PV panels appearing to be over-optimistic. In the UK polycrystalline PV units will probably generate nearer approximately 80kWh/m² and not the 150kWh/m² specified in the application. This would bring the total output down to approx 5400kWh/annum, which in turn amounts to just around 1% of the total predicted load for the site. Having said this, the almost £1,000/m² price seems a little high – especially for new build.
37. There is a real danger that without the inclusion of less carbon intensive heating (and cooling/ventilation as appropriate) and process load energy delivery solutions that the units, once in occupation, will be responsible for uncontrollably high carbon emissions at a time when all new development should be moving in very much the opposite direction.
38. What would seem more appropriate for buildings of this nature (in taking steps to make up the deficit highlighted above) is that they are designed and laid out to maximise the benefits of passive solar gain – so that heating and lighting loads are permanently minimised:
- Orientation and extensive south-facing glazing to maximise natural lighting and heating loads;
 - Very high levels of insulation (including triple glazing) and air-tightness;
 - High level opening windows to provide effective natural ventilation;
 - Use of mechanical ventilation with heat recovery;
 - Use of overhangs/brises soleil to offer protection from direct sunlight in the summer (higher angle) and allow penetration of warmth in winter (lower angle);
 - Designing in thermal mass for each unit to slow the influence of rapid temperature changes and maintain a more comfortable environment;
 - Use translucent roof sheeting to increase natural light penetration;
 - Goods doors can make a significant contribution to heat losses – they need to be well-insulated and easy to close, and where possible include a separate personnel door to avoid unnecessary opening of the larger goods door.

39. Such measures, when integrated into a total design for the site and its units, should significantly reduce the need for additional heating and lighting.
40. Additional points:
- a. The large roof areas will offer an excellent opportunity for rainwater harvesting, which can then be used for toilet/urinal flushing and for any semi-industrial processes which require clean but not necessarily potable water.
 - b. The larger units should be zoned by floor, and ideally orientation, to allow office or activity areas to be heated separately, as and when required, so that the entire unit does not have to be heated.
 - c. When employing passive solar gain techniques and methods, it is crucial that the actual commercial occupiers of each unit fully understand how the building 'works'. This way they will appreciate and make the most of the passive systems, the comfort they can offer and the significant savings (in terms of utility bills) that will accrue to them. This latter point should be of particular interest to the developer as it will make the units more attractive to prospective occupiers.
 - d. It will also be important to put in place a robust process of post-occupancy monitoring.
41. **Old Western Internal Drainage Board** – The application is in an area where problems with surface water disposal have been encountered in the past. The proposal appears to drain to an "existing system". However, there is no detail of what the existing system is or whether this meets current design standards. In correspondence appended from the Environment Agency, a flood risk assessment is required by the agency. A flood risk assessment should be required detailing the method of surface water accommodation from the proposed development to prove its effectiveness and to protect adjacent lands and developments.

Representations

42. One letter of representation has been received, from agents acting on behalf of the adjoining Cambridge Research Park. It has raised no objection to the principle of the redevelopment of the site, but has raised the following concerns:
- a. The previous refused planning application should have been refused against Policy ET/1 of the DPD 2007 on the grounds that the applicant did not provide evidence that the end users of the site would have complied with any of the "local user" constraints set out within that policy;
 - b. It is essential that any future use of the site for B1 Use Classes should not be permitted if the objectives of Policy ET/1 are to be secured. It should also be ensured that no change of use that may significantly alter levels of traffic or parking is permitted;

- c. The removal of permitted development rights for change of use should be ensured through removal of classes A, B and D of the Part 8, Schedule 2, Part 3 of the GDPO 1995;
- d. The application is speculative in nature in that it does not justify that the end user of the units would provide locally based skills or expertise in accordance with Policy ET/1 of the DPD 2007;
- e. The applicant's view that traffic flows will be insignificant is within a context of 24-hour flows, it is however the impact from peak hours that is most relevant. The flows suggested would appear modest and will have a far greater impact than is being suggested;
- f. Due to the sites access being close to the roundabout serving the Research Park, visibility and the ability to judge vehicle speeds will be difficult. The roundabout did not exist when the application site was last in use making historic traffic figures limited in value;
- g. With the Research Park within close proximity to the site there is a potential for noise and disturbance from the B2 & B8 Uses;
- h. Conditions should be imposed limiting the uses within the buildings with all external operations and storage being forbidden;
- i. Overnight parking should be limited to vehicles owned and operated by the applicants with the exception of refrigerated vehicles;
- j. All plant and equipment should be acoustically shielded to ensure that in operation there shall be no adverse impact upon surrounding businesses;
- k. The scope that has been allowed to achieve any degree of effective screening of the development is woefully inadequate in what remains a rural location:
 - i) The scale of Block A in its relationship to the sites frontage and the A10 establishes a built up frontage to the site across its full width, which allows no relief to a location that will be prominent in the view from traffic;
 - ii) The depth and scope of planning that will be possible will not allow an effective screening of the development, and a robust scale and depth of planting will be required;
 - iii) The overall footprint of the development should be reduced further to allow for more substantial planting of the site to visually enhance the quality of the locality in recognition of its rural context;
 - iv) The development would be urban in character;
 - v) Until the site has been investigated and assessed in relation to land contamination a condition requiring the completion of such investigations (and any subsequent mitigation works) prior to the implementation of any consent that may be granted;

- vi) Gas protection measures should also be considered by condition given the evidence of methane and CO₂ that has been discovered;
43. The Disability Forum outlined the following issues:
- a. Possibility of internal lifts;
 - b. Concerns over lack of disabled parking;
 - c. Toilet facilities appear satisfactory

Planning Comments

44. The proposed development complies with Policy ET/3 of the adopted Local Development Framework in that it promotes appropriate development for employment use in one of the established employment areas specified in the Policy. The scheme also complies with Policy ET/1 in that it provides 30 small - scale units, with no unit exceeding the maximum 1,850 sq m for Use Classes B2 (General Industry) and B8 (Storage). Indeed the largest unit proposed would comprise 463 sq m. The principle of the development is therefore to be welcomed.

Traffic Generation & Parking

45. The application site is within close proximity to and accessed off the busy Ely Road (A10). The research park adjacent to the site has a roundabout and slip lane in order for traffic to exit the A10 and enter the site, whereas, the application site has a bell mouth junction directly off the Ely Road. This is recognised as a busy junction, which is in heavy use from the existing industrial traffic, which use the industrial sites located to the west of the application site. The access road is in poor condition with potholes but does benefit from a pathway along the southern edge of the application site.
46. The current proposal has reduced the number of industrial units by 8 from the previously refused application. Use Class B1 has also been removed, which is the most intense use in relation to traffic generation. In light of these changes it is the opinion of the Highway Authority that the figures in the Transport Assessment are acceptable as they demonstrate that traffic movements are not increased significantly over that from the existing permitted use of the site. In light of these comments the previous objection from the Highway Authority on grounds of safety has been addressed. Reason for refusal 1 of the previously refused planning application has been overcome and the proposal is deemed acceptable against Policy DP/3 of the DPD 2007 in that the proposal would not compromise highway safety.
47. The site proposes to accommodate 85 parking spaces in total with the proposed units being within either a B2 or B8 Use Class. The proposed 85 spaces provide only 5 disabled user spaces and 2 spaces for multi use 2-wheeled vehicle provisions. Following the previous refusal, which stated that the A10 could not be argued to provide a safe and viable cycle route this application does not propose any cycle parking. However, it does provide an area of designation that could be used for future cycle provision if required. Based on the maximum threshold of the required parking standards against a B2 Use Class (1 space per 50sqm of floor space) the maximum threshold for car parking against Policy TR/2 would equate to 83 spaces. Therefore the revisions to the site plan removing 2 spaces have resulted in the development adhering to policy TR/2 as well as overcoming reason for refusal 6 of the previously refused application.

48. Much like the previously refused application this application proposes no linkages to high quality public transport links and no safe and secure pedestrian footway to serve the existing nearby bus stop. Nevertheless, It is recognised that the application does offer the provision of a green travel plan should it gain the benefit of planning permission. Furthermore, the applicant has supplied information of their attempts to engage with neighbouring businesses in order to facilitate more sustainable modes of transport such as footways to the adjacent research park and bus stop. Such attempts have been in vain. Due to the busy nature of the A10 the provision for a footway out of the site running adjacent to the A10 would require significant works to the Highway in order to meet the standards of the Highway Authority. This avenue has also been explored and has been considered unviable for the applicant. Notwithstanding the above this current proposal has decreased the number of units proposed as well removing Use Class B1. This is considered to have addressed the traffic flows to and from the site to an acceptable level from the Highways Authority's perspective and therefore the application is considered to adhere to Policy TR/1 of the DPD 2007 and has addressed reason for refusal 5 of the previously refused application.
49. The design of the site has been revised to address the confined nature and density of the units and provides a much improved road layout system with enhanced provision for the turning and manoeuvring of vehicles. This has been achieved by decreasing the number of units and removing the cul-de-sac like roads layouts and providing "U" shape in and out access roads serving all of the units. The additional drawings showing the tracking of vehicles that have been provided satisfy the Highway Authority that the site is acceptable for the manoeuvrability of refuse vehicles and Heavy Goods Vehicles (HGV's). The provision of bin storage in accessible areas has now been provided. The proposal is now considered acceptable in relation to the collection and storage of refuse, which addresses reason for refusal 4 of the previously refused planning application in accordance with Policy DP/3.

Landscape Character & Design

50. Reason for refusal 3 of the previous planning application related to the failure to provide high quality landscaping due to the site layout and high density of the units proposed. The current proposals have provided more scope for landscaping in and around the units with enhanced provision of a landscape buffer ranging from 5m to 11m width upon the southeast boundary, which is considered the most visually important aspect of the site in relation to the surrounding open countryside. It has been acknowledged by the Landscape Design Officer that the proposed landscaping proposals are acceptable in principle in that they are a marked improvement from the previous refused proposals. They also show clear indication to provide for an open amenity area within the development for its workers. It is however, clear that further work is required in relation to the planting schedule and type of species that are to be proposed as well further seating areas and communal outdoor space for workers, especially given the isolated nature of the development. Given that the principal of the landscaping has been agreed, it is considered that the further detail that is required can be achieved by condition.
51. It is unfortunate that the largest units (Block A) are proposed at the sites frontage, which is the most prominent boundary of the site from open views from the A10. Nevertheless, this part of the site does have an existing landscaped bund abutting the A10, and this feature will be retained and enhanced through a comprehensive planting scheme to be agreed by condition. Moreover the height of this block at 7.7m to the ridge and 6.1m to the eaves is acceptable and not dominating. Furthermore, the approach up the A10 from the south allows expressive views of larger office buildings that front the entrance road to the Research Park. It is not therefore

considered that the proposals as submitted would result in any adverse visual impact upon the open character of the surrounding countryside.

Renewable Energy

52. Whilst the application acknowledges LDF Policy NE/3 and the requirements to provide a scheme of renewable energy to provide 10% of the developments predicted energy requirements it fails to provide a satisfactory proposal. The information provided is deemed to cater for 1% of the proposed energy use of the development as the applicant has not taken into consideration the future use of units with the likely use of heating and further plant and machinery. The proposed scheme relates to the use of Photovoltaic Cells upon the roof slopes, which would produce electricity for lighting and the heating of water. It is acknowledged that the applicant provides the basic shell of units so that they are affordable and ready for quick occupation for small-scale, businesses. The units are not specified for any particular end user and therefore the users requirements cannot be taken into consideration. Notwithstanding this Policy NE/3 seek that development provides comprehensive schemes to re-coup 10% of the energy requirements and this has to consider all future users. In light of this it is considered essential that the renewable scheme should take heating requirements into consideration.
53. The applicant has now accepted this stance and has agreed to address this issue by incorporating a heating system within the 10% provision of renewable energy. Therefore a condition should be attached to any permission requiring that a scheme for the provision of 10% renewable energy shall be agreed before development commences. This is considered to address reason for refusal 2 of the previously refused application in accordance with policy NE/3 (Renewable Technologies within New Development) DPD 2007.

Drainage & Flood Risk

54. The consultation and representation stage of these applications has identified issues of drainage and flood risk from this proposal. The site is partially within Flood Zones 2 & 3 and appears to have a history of poor surface water drainage. This area has reached its capacity for surface water run off. A scheme to tackle this issue should be required by condition should the proposal gain the benefit of planning approval. In addition, consideration would also need to be given to the internal floor levels of the units and the design of the buildings should incorporate flood preventative measures. Details would also need to be provided into the possibilities of land contamination within the site.

Other Matters

55. The agents have acknowledged the willingness to provide bird and bat boxes as well coming to an agreement for a financial contribution towards a scheme of public art.

Recommendation

1. Approve as amended by plan Nos.D002 Rev P15, date stamped 15/09/08;

56. Conditions

1. Standard Condition 1 - Full Planning Permission, Time Limit (3 years) (Reason)
2. SC5 Landscape Scheme

3. SC6 Landscape Implementation
4. SC12 Boundary
5. SC13 Materials
6. SC15 Vehicle Parking
7. SC17 Turning Area
8. SC18 Travel Plan
9. Prior to the commencement of the development hereby approved a water conservation strategy shall be submitted to and approved in writing by the Local Planning Authority. Thereafter the approved details shall be implemented.
(Reason - To comply with Policy NE/12 Water Conservation of the South Cambridgeshire Development Control Policies, 2007.)
10. SC38 Noise During Construction
11. SC41 Details of Power Driven Plant
12. SC58 Lighting
13. SC46 No Outside Storage
14. SC48 Restriction on Use (B2 & B8)
15. SC54 Ecology - Bird Nest and Bat Boxes
16. SC60 Levels
17. SC90 Energy Audit
18. Prior to the commencement of any development, a scheme for the provision and implementation of pollution control to the water environment, which shall include foul and surface water drainage, shall be submitted to and agreed in writing by the Local Planning Authority. The works/scheme shall be constructed and completed in accordance with the approved plans. (Reason - To ensure a satisfactory method of foul and surface water drainage and to prevent the increased risk of pollution to the water environment in accordance with Policy DP/1 of the adopted Local Development Framework 2007)
19. Prior to the commencement of development approved by this planning permission (or such other date or stage in development as may be agreed in writing with the Local Planning Authority), the following components of a scheme to deal with the risks associated with contamination of the site shall each be submitted to and approved, in writing, by the local planning authority:
 - a) A preliminary risk assessment, which has identified all previous uses potential contaminants, associated with those uses a conceptual model of the site indicating sources, pathways and receptors potentially unacceptable risks arising from contamination at the site.
 - b) A site investigation scheme, based on (a) to provide information for a detailed assessment of the risk to all receptors that may be affected, including those off site.
 - c) The site investigation results and the detailed risk assessment (b) and, based on these, an options appraisal and remediation strategy giving full details of the remediation measures required and how they are to be undertaken.

- d) A verification plan providing details of the data that will be collected in order to demonstrate that the works set out in (c) are complete and identifying any requirements for longer-term monitoring of pollutant linkages, maintenance and arrangements for contingency action.

Any changes to these components shall require the express written consent of the local planning authority. The scheme shall be implemented as approved. (Reason - To prevent the increased risk of pollution to the water environment in according with Policy DP/1 of the adopted Local Development Framework 2007.)

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

- South Cambridgeshire Local Development Framework Development Control Policies (adopted July 2007)
- Planning Application Files reference S/1141/08/F, S/2165/07/F, S/1616/03/F, S/1089/99/F and S/2412/87/F

Contact Officer: Mike Jones – Senior Planning Officer
Telephone: (01954) 713253