

SOUTH CAMBRIDGESHIRE DISTRICT COUNCIL

REPORT TO: Development and Conservation Control Committee 3rd August 2005
AUTHOR/S: Director of Development Services

S/2495/04/O - Great Abington
Erection of Research and Development Buildings (Class B1(b)) Together with
Strategic Landscaping, Parking and Roads.
Phase II Granta Park for Granta Park Ltd

Recommendation: Minded to Approve
Date for determination: 10th March 2005 (Major Application)

Departure Application

Site and Proposal

1. This site is L-shaped and extends to approximately 16 hectares/40 acres. It is bounded by Granta Park/TWI to the northwest and west, the rear of properties fronting a track off High Street to the northeast, part of an agricultural field with the rear of properties fronting High Street beyond to the east, the Avent Research Centre site (formerly Syngenta Seeds Ltd) and properties in Pampisford Road to the southeast and Pampisford Road to the south. There is a permissive path along the northern boundary of the site linking Granta Park to High Street.
2. This outline application, registered on the 9th December 2004, proposes the erection of 30,660 square metres of B1(b) (Research and Development) floor space. Details of the buildings and landscaping within each plot are reserved, but details of the strategic landscaping, grove parking, road and parking are to be considered as part of this application. A Masterplan drawing has been submitted. A central road loop is proposed connected to the existing Park road network. Access to the site would be through the Park from the existing entrance. A path link is indicated onto Pampisford Road. The built development would be confined to the western part of the site. The easternmost part of the site would be retained as agricultural land. The area immediately to the west of the retained agricultural land would be re-contoured and would become a wildflower meadow and woodland glades with the proposed grove parking area located on the area to the west of this. A plan showing proposed building height restrictions across the site, up to a maximum of 15 metres high, has also been submitted.
3. The application is accompanied by a planning statement, a draft design guide, a transport assessment and addendum, a travel management plan and an Environmental Impact Assessment with accompanying specialist reports covering visual impact, historic buildings and landscapes, soil and geology, air and climate, water and hydrogeology, noise and vibration, traffic and transport, archaeology, and flora and fauna. The text from the Environmental Statement Non-Technical Summary is attached as Appendix A.
4. The application has been amended by a Transport Assessment Addendum 1 date stamped 16.3.05 (a response to queries from the Highways Agency), drawing no. 230541SK28 Rev.

A date stamped 24.6.05 (detailing proposed changes to the signage and markings on the approach to the A1307/A11 roundabout) and Josephine Morrison Landscape Architect's letter dated 4.7.05 and enclosure (detailing percentage mixes for the woodland planting schemes).

Planning History

5. There is no planning history relating to this site.
6. Permission has been granted for approximately 69,000 square metres of B1(b) floor space on the existing Granta Park site ('Phase I').

Planning Policy

Employment/Clusters in Rural Areas

7. Regional Planning Guidance for East Anglia to 2016 (RPG6 November 2000) has two policies of relevance:

"Policy 7: Extension of the clusters of research and technology based industries

EEDA, the local authorities and other regional partners should develop a strategy to inform the RPG for the East of England for facilitating the extension of the clusters of research and technology based around Cambridge to locations beyond Cambridge and its immediate vicinity. Such a strategy would identify appropriate locations and indicate how they can provide the conditions attractive to investment by research and technology based industries and their support services.

Policy 21: Vision and planning Framework

The local authorities, supported by EEDA and other local partners, should develop a vision and planning framework for the Cambridge sub-region which will, amongst others:

- a) Allow the sub-region to develop further as a world leader in research and technology based industries and the fields of higher education and research;
 - b) Foster the dynamism, prosperity and further expansion of the research and technology based economy;"
8. The East of England Plan (Draft revision to the Regional Spatial Strategy for the East of England) (December 2004) incorporates the following policy:

"Policy CSR3: high technology Clusters

The development and expansion of high technology clusters in the Cambridge sub-region will be supported by making specific provision for:

- a) Research and development
- b) Computer services
- c) Telecommunications/information technology
- d) Biotechnology and biomedical
- e) Medicine
- f) Other emergent technologies."

9. Structure Plan 2003 **Policy P1/2** states that development in the countryside will be resisted unless the proposals can be demonstrated to be essential in a particular rural location.
10. Structure Plan 2003 **Policy P2/4** states that linkages and partnerships between successful clusters in the Cambridge Sub-Region will be facilitated to help spread the benefits of cluster growth. It states that, in allocating sites suitable for new and existing employment clusters, the Local Planning Authority will: take account of the distribution, dynamics and spatial requirements of particular clusters; ensure provision is made in suitable locations well related to the local labour market, primarily in urban areas well served by public transport; indicate appropriate contributions from cluster businesses to facilitate provision of key worker housing and public transport; and seek to facilitate cluster potential in market towns and on an appropriate scale in rural areas in accordance with Policy P2/6 (which promotes sensitive small-scale development in rural areas).
11. **Policy P9/6** states that development and expansion of high technology clusters in the Cambridge Sub-Region will be supported in accordance with Policy P2/4 by making specific provision for development in specific categories, including biotechnology and biomedical and research and development.
12. Local Plan 2004 **Policy EM4** states that proposals for the expansion of existing research establishments will normally be permitted if it can be demonstrated that: (a) such development is intended to provide accommodation for organisations whose primary purpose is to research or investigate ideas, theories and concepts and/or to design and develop instruments, processes or products, up to and including production for testing, but excluding manufacture; and (b) that the organisations are required in the national interest to be located close to existing major establishments in related fields (such as the universities, the teaching hospital or private research establishments) in order to share staff, equipment or data, or to undertake joint collaborative working for the purposes specified in (a). It states that where there is any conflict between such proposals and other policies and proposals in the development plan this must be outweighed by evidence of need in the national interest. It also states that development under this policy will be regulated by way of a condition(s) or, where appropriate, a planning obligation, to restrict the future occupation and use of the premises for the purposes specified.

Landscaping/Visual Impact of Development

13. Local Plan 2004 **Policy EN3** states that, in all cases where new development is permitted in the countryside, the Council will require that development and landscaping works are appropriate to the particular Landscape Character Area, the East Anglian Chalk Landscape Character Area in this instance.
14. Local Plan 2004 **Policy EN5** states that landscaping schemes will be required to accompany applications for development where it is appropriate to the character of the development, its landscape setting and the biodiversity of the locality.

Nature Conservation and Ecology

15. Local Plan 2004 **Policy EN8** states that the District Council will seek to ensure that the distinctive habitats, natural features and species characteristics of natural areas are respected, retained and wherever possible enhanced.

Setting of Abington Hall, a Grade II* Listed Building

16. Structure Plan 2003 **Policy P7/6** states that Local Planning Authorities will protect and enhance the quality and distinctiveness of the historic built environment.
17. Local Plan 2004 **Policy EN28** states that the District Council will refuse applications for development which damage the setting of a listed building.

Sustainable Transport

18. Structure Plan 2003 **Policy P8/2** states that new development will be expected to make provision for integrated and improved transport infrastructure to increase the ability to move by cycle, public transport and on foot.
19. Local Plan 2004 **Policy TP1** states that the Council will seek, through its decisions on planning applications, to promote sustainable transport choices, to improve access to major trip generators and to reduce the need to travel, especially by car. It states that this will be achieved by, amongst others, adopting on-site and/or off-site design features that promote and facilitate access by non-car modes (including walking and cycling), restricting car parking, requiring safe and secure cycle parking and, where a proposal is likely to have 'significant transport implications', require the preparation of a Travel Plan.

Consultations

20. **Great Abington Parish Council** recommends approval and states that the issues raised at pre-application meetings, including a public meeting, have been addressed. These issues were principally covenanting the land to the east to remain in perpetuity as agricultural land; traffic calming on Pampisford Road; re-contouring Ricketts Field and tree planting on both the field and along the Pampisford Road frontage near New House Farm; and the creation within the site of a permissible cycle/footpath from Pampisford Road to connect with the existing path from Phase 1 to the High Street. It also welcomes the proposal to partly fund a cycle path to the Babraham Park and Ride site from Four Wentways.

Whilst unanimously recommending approval, it thinks that the concrete blocks, currently used across the emergency exit, should be replaced by a more readily opened system and seeks assurances from Anglian Water through SCDC that the sewerage mains in the village can handle the additional discharge. It also wishes to see the Section 106 Agreement before it is signed and asks whether it should be a signatory.

21. **Little Abington Parish Council** recommends approval. It welcomes the agreement of use of land between Great Abington High Street and the development as agricultural land, imaginative landscaping on the eastern side of the development and the traffic measures along Pampisford Road. It urges that the traffic situation at the entrance roundabout to the Granta Park site is monitored to ensure that villagers using the A11 road are not held up and light pollution on the site is kept to a minimum.
22. **Conservation Manager** raises no objections. He states that the development would not impact on the principal elevation to the northern side of Abington Hall, a Grade II* listed building. He also states that the proposed height regime and landscaping is logical, respects the setting of the site and mitigates the potential impacts of the development. He supports the proposed design criteria but states that provision for

public art also needs to be included. As a planning gain, he recommends that, as part of any permission, provision is made to secure the long-term future of South Lodge, which is a 'Listed Building At Risk'.

23. **Landscape Design Officer** raises no objections and comments that the creation of limited mounding is acceptable and there are similar slopes nearby (eg. up from the river). While she states that the gradients shown are generally acceptable, she would prefer the proposed 4 metres raise to be reduced but states that, given the planting that is going on top of this area, she does not formally object.
24. **Ecology Officer** accepts the contents of the submitted ecological report and has no objections. He does however suggest further discussions in relation to: a slight realignment of the woodland edge to allow a greater proportion of the meadow to be south facing; provision of telegraph mounted barn owl boxes adjacent to the meadow to provide future nest site for desired species; the erection of nest and bat boxes within the larger hedgerow trees; consideration to incorporating a bat cave within the contours of the new meadow. He also recommends a condition is attached to any approval to protect the hedgerows during the construction period and would prefer the ecological management of the site to be secured by a S.106 rather than condition, as the woodland glades will require management beyond 5-10 years and the meadow management will require specific cutting regimes. He also comments that the provision of green roofs would demonstrate an excellent approach to sustainable development and integration of biodiversity within the built environment.
25. **Chief Environmental Health Officer** recommends that conditions relating to noise emitted from the use of plant and machinery, limits on hours within which landscaping/contouring and general construction can take place and an Environmental Management Plan are attached to any permission.
26. **Local Highway Authority** notes that this is a substantial development and the level of additional trips that would be generated (predicted to be 777) will not be insignificant. It states that the majority of these will access the Park from the A11 but that any further rat running along Pampisford Road should be discouraged.

It welcomes the proposed traffic calming on this road but states that the proper channels of consultation with local residents will need to be gone through, the scheme worked up and implemented by the developers and secured through an appropriate legal agreement. It confirms that the development would not exceed the capacity of the Pampisford Road roundabout and the junction of Station Road with the A505. It also states that it would be appropriate for the applicant to contribute towards the A1307 cycle scheme and seeks a contribution towards or provision of a section of the scheme. Finally, it recommends that the proposed signage scheme at the A11 Four Wentways junction is implemented.

27. **Highway Agency** confirms that it is content with the application provided the proposed changes to the signage and markings on the approach to the A1307/A11 roundabout are implemented.
28. **County Archaeology** recommends that a condition requiring a programme of archaeological work to be agreed and implemented is attached to any approval.
29. **East of England Development Agency** states that the development would undoubtedly make a valuable contribution to meeting the goals and priorities of the recently adopted Regional Economic Strategy but acknowledges that the District Council will need to balance these contributions against other important planning

considerations. It suggests that a full 'economic impact assessment' would assist in the consideration of the proposals, particularly with respect to the relative importance of the proposals to the wider regional and national economy.

30. **The Countryside Agency** was consulted but does not wish to comment.
31. **English Heritage** does not wish to make any representations and recommends that the application should be determined in accordance with government guidance, development plan policies and with the benefit of conservation advice locally.
32. **Environment Agency** raises no objections subject to the imposition of conditions relating to surface water drainage, foul water drainage and pollution control are attached to any approval. It also makes advisory comments for the applicant.
33. **Anglian Water** has no objections to the application subject to the imposition of a condition requiring details of foul and surface water drainage to be approved. It also states that foul drainage from the site will connect to the pumping station constructed as part of Phase 1 Granta Park and this station will not be permitted to increase the pumped discharge rate to the public foul sewer.
34. **English Nature** does not object but makes the following suggestions: the approval and implementation of a management plan, encompassing future management of wildlife habitats as outlined in the Environmental Statement (ES), should be a condition of any approval; no work should take place within 6 metres of hedgerows (not 3 metres as stated in the ES) in order to fully protect the hedgerows (which may be used by as flight lines and/or feeding stations by bats) from damage whilst works are taking place; and an area dedicated to annual cultivation with no agricultural inputs within Granta Park may prove of benefit to annual arable plant species.
35. **Cambs Fire & Rescue Service** asks that adequate provision is made for fire hydrants by way of S.106 Agreement or condition.
36. **RSPB, CPRE, Cambridge & District Chamber of Commerce, Wildlife Trust, Cambridge Water Company, CCC Biodiversity Officer and Go-East** were consulted but no comments have been received to date.

Representations

37. Occupiers of 2 New House Farm Cottages, Pampisford Road makes the following concerns/comments: light and noise, including noise from air conditioning units, which should be minimised by coniferous screen landscaping; the lowest buildings should be sited near houses; the security of footpath needs to be considered; and speeding is a problem on Pampisford Road.
38. Occupier of 2 Pampisford Road comments that the effect of the development on properties in Pampisford Road has not been given any consideration and highlights the following concerns: light pollution, which should be minimised by the construction of a bund with coniferous trees on top and a restriction on construction hours; visual pollution, which should be minimised as above plus by more sympathetically designed and coloured buildings in keeping with the surrounding countryside; increased traffic; in the absence of public transport, trips to the Park would be by car; traffic calming and an extension of the 30mph zone on Pampisford Road should be a condition of any approval; improved bus services needed; and noise pollution, particularly during the construction period, which should be minimised by restricting construction hours and a bund.

39. Occupiers of 4 Pampisford Road make the same comments as the occupier of 2 Pampisford Road above.
40. A separate letter from another occupier of 2 Pampisford Road expresses concern in relation to the intrusive nature of this large-scale, semi-industrial development that in no way reflects the rural nature of the existing landscape; and the need for a bund and landscaping to minimise the impact of the development on properties in Pampisford Road. He/she also states that the LPA should obtain the view of Cambus Constabulary who has independently surveyed traffic in Pampisford Road in recent months and states that suitable speed reduction measures and an extension of the 30mph zone on Pampisford Road are required if the development is to proceed. He/she is also concerned about light pollution and the need to time restrict any lighting; and noise pollution/biohazard/procurement. In a subsequent letter, he/she states that, to his/her knowledge, the police have attended at least 2 accidents in Pampisford Road in the 5 months since his/her original letter, both involving overturned cars on the bend to The Cutting House.
41. Occupier of New House Farm, Pampisford Road is concerned about the landscape impact of the development and makes the following comments: public meetings have focused on the impact on properties in the High Street only with little consideration given to the numerous properties along Pampisford Road; need for bund and coniferous planting to help minimise the impact of the development from Pampisford Road during the winter months; buildings should be a soft green colour; need for strict control over lighting of buildings and car parks; and need for public consultation in respect of traffic calming on Pampisford Road.
42. Occupiers of 8 Pampisford Road object on the following grounds: visual impact; height of buildings close to their property (should be a max of 5m rather than 11m as proposed); lighting of car parks; increased traffic on Pampisford Road; need for consultation in respect of any traffic calming along Pampisford Road; mitigation proposals concentrate on minimising impact on properties in High Street only; the proposed footpath at the bottom of their garden would raise security concerns and they would welcome discussions as to how this could be resolved; noise from plant, machinery, deliveries etc.; and need for waste to be properly managed.
43. Occupier of 1 Newhouse Farm Cottages, Pampisford Road have the following concerns: close proximity of such high buildings with concurrent light and noise pollution; air and water pollution as it is not clear what kind of research would be carried out in the buildings; whilst attempts have been made to protect residents of High Street, no similar attempt has been made to protect the residents of Pampisford Road; and need for an artificial hill and strategic planting to protect Pampisford Road residents.
44. Occupiers of Cutting House, Pampisford Road have the following concerns: loss of view and privacy; an earth mound is needed to minimise the impact of the development when viewed from properties in Pampisford Road; impact on Pampisford Road residents has not been considered sufficiently; new planting needs to be semi-mature trees to accelerate the screening; the views from Cutting House included in the environmental report are misleading and inaccurate; any buildings close to their property need to be much lower (single storey or sunk into the ground) than proposed; light pollution, particularly from car parks at night; exacerbating existing traffic problems on Pampisford Road; assurances needed that there would be no access to the site from Pampisford Road; traffic calming on Pampisford Road is

required; noise pollution, including noise from traffic; and air pollution in the form of dust during construction period and from users of the buildings.

Planning Comments – Key Issues

45. The key issues in relation to the application are:
 - a) Whether development of the nature and scale proposed is appropriate in this countryside location;
 - b) The visual impact of the development;
 - c) Highway matters, including sustainable transport; and
 - d) Impact on local residents.
46. The application has been advertised as a departure from the development plan due to the scale of the development in the countryside, but needn't necessarily be a departure if it can be demonstrated to be essential in this particular rural location and thereby accord with Structure Plan Policy P1/2. Nevertheless, given the scale of the development, it is considered appropriate to refer it to the Secretary of State should Members be minded to approve it.
47. There is not currently a shortage of general employment land in the District and I would also normally seek to ensure a development of this scale was better related to large centres of population. However, the development plan acknowledges the advantages of hi-tech firms locating in clusters and supports the expansion of such clusters. Mindful of the clear advantages of clusters and the information submitted by the applicant, including the letter attached as Appendix B, it is my view that the need for a development of this nature and scale in this particular location has been demonstrated. One significant advantage of allowing a development of this scale at this time rather than a series of incremental extensions is that it will enable the significant structural landscaping proposed to be planted and become established rather than continuously replanting the boundary as and when it is moved.
48. Having had regard to the Environmental Impact Assessment and provided the proposed conditions, which including conditions relating to landscaping and the maximum height of buildings, are adhered to, I am satisfied that the visual impact of the development can be adequately mitigated.
49. Subject to the implementation of traffic calming on Pampisford Road, a scheme of signage and road markings at the A11 Four Wentways/A1307 junction, the payment of a contribution towards the provision of a segregated cycleway along the A1307 and an updated 'Green Travel Management Plan' for Granta Park to take account of the development, which can all be secured by condition or legal agreement, the proposal is considered to be acceptable in terms of highway matters and sustainability. In recent years, Granta Park has operated a successful Green Travel to Work Plan, including encouraging and facilitating car sharing, walking and cycling to work, and providing a shuttle bus to and from Whittlesford rail station.
50. With regards to other issues, the development is not considered to harm the setting of Abington Hall (a Grade II* listed building) or, subject to compliance with safeguarding conditions, including conditions relating to noise levels, the amenity of local residents. A 20m+ belt of strategic planting is proposed between the built development and properties in Pampisford Road. When the precise siting and height of buildings is considered at the detailed stage, it will be important to ensure that the amenity of Pampisford Road residents is protected.

51. The Conservation Manager recommends that, as a planning gain as part of any permission, provision is made to secure the long-term future of South Lodge. In response, the applicant states that the building has recently been renovated and is now in a very sound condition. Whilst it currently has no plans for its re-use, it is committed to maintaining it in that state but has indicated that its use in connection with the proposed research and development use has been considered but the building does not readily lend itself to such a use. In view of this, I do not consider that it would be reasonable to require a new use to be found for this building as a requirement of any permission.

Recommendation

52. Subject to the application being referred to the Secretary of State and not being called in by him, the prior signing of a legal agreement to cover the following:
- a) The use of the buildings (to reflect the use stipulated as part of the Agreement covering 'Phase 1');
 - b) Ensuring the "agricultural zone" shown upon drawing no. 517/102 is only used for agricultural purposes and that no development, including development that would otherwise be permitted development, is carried out within this area;
 - c) A £350,000 contribution towards the provision of a segregated cycleway along the A1307; and
 - d) An Ecological Management Plan for the site.

Approval (as amended by Transport Assessment Addendum 1 date stamped 16.3.05, drawing no. 230541SK28 Rev. A date stamped 24.6.05 and Josephine Morrison Landscape Architect's letter dated 4.7.05 and accompanying percentage mixes for the woodland planting schemes) subject to conditions to cover the following:

1. Standard Condition B – Time limited permission (Reason: B);
2. Standard Condition 1 a, b, and d save for details of strategic landscaping, the grove parking and road and parking details, including lighting and signage, which form part of this permission – Submission of Reserved Matters (Reason: 1)
3. The development hereby permitted shall not exceed 30,660 square metres gross external floor area (Reason: To define the development in relation to the Environmental Impact Assessment)
4. All planting, seeding or turfing comprised in the approved details of structural landscaping shall be carried out no later than the first planting and seeding seasons following the commencement of development; and any trees or plants which within a period of five years from the completion of the development die, are removed or become seriously damaged or diseased shall be replaced in the next planting season with others of similar size and species, unless the Local Planning Authority gives written consent to any variation (Reason - To enhance the quality of the development and to assimilate it within the area.)
5. All planting, seeding or turfing comprised in the approved details of landscaping of the grove parking shall be carried out no later than the first planting and seeding seasons following the bringing into use of the parking spaces adjacent to the approved landscaping; and any trees or plants which within a period of five years from the completion of the development die, are removed or become seriously damaged or diseased shall be replaced in the next planting season with others of similar size and species, unless the Local Planning Authority gives written consent to any variation (Reason - To enhance the quality of the development and to assimilate it within the area.)

6. All planting, seeding or turfing comprised in the approved details of landscaping approved under condition 2 above shall be carried out no later than the first planting and seeding seasons following the occupation of the buildings to which they relate, the completion of the road to which they relate or the completion of the development, whichever is the sooner; and any trees or plants which within a period of five years from the completion of the development die, are removed or become seriously damaged or diseased shall be replaced in the next planting season with others of similar size and species, unless the Local Planning Authority gives written consent to any variation (Reason - To enhance the quality of the development and to assimilate it within the area.)
7. No development shall commence until a scheme to protect the hedgerows and planting on the boundaries of the site has been submitted to and approved in writing by the Local Planning Authority; the approved scheme shall be in place for the duration of the construction period (Reason: To protect the boundary hedgerows and planting which make an important contribution to the area)
8. 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 with 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 ensure a satisfactory method of surface water drainage)
9. Prior to the commencement of any development, a scheme for the provision and implementation of foul water drainage shall be submitted to and agreed in writing with 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 pollution to the water environment)
10. 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/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 pollution to the water environment)
11. Standard fire hydrant condition and reason
12. Before development commences on each building, precise details of the finished floor level of the building shall be submitted to and approved in writing by the Local Planning Authority; development shall be carried out in accordance with the approved details (Reason: To ensure the satisfactory appearance of the development)
13. The height of buildings shall not exceed the heights specified on drawing no. 517/103 relative to the finished floor level information on drawing no. 517/101 (Reason: To ensure that the development would not seriously detract from the visual amenities of the countryside)
14. Noise emitted from the use of plant and machinery on the site shall not exceed 35dB Laeq (fast) (1 Minute) between the hours of 0800 and 1800 and 30dB Laeq (fast) (1 Minute) between the hours of 1800 and 0800 at the positions marked 'X' on plan SCDC1 enclosed with this Decision Notice (Reason: To protect the amenity of local residents)
15. Unless otherwise agreed in writing by the Local Planning Authority, no landscaping/contouring work shall take place other than between the hours of 0800 and 1700 Mondays to Fridays and no other construction work shall take place other than between the hours of 0800 and 1800 Monday to Friday and

- 0800 and 1300 on Saturdays and at no time on Sundays or Public Holidays
(Reason: To protect the amenity of local residents)
16. Before development commences, an Environmental Management Plan relating to vibration/foundation work, construction noise levels and monitoring, dust suppression and noise from reversing beepers, to include dates and periods of potentially noisy/dusty work and site liaison details shall be submitted to and approved in writing by the Local Planning Authority; All such work shall be carried out in accordance with the approval plan. (Reason: To protect the amenity of local residents during the construction period)
 17. Standard Condition 66 – Archaeology (Reason: 66)
 18. Before development commences on the southern loop road, details of its precise position shall be submitted to and approved in writing by the Local Planning Authority; development shall be carried out in accordance with the approved details (Reason: To ensure the satisfactory appearance of the development)
 19. Before development commences on the loop road, details of the hard surface materials to be used shall be submitted to and approved in writing by the Local Planning Authority; development shall be carried out in accordance with the approved details (Reason: To ensure the satisfactory appearance of the development)
 20. Before development commences, details of a traffic calming scheme on Pampisford Road shall be submitted to and approved in writing by the Local Planning Authority; the approved scheme shall be implemented before any of the buildings hereby permitted are first occupied (Reason: In the interests of highway safety)
 21. Before any of the buildings hereby permitted are first occupied, the scheme of signage and road markings at the A11 Four Wentways/A1307 junction shown upon drawing no. 230541SK28 Rev. A date stamped 24.6.05 shall be completed (Reason: In the interests of highway safety)
 22. No development shall commence until an updated 'Green Travel Management Plan' for Granta Park to take account of the development hereby permitted has been submitted to and approved in writing by the Local Planning Authority; the Plan shall be implemented in accordance with the details contained therein (Reason: To encourage car sharing and the use of non-car alternative means of travel to the site)
 23. Before development commences on each building, details of secure, covered cycle parking to serve that building shall be submitted to and approved in writing by the Local Planning Authority; the approved parking shall be provided before the building to which they relate is first occupied and thereafter maintained (Reason: To encourage cycling to work)
 24. Before development commences, details of the position of lamp columns within the parking groves shall be submitted to and approved in writing by the Local Planning Authority; development shall be carried out in accordance with the approved details (Reason: To ensure the satisfactory appearance of the development)
 25. Details of the position of lamp columns within each other part of the development shall be submitted to and approved in writing by the Local Planning Authority before development commences on that part of the development; development shall be carried out in accordance with the approved details (Reason: To ensure the satisfactory appearance of the development)
 26. Unless otherwise approved in writing by the Local Planning Authority, the lamp column lighting shall be turned off between the hours of 2200 and 0730 (Reason: To protect the visual amenities of the countryside)

27. Unless otherwise approved in writing by the Local Planning Authority, paths shall only be illuminated by bollard lighting and only to match the bollard lighting approved for the 'Extension to Footpath/Cycleway Including Lighting and Lighting of Existing Footpath/Cycleway' at Granta Park (planning reference S/0632/04/F) (Reason: To ensure the satisfactory appearance of the development)
28. Before development commences on each 'plot', details of the number, position and hard surfacing materials of 'on-plot' parking spaces to be provided shall be submitted to and approved in writing by the Local Planning Authority; the approved spaces shall be provided before the building to which they relate is first occupied and thereafter maintained (Reason: To ensure the satisfactory appearance of the development and the provision of an appropriate level of car parking)

Reasons for Approval

1. Although the development involves 30,660 square metres of new floor space in the countryside, the need for a development of this nature and scale in this particular location has been demonstrated.
2. The development is considered generally to accord with the Development Plan and particularly the following policies:
 - a. Cambridgeshire and Peterborough Structure Plan 2003: P1/2 (Environmental Restrictions on Development), P2/4 (Development and Expansion of Employment Clusters), P7/6 (Historic Built Environment), P8/2 (Implementing Sustainable Transport for New Development) and P9/6 (Promotion of Clusters)
 - b. South Cambridgeshire Local Plan 2004: EM4 (Research Establishments), TP1 (Planning for More Sustainable Travel), EN3 (Landscaping for New Development in the Countryside), EN5 (Landscaping of New Development), EN8 (Nature Conservation and Ecology) and EN28 (Development Within the Setting of a Listed Building)
3. The development is not considered to be significantly detrimental to the following material planning considerations, which have been raised during the consultation exercise: highway safety and network capacity; drainage and pollution control; light pollution; setting of Abington Hall; visual impact; sustainable travel; archaeology; economic impact; ecology; water supplies for firefighting; impact on local residents; and security of footpath.

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

- Regional Planning Guidance for East Anglia to 2016 (RPG 6 November 2000)
- The East of England Plan (Draft revision to the Regional Spatial Strategy for the East of England) (December 2004)
- South Cambridgeshire Local Plan 2004
- Cambridgeshire and Peterborough Structure Plan 2003
- Planning file Ref: S/2495/04/O

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