

SOUTH CAMBRIDGESHIRE DISTRICT COUNCIL

REPORT TO: Planning Committee

1st April 2009

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

S/0108/09/F - SAWSTON

Phase 1- Redevelopment of Sawston Business Park for a Mixed B1(c), B2, and B8 Scheme and Associated Infrastructure and Landscape Work; Sawston Business Park, Mill Lane for Wrenbridge (CPT) Ltd.

Recommendation: Delegated Approval

Date for Determination: 23rd April 2009

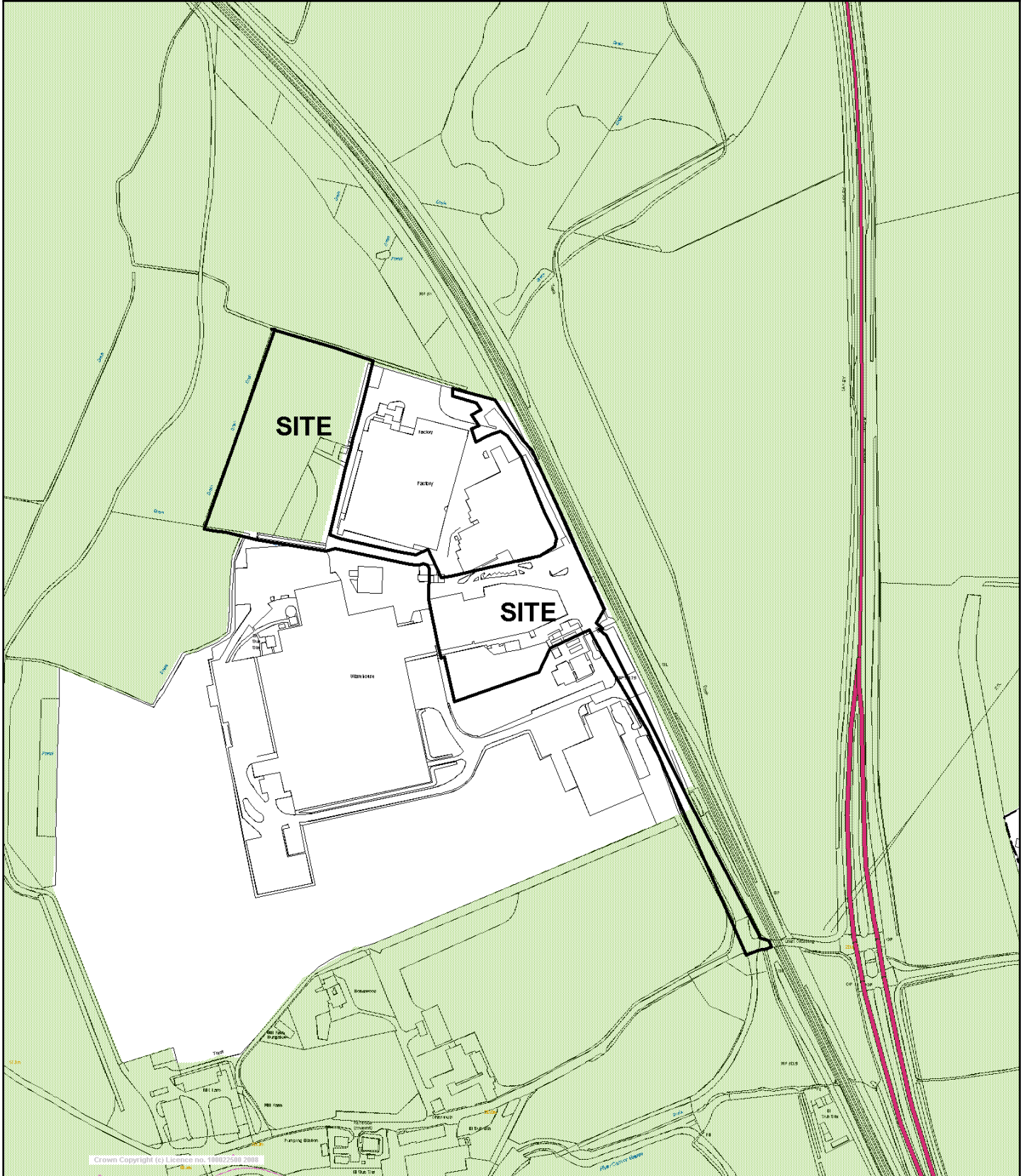
This Application has been reported to the Planning Committee for determination because Sawston Parish Council has recommended refusal of planning permission.

Major Application

Departure Application

Site and Proposal

1. The site comprises a variety of vacant industrial and office buildings formerly occupied by John Dickinson Stationery as a paper factory, located in the countryside to the north west of Sawston, to the west of the A1301 London Road/ Sawston bypass and Cambridge-Liverpool Street railway. Access to the site is via a level crossing. The buildings adjoin an adjacent distribution depot and headquarters occupied by Spicers Ltd. The development site area is approximately 1.5ha.
2. There are several constraints and designations on land around the site. To the west, Flood Zone 3 encroaches onto a field included within the site for mounding. The built development falls within Flood Zone 1. To the north, across the railway line, is located an SSSI at Dernford Fen, and to the north of that Dernford Farm grassland is a county wildlife site. To the south, some 150m from the site, Borough Hill is an Iron Age hill fort and a scheduled ancient monument. The industrial estate is surrounded by the Cambridge Green Belt. Footpath Sawston 15 emerges onto the access road where it meets the level railway crossing.
3. The full application, dated 22nd January 2009, proposes the demolition of existing buildings and the erection of four units arranged in two blocks, A and B, for a mix of light industrial and general industrial uses, Classes B1c, B2 and B8 totalling 5,252 sqm and associated infrastructure and landscaping works. The proposal includes 165 car parking spaces including 14 mobility spaces, and cycle parking.
4. The industrial units are to be provided with profiled steel cladding coloured grey. Block A is to be 8.9m high, and Block B 11.2m in height.
5. The proposal includes the deposit of waste spoil from the development on adjacent agricultural land which has reverted to scrub to the north west, as part of a sustainable waste management strategy. The proposal is to build up the site in its



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April Planning Committee

north western quadrant with a mound to a height of 3.0m. This land, which lies within the Cambridge Green Belt, has an area of 1.8ha. It is outside but adjacent to Flood Zone 3. The landscaped south western part of this area is to be retained.

6. Scheme for the landscaping of the site and the area for mounding have been submitted. The applicant has set out very special circumstances in respect of the location in the Green Belt:
 - a) to provide visual interest;
 - b) to benefit nature conservation;
 - c) to provide a visual screening of the development to the north;
 - d) to provide a sustainable waste management plan in accordance with DP/6, so as to reduce the need to remove excavated material from the site and to send construction waste to landfill. This will have a positive impact on local roads during the construction period;
 - e) to assist in the economic and regenerative benefits of the proposal.
7. The application is supported by several reports: Planning Statement, Design and Access Statement, Transport Assessment, Travel Plan Framework, Waste Management Plan, Ecological Assessment, Flood Risk Assessment, Remediation and Soil Re-use Strategy, and a Building Services Renewables Report.
8. The applicant has indicated acceptance of heads of terms for a section 106 agreement consisting of:
 - a) a financial contribution to Cambridgeshire County Council to facilitate improvements to footpath connections to Whittlesford;
 - b) off site highway works to enhance pedestrian and cycle safety at the A1301 junction;
 - c) a Public Art Plan to be agreed with SCDC;
 - d) a Workplace Travel Plan with a target to reduce employee car journeys to and from the site by 10% within the first three years;
 - e) if required by evidence from the annual travel survey, highway works to ameliorate the impact of the development at the A1301 slip road.
9. The application is a resubmission of refused planning application S/1332/08/F.

Planning History

10. **S/1332/08/F** - Phase 1- Redevelopment of Sawston Business Park for a Mixed B1(c), B2, and B8 scheme and associated infrastructure and landscape work. Refused 30 October 2008 for the following reason:
 1. The proposal, as submitted, has not provided adequate mitigation measures against the possible increase in the number of cycle, pedestrian or public transport trips generated by the development, in order to facilitate the safe and convenient movement of such trips in an area where existing cycle pedestrian and public transport links to the site are poor. As a result, the proposal does not accord with Regional Spatial Strategy for the East of England (2008) Policy SS1 (Achieving Sustainable Development) and South Cambridgeshire Development Control Policies Development Plan Document (2007) Policies DP/1 (Sustainable Development) TR/1 (Planning for More Sustainable Travel) and TR/3 (Mitigating Travel Impact).

11. **S/1302/08/O** Phase 2 - Redevelopment of Sawston Business Park for a Mixed B1(c), B2, and B8 scheme and associated infrastructure and landscape work. Refused 24th October 2008 for the following reasons:
1. As in S/1332/08/F.
 2. The Local Planning Authority is not satisfied that adequate provision has been put forward in the proposals to protect the hydrological integrity of nearby Dernford Fen Site of Special Scientific Interest in order to ensure that there is no pollution of this site during and after development works. In the absence of such safeguarding measures as may be necessary, the proposal fails to comply with Regional Spatial Strategy for the East of England (2008) Policy ENV3 (Biodiversity and Earth Heritage) and South Cambridgeshire Development Control Policies Development Plan Document (2007) Policy NE/7 (Sites of Biodiversity or Geological Importance).
12. **S/2062/98/F** - extension to offices John Dickinson Stationary Ltd -Approved 5 February 1999.
13. **S/1172/91/O** - Outline planning permission was granted in 1993 on the whole estate (Spicers Ltd and John Dickinson Stationary sites combined) for new industrial and warehousing development and a new access road, bridge and altered junction onto the A1301 to replace the existing Sawston level crossing. This application was renewed in 1997 (**S/0800/97/F**) and in 1998 (**S/1147/98/F** and **S/1148/98/F**). Records for planning applications for industrial development on these sites extend back to 1959.

Planning Policy

14. **East of England Plan (2008):**
- Policy **SS1** (Achieving Sustainable Development)
 - Policy **SS2** (Overall Spatial Strategy)
 - Policy **E1** (Job Growth)
 - Policy **E2** (Provision of Land for Employment)
 - Policy **ENV7** (Quality in the Built Environment)
 - Policy **CSR2** (Employment-Generating Development)
 - Policy **CSR3** (Green Belt)
15. **Cambridgeshire and Peterborough Structure Plan 2003:**
- P2/5** (Distribution, Warehousing and Manufacturing)
 - P9/8** (Infrastructure Provision)
16. **South Cambridgeshire Local Development Framework (LDF) Core Strategy (2007):**
- ST/8** (Employment Provision)
17. **South Cambridgeshire Development Control Policies Development Plan Document (2007):**
- DP/1** (Sustainable Development)
 - DP/2** (Design of New Development)
 - DP/3** (Development Criteria)

DP/4 (Infrastructure and New Developments)
DP/6 (Construction Methods)
ET/1 (Limitations on the Occupancy of New Premises in South Cambridgeshire)
ET/3 (Development in Established Employment Areas in the Countryside)
ET/5 (Development for the Expansion of Firms)
GB/1 (Development in the Green Belt)
GB/2 (Mitigating the Impact of Development in the Green Belt)
GB/3 (Mitigating the Impact of Development Adjoining the Green Belt)
SF/6 (Public Art and New Development)
NE/1 (Energy Efficiency)
NE/3 (Renewable Energy Technologies in New Development)
NE/4 (Landscape Character Areas)
NE/6 (Biodiversity)
NE/7 (Sites of Biodiversity or Geological Importance)
NE/11 (Flood Risk)
NE/12 (Water Conservation)
CH/2 (Archaeological Sites)
TR/1 (Planning for More Sustainable Travel)
TR/2 (Car and Cycle Parking Standards)
TR/3 (Mitigating Travel Impact)

18. **South Cambridgeshire LDF Adopted Proposals Map (2008):**

Inset Map No.87: The site is shown to be partly within the designated area under Policy ET/3 part K 'Spicers Ltd, Sawston', and partly within Cambridge Green Belt.

19. **South Cambridgeshire Public Art Supplementary Planning Document**, adopted January 2009.

20. **The Town and Country Planning (The Green Belt) Direction 2005**, at paragraphs 10 to 17 inclusive, is also relevant.

Consultations

21. **Sawston Parish Council:** Recommendation of refusal:

- a) the traffic plan is not feasible;
- b) the crossing is inadequate across the bypass;
- c) traffic queuing to railway crossing;
- d) the application has not addressed councillors' concerns from the last time.

22. In response to application S/1332/08/F, the Parish Council had previously stated that it recommended refusal unless the following conditions were addressed:

- a) Improvement to access (a principle was established in the early 1990's for a flyover in a planning application).
- b) Archaeological investigations need to take place at the Iron Age hill fort on the site.
- c) Cycle paths need to be in place as well as safe pedestrian access.
- d) An independent traffic survey is asked for based upon up to date information as there have been 6 recorded injury accidents in the last three years at this site.

- e) Consultations need to take place with the rail company as it is likely that the London Liverpool Street service is being upgraded in the near future meaning more trains on the line.

The Parish Council would support the building work if these conditions can be met.

23. **Babraham Parish Council** - no comments received.
24. **Corporate Manager (Health and Environmental Services)** In respect of possible land contamination, no objection in principle, subject to a condition requiring the submission of a Remediation Method Statement.
25. **Council's Building Control Manager** - the Building Control Manager states that the Renewables Report considers improving the insulated thermal elements of the buildings as an approach to reducing CO². This approach is recommended by the Building Control Manager as a more sustainable method of reducing CO². The report, as revised, demonstrates that through enhanced U-values for thermal elements and improved build standards, CO² emissions can be reduced by 15% to 17%. This is better than the 10% required by renewable energy policy. Renewable energy technology will still be used in this project. The Building Control Manager recommends this approach to CO² reduction targets.
26. **Cambridgeshire Archaeology**: Awaited. In the previous application it stated that it had no objection in principle. As the site may contain evidence of late prehistoric settlement a condition requiring a scheme of archaeological investigation is recommended.
27. **Sustrans Cambridge Area Manager** – Awaited. In the previous application it stated that it recommended that the developer be required to make a financial contribution towards the provision of a new length of shared-use footway north and south from the site along the west side of the A1301.
28. **Network Rail** - Network Rail has concerns about the application on the grounds that all heavy traffic will be required to use the nearby level crossing.

All heavy traffic is required to access the site via a level crossing (as the alternative car access is limited as to weight). The development would encourage increased vehicular and pedestrian movements at the crossing thus increasing the risk of misuse at this busy level crossing. 199 trains a day use the crossing at approximately 6 trains per hour off peak and 8 trains an hour during peak times. On this section of line, the line speed is 60mph+. The crossing is monitored by a signaller at Cambridge signal box using CCTV, the crossing is not automated.

Any increase in heavy vehicle use adds risk that the crossing will be misused.

Network Rail therefore is concerned about the increased volume of traffic that will likely use the crossing as a result of the current application. This would be alleviated if an alternative solution was devised which did not add heavy vehicular and pedestrian traffic to the level crossing.

29. **Local Highway Authority (New Communities)** - states that:

"The previous 2008 applications were refused due to lack of any mitigation package being provided by the developer to ensure the site is sufficiently accessible by the sustainable modes of transport. Since then discussions have been ongoing with the

developer to ensure an acceptable package of measures is provided by the applicant. This package of measures comprises the following:

- a) Improvements to crossing facilities for pedestrian and cyclists across the A1301 from Mill Lane. Developer to design and build at own expense. Developer has estimated the cost of these works at circa £60,000.
- b) Contribution of £50,000 towards the cost of improving footpaths Sawston FP15 and Whittlesford FP1 which link the development with Whittlesford. These works will significantly improve accessibility to the site for pedestrians arriving from Whittlesford and for cyclists arriving from Whittlesford, Duxford and Whittlesford Railway station.
- c) Workplace Travel Plan that will include the following target: Reduce the number of employee-driver journeys to and from work as a proportion of all employee journeys to and from work by 10% within 3 years of the date of the first survey carried out in the first October after occupation. In the event that this target has not been met 3 years after the date of the first travel survey, further measures agreed with both the County and District Councils will need to be carried out by the developer / occupiers (at developer/occupier expense) in order to achieve the target set.

The A1301 Cycle and Pedestrian improvements have been subject to a safety audit. There are a number of issues which need to be resolved before the improvements can be considered acceptable. These works will need to be implemented prior to occupation of the development.

With regard to the £50,000 footpath contribution, the County Council will require notification from the developer of intent to occupy the Business Park 3 months prior to first occupation of the Business Park. The County Council will require payment of the £50,000 contribution 2 months prior to first occupation of the Business Park.

The County Council requires the WTP including the 10% modal shift target specified above to be secured by means of a s106 agreement.

One further issue has come to light in recent weeks regarding the level of parking provision proposed: as a result of concerns regarding the discrepancy between the maximum required parking spaces derived from the TA Trip rates (159) and the maximum number of parking spaces permitted by South Cambridgeshire District Council's policy, the County Council would be concerned if the development were to install more than 159 parking spaces that the development would in fact generate a higher vehicular trip rate than has been predicted in the Transport Assessment. This would be a significant problem particularly if this higher vehicular trip generation resulted in increased queues on the A1301 slip roads such that the queues backed onto the main carriageway of the A1301.

Therefore the County Council requires that IF the number of car parking spaces at the development increases beyond 159 AND the annual travel survey carried out as part of the travel plan demonstrates that the number of vehicles arriving at the development during the AM peak hour is greater than the modelled +15 year scenario of 82 vehicles (61 vehicles x 1.285) AND the annual travel survey carried out as part of the travel plan demonstrates that queues on the A1301 slip roads back onto the main carriageway of the A1301, then further measures agreed with the County and District Councils will need to be carried out by the developer/occupiers (at developer/occupier expense) in order to ameliorate the impact of the development at the A1301 slip roads.

This above requirement will need to be secured by means of a S106 agreement and included in the Workplace Travel Plan.

Subject to the requirements detailed above and resolving the A1301 cycle and pedestrian crossing issues the County Council has no transport objection to these applications."

30. **Highways Agency** - No objection as there will be no material impact upon the operational capacity of the M11/A11.
31. **Environment Agency** - no objection subject to the imposition of conditions to any planning permission granted relating to surface water disposal system improvements, the control of disposal of spoil within the floodplain, remediation of site contamination, and a scheme for the implementation of pollution control of the water environment to be agreed.
32. **Anglian Water** - the drainage from this development will be treated at Sawston Sewage Treatment Works that at present has available capacity for these flows.
33. **Natural England** - awaited. In response to the previous application Natural England was satisfied with the proposal subject to conditions relating to the protection of Dernford Fen SSSI and contaminated land investigation in relation to risks to Dernford Fen SSSI.
34. **Ecology Officer** – awaited. In response to the previous application, Ecology Officer did not wish to add to the comments of Natural England.
35. **English Heritage** – comment that the application should be determined in accordance with national and local policy guidance.
36. Consultation responses are awaited from **Cambridgeshire Wildlife Trust** and the **Council's Landscape Design Officer**.
37. **Council's Public Art Development Officer** is happy to offer advice or guidance in accordance with the Public Art SDP.

Representations

38. None received.

Planning Comments

39. Members should note that the application has been treated as a departure from the development plan on account of the proposal to create a landscaped mound on land within the Green Belt.

Scale

40. The development of Phase 1 proposes the demolition of 5,900 sqm of floorspace and its replacement with 5,252 sqm, representing a net reduction of 648sqm, or 11%. The buildings have been arranged so as the higher buildings are located more centrally, to minimise any visual impact upon the adjoining countryside. The size of units varies from 1019sqm in Block A to 1665sqm in Block B, which complies with Policy ET/1. I consider that the scale of development is appropriate. In order to retain control over

floorspace changes, I recommend that a condition to prevent further mezzanine floorspace be attached.

Parking and Highway Impact

41. The parking provision of 165 spaces equates to one space per 31.8 sqm. The maximum provision in the highest of the standards relating to B1 uses is one space per 30 sqm. Subject to the comments of the local highway authority, and the review of parking usage by annual travel survey, I consider that this level of provision complies with Policy TR/2.
42. The application is supported by a Transport Assessment. This predicts that the existing facility and the proposed development will generate similar or slightly reduced volumes of traffic over the estate as a whole, including Spicers Ltd. The analysis considers the impact on the junction with the A1301 and the level crossing with queuing traffic, based on a traffic surveys conducted in 2001 and 2005, with traffic growth prediction factors. This concludes that even at peak times over the period to 2023 the slip lanes will be adequate to accommodate queuing traffic arising from the estate while the level crossing is closed. The analysis takes into account the three-year accident data for the junction of Mill Lane with the A1301.
43. The Local Highway Authority has indicated that it is satisfied in principle with the proposal, subject to the requirements to be included in a section 106 agreement as indicated above. In these circumstances I consider that the requirement for a new access that was envisaged in planning permission S/1172/91/O will not be necessary.
44. I note the concerns expressed by Network Rail, which have been brought to the attention of the applicant. I will update to Members further verbally at the meeting on this aspect.

Green Belt

45. I accept that the grounds put forward as very special circumstances to warrant the limited impact on openness of the Green Belt from the disposal of construction waste to an earth mound are acceptable. I consider these factors to have positive environmental, ecological and waste management impacts, which cumulatively would outweigh harm by reason of inappropriateness.
46. I have also had regard to the Green Belt Direction 2005. I do not consider that the circumstances in this case would generate such an impact upon the Green Belt as envisaged in the Direction to warrant the application being referred to the Secretary of State.

Legal Agreement

47. Infrastructure provision in respect of public art and renewable energy will be required by condition and subsequent legal agreement, as will the implementation of the Travel Plan and as required by the Local Highway Authority.

Recommendation

48. Subject to the outcome of further discussions with Network Rail, and to the comments of the Council's Landscape Officer, delegated approval of the application dated 22nd January 2009, subject to the following conditions:

Conditions

1. SC1
2. 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 comply with Policy ET/1 of the adopted Local Development Framework 2007, which limits employment development in the Cambridge area to uses that need to be located close to Cambridge.)
3. 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 of any tree that tree, or any tree planted in replacement for it, is removed, uprooted or destroyed or dies, another tree of the same species and size as that originally planted shall be planted at the same 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 DP/2 and NE/6 of the adopted Local Development Framework 2007.)
4. No further mezzanine floors other than those approved by virtue of this planning permission shall be inserted in any of the units hereby approved unless expressly authorised by planning permission granted by the Local Planning Authority in that behalf.

(Reason - In order to limit the demand for additional vehicular parking provision within the site.)
5. The buildings, hereby permitted, shall not be occupied until vehicular and cycle parking, turning, loading and unloading space has been laid out within the site in accordance with proposed site plan Drawing S195/05 Revision E, hereby approved, and shall thereafter be retained unless expressly authorised by planning permission granted by the Local Planning Authority in that behalf.

(Reason - In the interests of highway safety in accordance with Policy DP/3 of the adopted Local Development Framework 2007.)

6. No development approved by this permission shall be commenced until:
 - a) The application site has been subject to a detailed scheme for the investigation and recording of contamination and remediation objectives have been determined through risk assessment and agreed in writing by the Local Planning Authority. This shall include an assessment of risk to the special interest features of Dernford Fen SSSI. Where potential impacts are identified a detailed mitigation and monitoring strategy shall be drawn up and submitted to and agreed in writing by the Local Planning Authority.
 - b) Detailed proposals for the removal, containment or otherwise rendering harmless any contamination (the Remediation Method Statement) have been submitted to and approved in writing by the Local Planning Authority.
 - c) The works specified in the remediation method statement have been completed, and a validation report submitted to and approved in writing by the Local Planning Authority, in accordance with the approved scheme.
 - d) If, during remediation works, any contamination is identified that has not been considered in the remediation method statement, then remediation proposals for this material should be agreed in writing by the Local Planning Authority.
(Reason - To prevent the increased risk of pollution to the water environment in accordance with Policy DP/1 of the adopted Local Development Framework 2007.)
7. No development shall take place on the application site until the implementation of a programme of archaeological work has been secured in accordance with a written scheme of investigation which has been submitted to and approved in writing by the Local Planning Authority.
(Reason - To secure the provision of archaeological excavation and the subsequent recording of the remains in accordance with Policy CH/2 of the adopted Local Development Framework 2007.)
8. The development hereby permitted shall not be commenced until such time as a scheme to improve the existing water disposal system, as outlined within the Flood Risk Assessment dated 1 July 2008 relevant to each plot, has been submitted to, and approved in writing by, the Local Planning Authority. The scheme shall be fully implemented and subsequently maintained in accordance with the timing/phasing arrangements embodied within the scheme, or within any other period as may subsequently be agreed, in writing, by the Local Planning Authority (Reason - space To prevent flooding by ensuring the satisfactory storage of/disposal of surface water from the site.)
9. No spoil or materials shall be deposited or stored in the floodplain nor any ground raising, including mounding and landscaping, is allowed within the floodplain as delineated by land at or lower than 16.86 m AOD unless expressly authorised in writing by the Local Planning Authority. (Reason - To prevent the increased risk of flooding due to impedence of flood flows and reduction of flood storage capacity.)

10. No infiltration of surface water drainage into the ground is permitted other than with the express written consent of the Local Planning Authority, which may be given for those parts of the site where it has been demonstrated that there is no resultant unacceptable risk to controlled waters. (Reason - To prevent the pollution of controlled waters.)
11. Piling or any other foundation designs using penetrative methods will not be permitted other than with the express written consent of the Local Planning Authority, which may be given for those parts of the site where it has been demonstrated that there is no resultant unacceptable risk to ground water. (Reason - The site is potentially contaminated and piling could lead to the contamination of groundwater in the underlying aquifer.)
12. Prior to the commencement of any development, a scheme for the provision and implementation of pollution control to the water environment shall be submitted to and agreed in writing with the Local Planning Authority. The works/the scheme shall be constructed and completed in accordance with the approved plans. (Reason - To prevent the increased risk of pollution to the water environment.)
13. Prior to the commencement of any development, a scheme for the provision and implementation of surface water drainage shall be submitted to and agreed in writing by the Local Planning Authority. The scheme should demonstrate that surface water drainage associated with the development will not have a negative impact on the special interest features of Dernford Fen SSSI. Any impacts to the special interest features of Dernford Fen SSSI that are identified should be followed up with a detailed mitigation and monitoring strategy which will ensure that the interest features are protected. 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 ensure a satisfactory method of surface water drainage and to safeguard the special interest features of Dernford Fen SSSI.)
14. No materials or equipment shall be stored on the site outside the buildings save that waste materials may be kept in bins for removal periodically. (Reason - In the interests of visual/residential/rural amenity in accordance with Policy DP/3 of the adopted Local Development Framework 2007.)
15. No development shall commence until details of a scheme for the provision of public art, renewable energy infrastructure and the implementation of the Travel Plan, and off site highway works to meet the needs of the development in accordance with South Cambridgeshire Development Control Policies Development Plan Document (2007) SF/6 (Public Art and New Development) NE/3 (Renewable Energy Technologies in New Development) and TR/3 (Mitigating Travel Impact) has been submitted to and approved in writing by the LPA. 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 ensure the development complies with Policy P9/8 of the Cambridgeshire and Peterborough Structure Plan 2003 and Policies SF/6, NE/3, TR/3 and DP/4 of the South Cambridgeshire Development Control Policies Development Plan Document 2007.)

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

- ODPM Circular 11/2005 The Town and Country Planning (Green Belt) Direction 2005.
- South Cambridgeshire Local Development Framework (LDF) Core Strategy, adopted January 2007
- South Cambridgeshire Development Control Policies Development Plan Document (2007)
- South Cambridgeshire LDF Adopted Proposals Map 2008
- South Cambridgeshire Public Art Supplementary Planning Document 2009
- Cambridgeshire and Peterborough Structure Plan 2003
- East of England Plan 2008
- Planning File refs S/0108/09/F, S/0069/09/O, S/1302/08/O, S/1332/08/F, S/1148/98/F, S/1147/98/F, S/0800/97/F, S/1172/91/O and S/2062/98/F

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