

22/00128/FUM

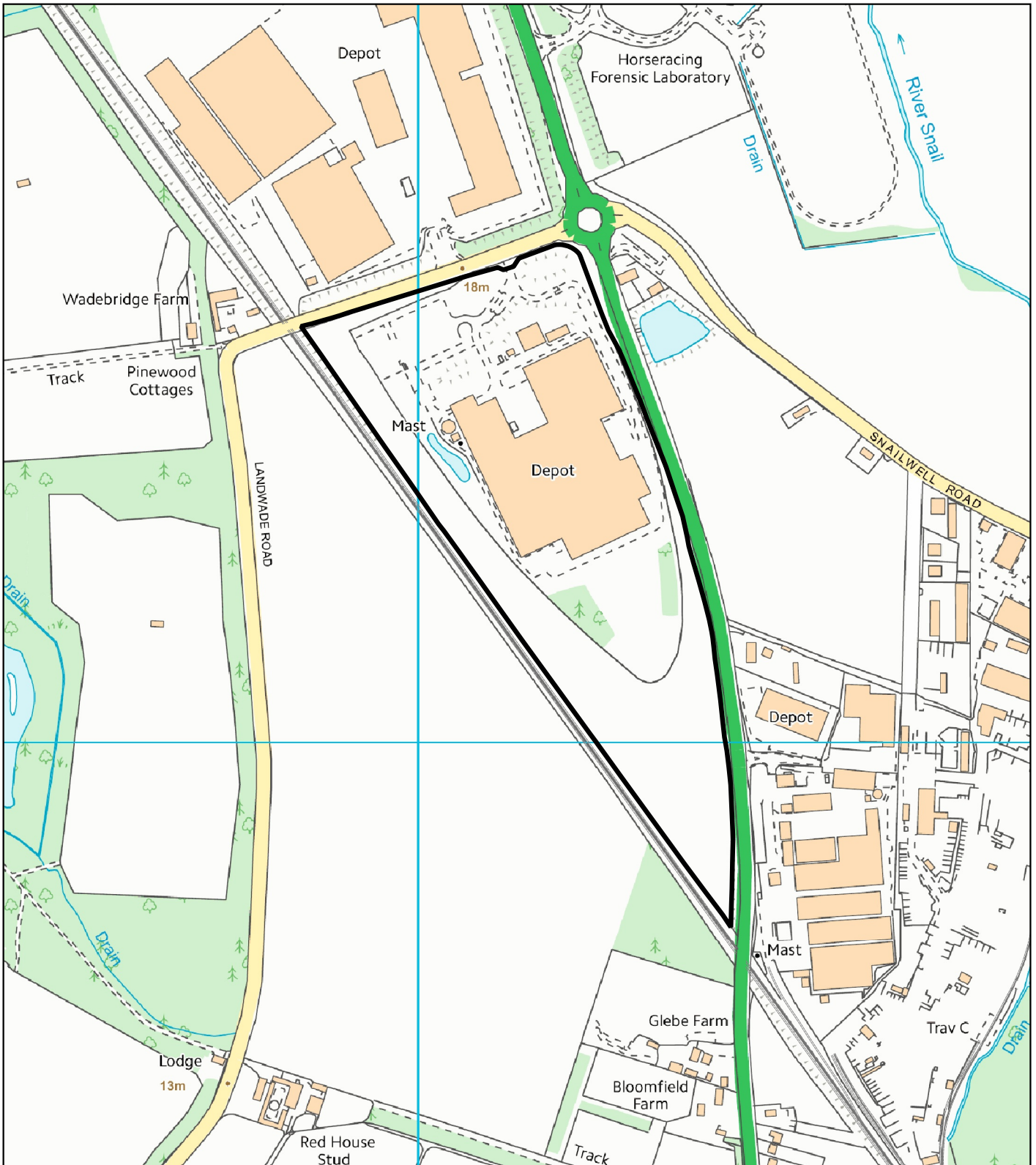
David S Smith Corrugated Limited
Fordham Road
Newmarket
CB8 7TX

Alterations and extensions to existing packaging facility to accommodate additional corrugator, boilers, starch plant, effluent plant, reel store, pallet store, transformers, parking, landscaping, and infrastructure works

To view all of the public access documents relating to this application please use the following web address or scan the QR code:

<http://pa.eastcambs.gov.uk/online-applications/applicationDetails.do?activeTab=summary&keyVal=R7NPNAGG0CT00>





22/00128/FUM

DS Smith Packaging UK
Limited
Fordham Road
Newmarket



East Cambridgeshire
District Council

Date: 20/09/2023
Scale: 1:6,000



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TITLE: 22/00128/FUM

Committee: Planning Committee

Date: 4 October 2023

Author: Planning Team Leader

Report No: Y59

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Site Address: David S Smith Corrugated Limited Fordham Road Newmarket, CB8 7TX

Proposal: Alterations and extensions to existing packaging facility to accommodate additional corrugator, boilers, starch plant, effluent plant, reel store, pallet store, transformers, parking, landscaping, and infrastructure works.

Applicant: DS Smith Packaging UK Limited

Parish: Fordham

Ward: Fordham and Isleham

Ward Councillor/s: Julia Huffer
Kelli Pettitt

Date Received: 11 February 2022

Expiry Date: 13 October 2023

1.0 RECOMMENDATION

1.1 Members are recommended to approve the proposed development subject to the recommended conditions below. The proposed conditions can be read in full in Appendix 1 of the report.

- 1.2
1. Approved plans
 2. Timescale for implementation
 3. Surface water drainage for construction phase
 4. Surface water drainage for operational phase
 5. Foul water drainage
 6. Construction access
 7. Access gates
 8. Highways improvement works
 9. Biodiversity mitigation
 10. Construction Environmental Management Plan

11. Construction hours
12. Piling method statement
13. Materials
14. Noise mitigation
15. Renewable and Low/Zero Carbon Strategy
16. Parking, turning and access
17. Cycle parking
18. Travel Plan
19. Hard surfacing
20. Soft landscaping management
21. Boundary treatments
22. Biodiversity enhancements
23. Noise management plan
24. Soft landscaping implementation
25. External lighting

2.0 SUMMARY OF APPLICATION

- 2.1 The application seeks full planning permission for alterations and extensions to the existing factory, parking areas, landscaping and infrastructure works. The extensions to the building are in two main areas to the north end and south end of the main building and would accommodate additional machinery required for the production of packaging, as well as boilers, plant, storage and transformers. The extension to the north end would be a warehouse extension of approximately 4,000m² (~43,000 sq ft). The extensions to the southern end would be an extension to the factory area of approximately 15,000m² (~161,500 sq ft).
- 2.2 The application also includes details regarding significant additional landscape planting on the site and enhancements to biodiversity. Details of a temporary access for construction vehicles taken off the A142 have also been provided as part of this application.
- 2.3 The application is relatively uncontentious and has been referred to the planning committee as the floorspace created is in excess of the 1,000m² threshold contained within the Council's constitution.
- 2.4 The full planning application, plans and documents submitted by the Applicant can be viewed online via East Cambridgeshire District Council's Public Access online service, via the following link <http://pa.eastcambs.gov.uk/online-applications/>.

3.0 PLANNING HISTORY

- 3.1 The main permissions relating to the site are as follows:

95/00871/FUL	Erection of building for use as an integrated corrugating plant, including site works, landscaping and construction of new access	Approved	07.02.1996
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00/00485/FUL	Chill store and assembly area, associated offices, external works and drainage, extension of existing workshop and new gatehouse	Approved	12.10.2000
04/00511/FUM	Extension of existing storage building and relocation of existing pallet stores	Approved	23.07.2004
15/00478/FUM	Marketing and Training Centre adjacent to the existing packaging factory with separate car parking and new hard and soft landscaping	Approved	26.11.2015
17/01951/FUL	Combined heat and power plant	Approved	03.04.2018
21/01364/SCRE EN	SCREENING OPINION - Proposed development comprising of an extension of the existing packaging facility by c.18,000sqm floorspace	ES Not Required	31.01.2022

4.0 **THE SITE AND ITS ENVIRONMENT**

- 4.1 The application site is a wedge-shaped parcel of land of approximately 14 hectares (~35 acres) located between the A142 to the east, the Ely-Bury St Edmonds rail line to the west and Landwade Road to the north. The existing site is comprised of the main site access and parking area off Landwade Road to the northern end of the site, a large factory building sitting roughly centrally on the site with further car parking on its eastern side and a smaller building to the south of the main factory building which is understood to be used for marketing and training. There is open grassland to the south of the site with some areas of tree planting to both the north and south of the main building. The boundaries of the site are enclosed by security fencing inside boundary planting comprised of managed hedgerows and trees along the road boundaries and sparser hedge planting along the rail line.
- 4.2 The main factory building covers approximately 27,000 m² (~291,000 sq ft) and is comprised of three main linked elements ranging in height between 10.5 metres (~34 ft) and 12 metres (~39 ft). The land levels within the site are somewhat lower than those of the surrounding roads.
- 4.3 The site is not located within a settlement envelope and is therefore within the countryside. It is within an allocated employment site defined by policy FRD 8 of the Local Plan. The site is largely within Flood Zone 1 (land considered to be at the lowest risk of flooding) although a sliver of the site along the western boundary falls within Flood Zone 3. The site is within the Fordham Neighbourhood Plan Area. The site is not within any protected habitats, although it is approximately half a kilometre

from Chippenham Fen which is designated a RAMSAR site, a Special Area of Conservation, a SSSI and a National Nature Reserve. Snailwell Meadows SSSI is located approximately 300m from the site and the Snailwell Grasslands and Woods County Wildlife Site is approximately 350m away.

5.0 **RESPONSES FROM CONSULTEES**

5.1 Responses were received from the following consultees and these are summarised below. The full responses are available on the Council's web site.

Fordham Parish Council - 14 March 2022

States it has no objections to the application.

Local Highways Authority - 14 March 2022

Notes the site benefits from an existing access which is suitable for the proposed extension provided that it will continue to operate within capacity. The internal site roads are privately maintained but turning provision appears suitable. Notes that the parking provision is notably lower than Local Plan Policy but defers to the LPA regarding the suitability of provision.

States that insufficient detail has been provided in respect of the construction access regarding its positioning and design. Requests dimensioned drawings supported by vehicle tracking and that the construction access is moved north so that it is offset from the taper of the opposing right turn lane

Local Highways Authority – 14 June 2022

Notes that a design for the temporary construction access onto the A142 has been provided, but requests additional detail and changes be made to its design.

Local Highways Authority – 13 July 2022

Commented on revised construction access details that further changes were required.

Local Highways Authority – 22 July 2022

Commented on revised construction access details that further changes were required.

Local Highways Authority – 25 July 2022

Confirmed that the amended construction access details were acceptable. Has provided details of conditions it requests in respect of a restriction on gates, the provision of the temporary construction access onto the A142 and the prevention of surface water run-off onto the adopted highway.

CCC Transport Assessment Team – 19 April 2023

Reviewed the submitted Transport Assessment in respect of the existing site operation, existing access, the existing parking provision, the local highway network, public transport accessibility, pedestrian and cycle accessibility, existing trip generation and the impact of the development on those aspects of the site operation. The review concluded that the Transport Assessment did not include sufficient information to determine the impact of the development on the surrounding highway network. It therefore requested that the application not be determined until such time

as the additional information had been submitted and reviewed. [An updated Transport Assessment was subsequently submitted]

CCC Transport Assessment Team – 23 August 2023

Reviewed the updated Transport Assessment and concluded that the development was acceptable in respect of its impact on the roads and junctions in the immediate vicinity of the site and the wider highway network, subject to a scheme of junction improvement and footpath/cyclepath widening at the roundabout with the A142 and Landwade Road. It requested conditions in respect of the provision of a detailed scheme for those works as well as a condition requiring the provision and implementation of a Travel Plan for the site.

Environment Agency - 7 March 2022

States it has no formal comment to make but provides advice to the applicant that the site is located above a Principal Aquifer and within a Source Protection Zone and that the developer should address risks to controlled waters from contamination at the site.

Lead Local Flood Authority - 16 March 2022

Objected to the proposed development on the basis that the discharge location for the surface water drainage system had not been determined, the lack of pump failure modelling, insufficient provision of SuDS and concerns regarding surface water discharge quality, attenuation volume estimates and limitations in the hydraulic calculations provided.

Lead Local Flood Authority – 19 July 2022

Maintained its objections.

Lead Local Flood Authority – 3 April 2023

Removed its objection based on revised information provided by the applicant's drainage consultants. It states that the submitted Flood Risk Assessment and additional information demonstrate that surface water from the proposed development can be managed through the use of permeable paving over the parking areas, filter strips and drains where available around the site to capture and convey surface water and the use of geo-cellular storage prior to pumping surface water at a rate of 5.6 l/s through the existing outfall from the site.

It requests conditions in respect of the provision of a detailed surface water drainage scheme including management arrangements and the provision of details of measures to manage surface water run-off during construction.

Anglian Water Services Ltd - 4 March 2022

States that there are assets owned by Anglian Water or those subject to an adoption agreement within or close to the development boundary that may affect the layout of the site and requests an informative be added to any decision to that effect.

States that the foul drainage from this development is in the catchment of Newmarket Water Recycling Centre that will have available capacity for these flows

States that the development would lead to a risk of used water flooding downstream and that it will need to plan effectively for the proposed development, if permission is

granted. As a full assessment cannot be made due to lack of information, it requests a condition requiring phasing plan and/or on-site drainage strategy. Does not object subject to such a condition being applied.

States that the preferred method of surface water disposal would be to a sustainable drainage system (SuDS) with connection to sewer seen as the last option. Notes the applicant has indicated on their application form that their method of surface water drainage is via SuDS and that if the developer wishes Anglian Water to be the adopting body for all or part of the proposed SuDS scheme the Design and Construction Guidance must be followed.

Environmental Health - 21 March 2022

Does not object to the proposed development. Requests conditions in respect of construction times and deliveries and that a piling method statement is submitted in the event that piling is required.

Notes that the proposed extensions will host production operating 24/7 and that any new mechanical plant will be located internally. However, due to the extension of the south section of the facility, the existing evaporate coolers will be relocated. The Noise Impact Assessment (NIA) has assessed this to ensure that the new location will not affect the surrounding receptors.

Requests that the noise mitigation suggested in the NIA is conditioned to be implemented and that the recommended Noise Management Plan is also conditioned.

Notes that a Construction Environmental Management Plan has been submitted and that, save for minor discrepancies regarding construction hours and delivery hours, the CEMP is acceptable. Requests that the CEMP is the subject of a condition, as well as a restriction on external lighting unless first approved.

Environmental Health - 24 June 2022

Requests that the Lighting Calculation report and the Proposed Lighting Layout document be conditioned.

ECDC Trees Team - 21 April 2022

Notes that while the proposal involves the loss of a developing copse of trees, the mitigation planting is to a high level and offers a general improvement in the habitat provision of the site as the soft landscaping scheme is of a high standard and appropriate for the site.

Requests amendments to the planting medium and the submission of a Woodland Management and Creation Scheme to providing landscaping management for a period of at least 20 years.

ECDC Trees Team - 4 July 2022

States that the submitted altered specification for the tree planting pits is acceptable but that when back filling the tree pits topsoil should only be used to a depth to match the existing soil profiles (normally 300-400mm topsoil). Recommends approval of the application in respect of the impact on trees.

Natural England - 9 March 2022

Noted the potential for impacts on designated sites at Chippenham Fen Ramsar site, a component of Fenland Special Area of Conservation (SAC), Chippenham Fen & Snailwell Poor's Fen Site of Special Scientific Interest (SSSI), Snailwell Meadows SSSI and Brackland Rough SSSI. Stated further information was required in respect of drainage and water supply in order to determine the significance of these impacts and the scope for mitigation.

Natural England - 24 June 2022

Stated that the proposed amendments to the application are unlikely to have significantly different impacts on the natural environment than the original proposal.

Natural England has since confirmed that the information it requested in its initial response has been supplied by the applicant and it does not have any further comment to make on this application.

Network Rail - 7 March 2022

Does not object to the proposed development. Requests that the developer contact them regarding issues concerning site practices during construction.

Cadent Gas Ltd – 21 March 2022

Does not object to the application. Notes the presence of gas infrastructure within the site and the minimum building distances from such infrastructure. Refers to need to consult the Health and Safety Executive (see below).

HSE (Planning Advice Team) – 30 August 2022

States that the HSE's advice is that it does not advise, on safety grounds, against the granting of planning permission in this case.

Design Out Crime Officers - 1 March 2022

States the site is in an area of low vulnerability to crime. Makes recommendations in respect of lighting, cycle storage, and the specification of security fencing.

Design Out Crime Officers - 13 June 2022

Confirmed that the lighting plan would provide the appropriate lighting for the area, taking into consideration ecological requirements and the safety of staff and visitors to the site.

Design Out Crime Officers - 25 July 2022

Stated that additional information in respect of the specification of cycle storage was acceptable.

Cambridgeshire Archaeology – 7 April 2022

Does not object to the application. States that a trench-based evaluation was conducted at the site in September 2021 (HER ref ECB 6765) and that while this found occupation traces dating to the Neolithic, Bronze Age and Iron Age periods, their contexts retained no integrity owing to previous truncation at the site caused by development. Confirms that there will therefore be no further requirements for archaeological works on site.

Waste Strategy (ECDC) – 29 March 2022

Advised no comments to make.

Ward Councillors - No Comments Received

Minerals And Waste Development Control Team - No Comments Received

Cambs Wildlife Trust - No Comments Received

CCC Growth & Development - No Comments Received

Asset Information Definitive Map Team - No Comments Received

Cambridge Ramblers Association - No Comments Received

5.2 A site notice was displayed near the site on 15 March 2022 and a press advert was published in the Cambridge Evening News on 3 March 2022.

5.3 Neighbours – 15 neighbouring properties were notified. Two representations were received in response to the public consultation and these are summarised below. A full copy of the responses is available on the Council's website.

- Affects street scene
- Condition of roads
- Construction noise and disturbance
- Groundwater issues
- Highway safety
- Landscape impact
- Lighting Impact
- Loss of privacy
- Noise pollution
- Noise sensitive
- Over bearing
- Pollution issues
- Residential amenity
- Surface water drainage

6.0 The Planning Policy Context

- 6.1 East Cambridgeshire Local Plan 2015
- GROWTH 2 Locational strategy
 - GROWTH 3 Infrastructure requirements
 - GROWTH 4 Delivery of growth
 - GROWTH 5 Presumption in favour of sustainable development
 - EMP 2 Extensions to existing businesses in the countryside
 - ENV 1 Landscape and settlement character
 - ENV 2 Design
 - ENV 4 Energy efficiency and renewable energy in construction
 - ENV 7 Biodiversity and geology
 - ENV 8 Flood risk
 - ENV 9 Pollution

ENV 11	Conservation Areas
ENV 12	Listed Buildings
ENV 14	Sites of archaeological interest
COM 7	Transport impact
COM 8	Parking provision
FRD 8	Employment allocation, land south of Landwade Road

6.2 Fordham Neighbourhood Plan 2018

Policy 2	Character & Design
Policy 4	Maintaining Separation
Policy 8	Wildlife & Habitats
Policy 11	Car Parking

6.3 Supplementary Planning Documents

Design Guide – Adopted March 2012

Flood and Water – Adopted November 2016

Contaminated Land: Guidance on submitted Planning Application on land that may be contaminated - Adopted May 2010

Developer Contributions and Planning Obligations – Adopted May 2013

Natural Environment SPD – Adopted September 2020

Climate Change – Adopted February 2021

6.4 *National Planning Policy Framework 2021*

Section 2	Achieving sustainable development
Section 4	Decision-making
Section 6	Building a strong competitive economy
Section 9	Promoting sustainable transport
Section 11	Making effective use of land
Section 12	Achieving well-designed places
Section 14	Meeting the challenge of climate change, flooding and coastal change
Section 15	Conserving and enhancing the natural environment
Section 16	Conserving and enhancing the historic environment

6.5 Planning Practice Guidance

7.0 PLANNING COMMENTS

7.1 Section 38(6) of the Planning and Compulsory Purchase Act 2004 requires a planning application to be determined in accordance with the Development Plan unless material planning considerations indicate otherwise. The Development Plan for the purposes of this application comprises the adopted East Cambridgeshire Local Plan (2015), the Peterborough and Cambridgeshire Minerals and Waste Local Plan (2021) and the Fordham Neighbourhood Plan 2016 – 2036.

7.2 The main planning considerations in this case are the principle of development, the impact on visual amenity, residential amenity, highway safety and parking, ecology and trees, flood risk and drainage.

7.3 Principle of Development

7.4 The application site lies in the countryside where policy GROWTH 2 of the Local Plan generally restricts development, subject to exceptions detailed within that policy and others within the Local Plan. One such exception is for extensions to existing business that accord with policy EMP 2 and another is where sites in the countryside are specifically allocated within the Local Plan as part of policy GROWTH 4 and, in this case, allocation policy FRD 8.

7.5 Policy EMP 2 states that proposals to expand existing businesses in the countryside will be permitted where:

- The proposal does not harm the character and appearance of any existing buildings or the locality.
- The proposal is in scale with the location, and would not (by itself or cumulatively) have a significant adverse impact in terms of the amount or nature of traffic generated.
- The extension is for the purpose of the existing business; and
- Any intensification of use will not detract from residential amenity.

In this case, the extension is clearly demonstrated as being for the purpose of the existing business. The other requirements of the policy are dealt with below, but are considered to be acceptable, such that the requirements of policy EMP 2 are met in full.

7.6 Policy GROWTH 4 makes provision for the allocation of approximately 139 hectares of employment development (B1/B2/B8 uses) plus additional floorspace on other existing sites. Policy FRD 8 relates specifically to the DS Smith site. That policy states that approximately 14.5 hectares (the site) is allocated for employment development (in the old use classes B1/B2 and B8). It notes that about half the site is currently occupied by development associated with DS Smith, but there is potential for further on-site expansion, particularly to the south and west. The policy states that development proposals will be expected to:

- Have particular regard to the layout and the scale, height, design and massing of buildings, and landscaping, in order to minimise the visual impact from the A142 and railway line.
- Provide for the retention of existing hedgerows and trees on the site boundaries, and include significant areas of new landscaping and planting on the boundaries (particularly alongside the A142 and the railway line).
- Demonstrate that safe vehicular access can be provided from Landwade Road (which takes account of the existing access points and development in the vicinity), and provide necessary highway improvements.
- Provide contributions towards the creation of two bus lay-bys and bus stops and a pedestrian crossing facility on Newmarket Road, to serve the employment cluster.
- Demonstrate there is adequate capacity in the sewage treatment works and the foul sewerage network
- Comply with the other policies of the Local Plan.

7.7 Policy FRD 8 and the above requirements, including the stated need for a masterplan for the site, are tailored towards the potential for other separate employment uses on the site. In this case, an expansion of the existing business via extensions to the main existing building are proposed and some of the requirements

of the policy are not considered reasonable in this case. It is not considered that a masterplan is required in order to properly plan and assess the impacts of the extensions. Furthermore, in this case, it is not considered reasonable to require contributions towards additional bus stops as the proposals seek only to expand the existing factory and storage facilities and would not result in significant additional staffing levels on the site – the applicant’s Planning Statement suggests that the expansion would require an additional 23 staff operating on a shift basis with some shifts starting and finishing at times when buses would be unlikely to be operating.

7.8 In respect of the other requirements of the proposal, which are considered in detail below, the scheme is considered to comply with the requirements of the allocation policy.

7.9 The proposed development is therefore considered acceptable in principle.

7.10 Visual amenity

7.11 Policy ENV 1 of the Local Plan requires new development to provide a complementary relationship with existing development and conserve, preserve and where possible enhance the distinctive and traditional landscapes and key views in and out of settlement. Policy ENV 2 of the Local Plan requires that new development should ensure its location, layout, form, scale and massing and materials are sympathetic to the surrounding areas. Policy 2 of the Neighbourhood Plan states that delivering high quality design is responding to context, such as the size and shape of the site; views of the site, nearby buildings or other features; topography of the site and its surrounds; and materials and vernacular design. Proposals can respond positively to context through the mix of buildings, their scale, their height, their bulk, the space between buildings and their positions, materials used, rhythm of the building and its fenestration, roof angles, landscaping, and specific design features, amongst many other considerations. Policy 4 of the Fordham Neighbourhood Plan states that development proposals located in areas between Fordham and any neighbouring settlement that would either visually or physically reduce the separation, or sense of separation, will not be supported. Paragraphs 127 and 130 of the NPPF seek to secure visually attractive development which improves the overall quality of an area and is sympathetic to local character and history. The NPPF indicates that development should be refused which fails to improve the character and quality of an area and the way it functions.

7.12 The site is part of a cluster of commercial and industrial sites which include the Turners transport and CP Foods sites immediately to the north on the opposite side of Landwade Road and the existing industrial site to the south east of the site on the opposite side of the A142. Land to the east and north east of the site is also allocated for employment development within the Local Plan. The site is primarily seen in glimpsed views from the A142 and from the industrial and residential properties on the eastern side of that road. There are no public footpaths in the immediate vicinity of the site.

7.13 The submitted Landscape and Visual Impact Assessment notes that this combination of industrial built development and the busy A road leads to the

immediate site surrounds being of low scenic quality, with a low to medium landscape value and a low susceptibility to the type of development proposed.

- 7.14 The extensions proposed would be of a similar scale and form to the existing ranges of the building, following the linear pattern of the existing buildings and with the characteristic curved roof form.
- 7.15 The site currently benefits from landscape planting at the northern end and along the A142 and a significant scheme of landscape enhancement including native woodland planting along the western boundary with the rail line and around the open southern end of the site is proposed in the application. Supplementary boundary planting along the eastern boundary with the A142 is also proposed.
- 7.16 The LVIA categorises that the proposed development would have negligible effects in the wider landscape and the overall landscape effects would be a minor adverse impact during construction, due to the presence of the temporary construction access of the A142, but with enhanced landscaping proposals providing a minor beneficial impact during the operational phase of development as the enhanced landscaping scheme matures.
- 7.17 The proposed development is on an allocated site where additional built development is anticipated in an area of limited landscape quality with existing industrial development, a main road and rail line which detract from the natural landscape at present. The proposed development would increase the prominence of the building locally, however landscape enhancements would mitigate that impact and lead to a beneficial visual impact in the near future. Given the existing use of the site, the extent of the existing built development on the site and the location of the extensions, it is not considered that the development would result in any loss of separation between Fordham and neighbouring villages.
- 7.18 Detailed elements which contribute to the design and visual impact of the development, such as materials and hard and soft landscaping proposals would be secured by condition.
- 7.19 On that basis, the proposed development is considered to result in an acceptable design and appearance in respect of the character or appearance of the area and is therefore acceptable in respect of its impact on visual amenity, in accordance with policies ENV 1, ENV 2 and FRD 8 of the East Cambridgeshire Local Plan 2015, Policy 2 and Policy 4 of the Fordham Neighbourhood Plan and the NPPF.

7.20 Residential Amenity

- 7.21 Policy ENV2 of the Local Plan requires proposals to ensure that there are no significantly detrimental effects on the residential amenity of nearby occupiers and that occupiers of new dwellings enjoy high standards of amenity. This policy accords with Chapter 12 (particularly paragraph 130) of the National Planning Policy Framework (NPPF) which aims to achieve high standards of amenity. Policy ENV 9 states that proposals will be refused where, individually or cumulatively, there are unacceptable impacts arising from the development on general amenity and the tranquillity of the wider rural area, including noise and light pollution and air quality. Policy 2 of the Neighbourhood Plan states that development proposals must deliver

high quality design through not resulting in unacceptable impacts on the amenity of occupants of neighbouring or nearby properties.

- 7.22 While the built form of the proposed extensions is large, it is considered that they are sited a sufficient distance from neighbouring residential dwellings so as not to cause any significant loss of light, visual intrusion or overshadowing to those neighbours. The nearest dwellings, Nos. 119 and 121 Fordham Road, are located to the east of the northern end of the application site, facing north. They are separated from the proposed northern extension by approximately 50 metres including the intervening A142. The other nearest dwelling, No 216 Fordham Road, is located to the south west of the main building on site, more-or-less opposite the existing education and marketing centre. Again, the extensions proposed are considered to be far enough away from that neighbouring property that they would not impact on the amenity of its residents in respect of their built form.
- 7.23 The site is currently in an industrial use which would be intensified by the expansion of the factory. This has the potential to increase noise and other disturbance, such as light pollution, to neighbouring residential properties.
- 7.24 The application was accompanied by a Noise Impact Assessment (NIA) which considers the noise impact on these nearest residential properties in respect of breakout noise and noise from HGV movements and the use of forklift trucks. The NIA concludes that HGV movements and the operation of forklift trucks can occur at any time without causing noise nuisance. This is a continuation of the existing situation. In respect of noise from industrial processes within the building, the NIA concludes that the activities can operate 24 hours a day, seven days a week (as at present) provided that all doors and windows in the facades remain closed and that the facades and roofs of the extensions are insulated with a cladding system sufficient to provide a minimum 37dB reduction in noise breakout. It states that a number of cladding systems are capable of providing such a reduction. It also suggests that a Noise Management Plan is required to be implemented to ensure best practice is used to mitigate operational noise during the night time.
- 7.25 The Council's Environmental Health Officer has considered the assessment and notes that the site is currently used 24 hours a day and, as an extension to the existing production facility, it is proposed that the hours of use for the extended facility would remain 24 hours a day. The Council's EHO notes that new mechanical plant will be located internally and is content that this is acceptable in terms of noise generation. The EHO notes that the existing evaporative coolers will be relocated from the southern section of the facility but that the NIA demonstrates that the new location will not affect neighbouring dwellings. The EHO agrees with the conclusions of the NIA which states that in order to ensure noise from the proposed extension is below current background levels, mitigation in the form of all doors and windows remaining closed while the noisy activities are being carried out and the insulation of the facades and roofs to ensure a minimum sound reduction of 37 dB is necessary. The EHO agrees with the conclusion of the NIA that this level of sound reduction can be achieved by a number of insulating classing systems. These recommendations from the NIA would be secured by condition to ensure they are implemented and adhered to.

- 7.26 The EHO also requests that a Noise Management Plan as suggested by the NIA is required to be submitted to the LPA for approval and thereafter implemented on site. This NMP would cover matters related to the operation of the building, particularly during the night time including the maintenance of machinery, the operation of vehicles, the switching off of equipment when not required, the use of white noise reversing alarms on HGVs and forklifts and the proper maintenance of roads. It should also provide details for the reporting of noise problems to the site supervisor. A condition requiring the submission of and adherence to a NMP would be applied to the permission.
- 7.27 In respect of lighting, new column and building mounted lighting would be required to illuminate the new access road, loading areas and parking bays. A lighting scheme and light spill calculations have been provided by the applicant. The lighting is primarily on the western side of the building away from residential neighbours and at either end of the building. This scheme and calculations have been considered by the Council's EHO and he raises no concerns, suggesting that compliance with the scheme be the subject of a condition. He also requests that a condition be applied that no additional lighting be installed on site without the prior approval of the LPA. It is therefore considered that the proposed development is acceptable in respect of its impact on neighbouring properties in respect of lighting.
- 7.28 Construction noise has the potential to negatively impact on the amenity of neighbouring occupiers and the Council's EHO has therefore requested that construction hours be controlled to 07:30 to 18:00 on weekdays and 07:30 to 13:00 on Saturdays with no Sunday or Bank Holiday construction. Were piled foundations necessary, the EHO has requested a piling method statement be provided to ensure impact on neighbouring amenity was managed during that process. Both of these elements would be controlled by condition to ensure the construction process has an acceptable impact on neighbouring properties. A Construction Environmental Management Plan has also been provided as part of the application and a condition would also be applied to the permission to ensure the development is carried out in accordance with that plan.
- 7.29 The application details that the increase in vehicle movements including HGVs would not be significant in respect of any potential impact on air quality and that at the levels proposed an air quality assessment is not required by national guidance. Given the existing use of the site, its allocation for additional commercial development and the nearby A142 and other highway network, it is not considered that vehicle movements would have any significant impact on air quality. The use of the factory will be for similar processes to those currently undertaken and the application states that all extraction flues will comply with the Clean Air Act. The existing and proposed ventilation systems would vent general building air which does not contain pollutants. On that basis, the proposed development is considered to be acceptable in respect of its impact on air quality.
- 7.30 On the basis of the above and subject to the conditions detailed, the proposed development is considered acceptable in respect of its impact on neighbouring residential properties during the construction and operational phases, in accordance with policies ENV 2 and ENV 9 of the East Cambridgeshire Local Plan 2015, Policy 2 of the Fordham Neighbourhood Plan and the NPPF.

7.31 Historic Environment

- 7.32 Policy ENV 11 of the Local Plan details the requirements for development that would be within or affect the setting of Conservation Areas. Policy ENV 12 states that proposals that affect the setting of a Listed Building will only be permitted where they preserve or enhance those elements that make a positive contribution to or better reveal the significance of the heritage asset and do not materially harm the immediate or wider setting of the Listed Building. Policy ENV 14 sets out the requirements for assessing development proposals at or affecting sites of known or potential archaeological interest.
- 7.33 The site is not particularly close to any designated heritage assets, with the grade II listed buildings of Biggin Stud Farmhouse approximately 400m away to the north and St Nicholas Church and Landwade Hall and barn (all grade II listed) approximately 600m to the west of the site. The Conservation Areas of Snailwell and Fordham are approximately 800m and 2km away from the site respectively. The nearest scheduled monument is the Roman Villa South of Snailwell Fen which is approximately 500m east of the site. At this distance and given the scale of existing buildings on site as well as intervening buildings in the landscape, it is not considered that the proposed extensions would have any significant impact on the setting of these designated heritage assets. The submitted LVIA confirms that there is no intervisibility with any heritage designations.
- 7.34 In respect of archaeology, the site was the subject of a trench-based evaluation in September 2021. Cambridgeshire Archaeology Team has commented that while this evaluation found occupation traces dating to the Neolithic, Bronze Age and Iron Age periods, their contexts retained no integrity due to previous development on the site. The Archaeology Team has therefore confirmed that there are no further requirements for archaeological works on site.
- 7.35 The proposed development is therefore considered to have a neutral and acceptable impact on the historic environment, in accordance with policies ENV 11, ENV 12 and ENV 14 of the East Cambridgeshire Local Plan 2015.

7.36 Highway Safety and Parking

- 7.37 Policy COM 7 of the Local Plan states that development proposals shall provide a safe and convenient access to the highway network and Policy COM 8 details the adopted parking standards for development. Policy 11 of the Neighbourhood Plan states that development proposals will be required to meet the parking standards in the up to date Local Plan as a minimum, not result in unplanned on-street parking and provide electric charging points.
- 7.38 The site benefits from an existing access taken from Landwade Road to the north and the car and HGV movements associated with the extended facility would continue to use that access. The LHA commented that this access is suitable for the proposed extension provided that it will continue to operate within capacity which the submitted Transport Assessment (TA) indicates will be the case.
- 7.39 In respect of the impact on the highway network and sustainable travel, the CCC Transport Assessment Team (CCCTAT) initially considered that the application had

not provided sufficient information in respect of the baseline survey data used for trip generation, HGV parking demand, the assumptions used trip generation predictions and the lack of junction capacity assessments for junctions in the vicinity. On that basis it requested that the application not be determined until a revised TA had been submitted and considered.

- 7.40 The applicant subsequently submitted an updated TA which CCCTAT has considered and commented on. It has confirmed that the additional traffic survey carried out to establish the existing trip generation and parking demand for the site is acceptable, the parking analysis is acceptable and the junction assessments are acceptable.
- 7.41 In respect of the impact of additional traffic associated with the development, the TA provides a worst-case scenario trip generation. The proposed development is anticipated to generate 43 two-way vehicle trips in the AM peak and 67 two-way vehicles in the PM peak. CCCTAT has confirmed that the impact of the development on junction capacities is acceptable – the site access and nearest roundabout will continue to operate within capacity. The A142/Newmarket Road roundabout is already operating over capacity, however the proposed development on this site will have a minimal impact on the operation of that roundabout. On that basis, the impact of the development on the wider highway network is considered acceptable.
- 7.42 The current car parking provision at the site is 202 car parking spaces. The current peak car parking demand at the site based on the parking analysis is 102 spaces, meaning use is well-under capacity at approximately 50%. However, the applicant notes in the revised TA that visitor and contractor numbers do fluctuate day-to-day and that on some occasions the car park is almost full.
- 7.43 The TA suggests that peak time parking demand will increase by 14 spaces and the application therefore proposes an additional 15 car parking spaces to accommodate that additional demand as well as an additional visitor space.
- 7.44 The current HGV parking provision at the site is 55 HGV trailer spaces. The TA states that 8 of these spaces are used by contractors' HGVs and that DS Smith's fleet of 72 HGVs is accommodated across the remaining 47 spaces. At peak times (6am to 3pm) when most of the vehicles are on site, the HGVs not accommodated in the parking area are accommodated elsewhere on site, primarily in the loading bays, at the external store in or maintenance. The application proposes 17 additional HGV parking bays. While this is below the anticipated increase in HGV movements, but this is due to not all HGVs requiring to park on site with loading taking place in loading bays and HGVs exiting the site rather than parking in parking areas. The level of provision is therefore considered to be acceptable. Tracking drawings demonstrate that the accesses, loading bays and parking areas will operate satisfactorily. The laying out of the accesses, parking and turning areas and their retention for those purposes would be secured by a planning condition.
- 7.45 In respect of pedestrian and cycle accessibility, there is limited provision of footway on Landwade Road. In order to provide a continuous footpath/cycle route between the site and Fordham, the Transport Assessment proposes that a 2.5 metre wide path between the site access and the splitter island at the A142/Landwade Road

roundabout be provided. The Transport Assessment Team states that the footway/cycleway should be 3m wide as opposed to a 2.5m wide, with the latter only being acceptable where there are existing land constraints. It therefore requests that a scheme of works for a suitable specified footway/cycleway be secured via a planning condition. On that basis the impact of the development in respect of sustainable travel accessibility is considered acceptable.

- 7.46 The application also proposes an additional six covered cycle parking spaces. This is a substantial under-provision of cycle parking facilities based on the level of extension when floorspace is considered, however this is reflective of the limited additional staffing requirements of the extension. Were additional cycle parking to be required by staff in time, this could be provided on site and the required Travel Plan could include a review mechanism to address that need. The proposed cycle parking would be required by condition.
- 7.47 Due to the layout of the site and the number of large vehicle movements associated with the construction of the extensions as well as the need to continue to operate the factory during construction, a temporary construction access onto the A142 in the form of a left-in/left-out junction has been proposed. The applicant and the LHA have revised the proposal for this temporary junction over the course of the application process. The LHA is content that the revised proposals are acceptable and has requested conditions regarding the provision of the access and adequate visibility splays from it. The proposed temporary access would be required to be used by large construction vehicles and delivery vehicles associated with the construction of the development. The removal of the access once construction is complete would also be required by condition.
- 7.48 On the basis of the above, the proposed development is considered to be acceptable in respect of its impact on highway safety during both the construction and operational phases and in its provision of HGV, car and cycle parking to meet the demands of the development. The proposal therefore accords with policies COM 7 and COM 8 of the East Cambridgeshire Local Plan 2015 and Policy 11 of the Fordham Neighbourhood Plan.
- 7.49 Ecology**
- 7.50 Policy ENV 7 of the Local Plan seeks to protect biodiversity and geological value of land and buildings and requires that through development management processes, management procedures and other positive initiatives, the Council will among other criteria, promote the creation of an effective, functioning ecological network. The Council have recently adopted a Natural Environment SPD and all development proposals would be expected to provide environmental enhancements proportionate to the scale and degree of the development proposed.
- 7.51 The application includes an Ecological Impact Assessment (EclA) which considers the biodiversity value of the existing site and the potential impact of the development on both on-site and off-site ecology. The assessment includes surveys and habitat suitability assessment for protected species including birds, bats, reptiles, Great Crested Newts, badgers and other animals and describes and evaluates the existing habitat types on the site.

- 7.52 In respect of the impact on species, the EclA concludes that there would not be any significant impact from the operational phase of the development, other than to breeding birds were lost habitat not replaced. The impact on species is constrained to the construction phase, where significant effects on invertebrates, GCN, amphibians, reptiles and birds are noted as likely if mitigation were not carried out. However, the assessment concludes that suitable mitigation can be undertaken to avoid impacts on those species. Those mitigation measures would be part of a Construction Environmental Management Plan and would include specifications for the appropriate timing of works, pollution prevention measures, measures to ensure exposed excavations would be secured or provided with mammal ladders and capping of pipework and services, at night time to prevent animals becoming trapped; and measures to reduce construction impacts on bats and birds, such as appropriate timing of works and minimising night time lighting of the sites.
- 7.53 In respect of the existing habitats on site, areas of planted trees, scrub, and grassland would be lost. The EclA recommends mitigation and enhancement of the habitat on site via an extensive planting scheme including native woodland, ecological scrub, tree planting, wildflower meadow, flower mix and marginal pond edge planting as well as log piles to provide habitat for invertebrates, reptiles and amphibians. A Habitat Management Plan covering 30 years is also proposed.
- 7.54 The EclA concludes that following mitigation, there will be significant positive effects in respect of habitats and species at both a site-wide and local level. On that basis, it is considered that the ecological impacts of both the construction phase and the operational phase have been adequately mitigated and that significant biodiversity enhancement can be achieved on site. Measures necessary to ensure this would be controlled by condition.
- 7.55 The submitted EclA also considers the impact of the proposed development on the designated sites at Fenland SAC and Chippenham Fen Ramsar, Snailwell Meadows SSSI, Chippenham Fen and Snailwell Poor's Fen SSSI and Brackland Rough SSSI. The EclA concludes that the development in respect of traffic generation would not give rise to air quality effects that would impact on the nature conservation sites. It also notes that foul water will be disposed of via existing infrastructure and that surface water discharge will be managed such that there is no significant hydrological effects on those sites. The water demand for the proposed development which was initially of concern to Natural England has been addressed by the applicant and Natural England has since confirmed it does not have any further comment to make on this application.
- 7.56 Subject to conditions relating to ecological mitigation during construction and acceptable foul and surface water drainage proposals, the proposed development is therefore considered acceptable in respect of the designated sites and on existing ecology on site and would result in an acceptable level of ecological enhancement on site in accordance with policy ENV 7 of the East Cambridgeshire Local Plan 2015.
- 7.57 Flood Risk and Drainage**
- 7.58 Policy ENV 8 of the Local Plan requires major development to be supported by a site-specific Flood Risk Assessment. It further requires that all applications for new

development demonstrate that appropriate surface water drainage arrangements for dealing with surface water run-off can be accommodated within the site, and that issues of ownership and maintenance are addressed, primarily through the use of Sustainable Drainage Systems (SuDS).

- 7.59 The application site is largely within Flood Zone 1 (which is at the lowest risk of surface water flooding) with a small sliver of the western edge being within Flood Zone 3 (high risk of flooding). The submitted drainage strategy confirms that development will not extend into Flood Zone 3.
- 7.60 The surface water drainage strategy for the site has been the subject of significant discussion between the Lead Local Flood Authority and the applicant's drainage consultant. The LLFA initially objected to the drainage information on the basis that the discharge location for the surface water drainage system had not been determined, the lack of pump failure modelling, insufficient provision of SuDS and concerns regarding surface water discharge quality, attenuation volume estimates and limitations in the hydraulic calculations provided. The information initially submitted with the application has been revised and supplemented on the basis of further investigatory work by the applicant's drainage consultant. This has established the location of the drainage outfall, provided additional information in respect of pump failure modelling, the justification of non-SuDS based tanking of surface water, specification of appropriate surface water filtering, increasing the size of the below-ground geo-cellular tank and the agreement to provide hydraulic calculations by condition.
- 7.61 On that basis, the LLFA has withdrawn its objections in respect of the surface water drainage of the site and has recommended conditions in respect of the provision of a detailed surface water drainage scheme, as well as a surface water management scheme for the construction phase of the development. On that basis, the LLFA is content with the surface water drainage impacts of the proposed development. It is therefore considered that the proposed development is acceptable in respect of the flood risk considerations on site and the provision of appropriate surface water drainage infrastructure and pollution control.
- 7.62 The submitted drainage report states that a new foul connection would be required to service the southern extension and that this would be achieved via a new foul water drainage system which, due to the shallowness of the existing system, will require pumping. A packaged pumping station is proposed. Anglian Water has confirmed that there is capacity within its wastewater treatment facility to accommodate the additional flows from the development, but expresses concern regarding the potential for used water flooding downstream in the absence of a detailed foul water drainage design. However, it states that it is content for permission to be granted subject to the application of a condition requiring such a detailed drainage design. On that basis the proposed development is considered to be acceptable in respect of the foul water drainage demands.
- 7.63 In respect of trade effluent, the drainage strategy states that the existing site currently discharges effluent water which consists of treated ink washings from a water-based packaging printing process. It confirms that the existing facility benefits from a trade effluent discharge license with Anglian Water, specifying how trade effluent is discharged and monitored and providing the maximum discharge rate

and quantity of the trade effluent. It states that effluent from processes undertaken within the proposed extension would be of the same nature as the existing and that agreement for the additional effluent discharge would be agreed with Anglian Water. It notes it is discussing this license with Anglian Water and given Anglian Water's response to the consultation, detailed above, it is not considered that there is any obvious impediment to the provision of adequate trade effluent discharge.

7.64 The proposed development is therefore considered to be acceptable in respect of flood risk and drainage considerations, in accordance with policy ENV 8 of the East Cambridgeshire Local Plan 2015.

7.65 Other Material Matters

7.66 Sustainability

7.67 East Cambridgeshire District Council (ECDC) declared a Climate Emergency in 2019 and has joined over 200 Councils around the UK in declaring such an emergency. In declaring a Climate Emergency, the Council committed to producing an Environment Plan, which it subsequently did (adopted February 2021). One action within that Plan was to prepare a Climate Change Supplementary Planning Document (SPD). The SPD has become a material consideration for the purpose of determining planning applications, though the starting point for determining planning applications remains the East Cambridgeshire Local Plan (2015). Policy ENV4 of the Local Plan 2015 states that "all proposals for new development should aim for reduced or zero carbon development in accordance with the zero-carbon hierarchy: first maximising energy efficiency and then incorporating renewable or low carbon energy sources on-site as far as practicable" and that "applicants will be required to demonstrate how they have considered maximising all aspects of sustainable design and construction." In addition, the NPPF places high importance on addressing climate change in plan making and decision taking. Policy CC1 of the Climate Change SPD sets out that applicants could demonstrate their approach to:

- Minimising demand for energy through design;
- Maximising energy efficiency through design;
- Carbon dioxide reduction achieved through items a and b above, and through incorporation of renewable and low carbon energy sources;
- Water efficiency (including whether, for residential development, the design intends to voluntarily incorporate the Part G Building Regulations option of estimated water consumption set at no more than 110 litres per person per day, rather than the standard 125l/p/d);
- Site waste management;
- Use of materials (such as low carbon-embodied materials); and,
- Adaptability of the building, as the climate continues to change.

7.68 The application is supported by a Renewable and Low/Zero Carbon Statement. This statement sets out the sustainability measures which would be implemented as part of the scheme. It confirms that while BREEAM accreditation would not be applied for, the measures proposed would exceed the carbon standards for BREEAM 'very good' classification (which is the standard required by policy).

- 7.69 The measures proposed are the use of passive design including thermal performance of building materials, use of natural lighting and the reduction of heat loss and solar gain. A roof-mounted photovoltaic array is proposed with an annual yield of 1000MWh which would be used on site. Six electric car charging points would be implemented, energy efficient lighting would be used and low-carbon energy generation employed including waste heat being re-used via a heat exchange and the use of Air Source Heat Pumps. An intelligent Building Management System would also be installed as part of the extension which would monitor and predict energy demands and water usage. Rainwater harvesting and low water use fittings are also proposed.
- 7.70 On the basis of that provision, the proposed development is considered to adequately address the requirements of the Council's policies and guidance on sustainability. The implementation of the measures within the Renewable and Low/Zero Carbon Statement would be secured by condition.
- 7.71 *Major Hazard Consultation Zone*
- 7.72 The site lies within a consultation zone for a major hazard site relating to the H W Coates site to the south east of the application site and a gas pipeline which is located on the very northern portion of the application site. The Health and Safety executive and Cadent Gas have been consulted and have responded. The Health and Safety executive has returned comments stating that it does not advise against the granting of approval on safety grounds. Cadent Gas states it does not object to the proposed development and has provided informatives to be added to any grant of planning permission.
- 7.73 There is therefore no impediment to granting planning permission based on the proximity of the extensions to the pipeline and hazard site.
- 7.74 **Planning Balance**
- 7.75 The application proposes an extension of the existing manufacturing facility to support the existing established business. The site is allocated for such employment development and broadly complies with the allocation policy, save in respect of elements which would be more relevant when considering accommodation for new businesses on site.
- 7.76 The proposed development is not considered to cause any significant harm to the countryside nor the built and historic environments. The development contains proposals for enhancements to the existing landscape which will ultimately enhance the visual appearance of the site. The development would not cause any significant harm to neighbouring residential properties and issues of noise and light pollution could be managed via conditions and working practices. The proposals are acceptable in respect of their impact on highway safety and would provide adequate parking facilities on site. The development would not have any significant impact on off-site designated sites of ecological importance and would deliver on-site biodiversity enhancements and provide for acceptable mitigation of flood risk and adequate surface and foul water drainage.

7.77 The proposed development is therefore considered to acceptable, subject to the conditions specified above and set out in detail in Appendix 1 and is therefore recommended for approval.

8.0 COSTS

8.1 An appeal can be lodged against a refusal of planning permission or a condition imposed upon a planning permission. If a local planning authority is found to have acted unreasonably and this has incurred costs for the applicant (referred to as appellant through the appeal process) then a cost award can be made against the Council.

8.2 Unreasonable behaviour can be either procedural i.e. relating to the way a matter has been dealt with or substantive i.e. relating to the issues at appeal and whether a local planning authority has been able to provide evidence to justify a refusal reason or a condition.

8.3 Members do not have to follow an officer recommendation indeed they can legitimately decide to give a different weight to a material consideration than officers. However, it is often these cases where an appellant submits a claim for costs. The Committee therefore needs to consider and document its reasons for going against an officer recommendation very carefully.

8.4 In this case members' attention is particularly drawn to the following points:

- The allocation of the site for employment use;
- The acceptable detailed impacts of the development;
- The lack of objection from statutory consultees.

9.0 APPENDICES

9.1 Appendix 1 – Proposed conditions.

Background Documents

22/00128/FUM

National Planning Policy Framework -

https://www.gov.uk/government/uploads/system/uploads/attachment_data/file/6077/2116950.pdf

East Cambridgeshire Local Plan 2015 -

<http://www.eastcamb.gov.uk/sites/default/files/Local%20Plan%20April%202015%20-%20front%20cover%20and%20inside%20front%20cover.pdf>

Appendix 1 - 22/00128/FUM Conditions

- 1 Development shall be carried out in accordance with the drawings and documents listed below

Plan Reference	Version No	Date Received
3385-MAB-00-ZZ-DR-L-40101	P02	11th February 2022
3385-MAB-00-ZZ-DR-L-40102	P02	11th February 2022
3385-MAB-00-ZZ-DR-L-40103	P02	11th February 2022
3385-MAB-00-ZZ-DR-L-40104	P02	11th February 2022
3385-MAB-00-ZZ-DR-L-40105	P02	11th February 2022
3385-MAB-00-ZZ-DR-L-40106	P02	11th February 2022
3385-MAB-00-ZZ-DR-L-40107	P02	11th February 2022
3385-MAB-00-ZZ-DR-L-40108	P02	11th February 2022
3385-MAB-00-ZZ-DR-L-40109	P02	11th February 2022
3385-MAB-00-ZZ-DR-L-40110	P02	11th February 2022
3385-MAB-00-ZZ-DR-L-40200	P03	11th February 2022
3385-MAB-00-ZZ-DR-L-40201	P03	11th February 2022
3385-MAB-00-ZZ-DR-L-40202	P03	11th February 2022
3385-MAB-00-ZZ-DR-L-40203	P03	11th February 2022
3385-MAB-00-ZZ-DR-L-40204	P03	11th February 2022
3385-MAB-00-ZZ-DR-L-40205	P03	11th February 2022
3385-MAB-00-ZZ-DR-L-40206	P03	11th February 2022
3385-MAB-00-ZZ-DR-L-40207	P03	11th February 2022
3385-MAB-00-ZZ-DR-L-40208	P03	11th February 2022
3385-MAB-00-ZZ-DR-L-40209	P03	11th February 2022
3385-MAB-00-ZZ-DR-L-40210	P03	11th February 2022
3385-MAB-00-ZZ-DR-L-40211	P03	11th February 2022
3385-MAB-00-ZZ-DR-L-40212	P03	11th February 2022
3385-MAB-00-ZZ-SP-L-40920	P03	11th February 2022
SK-M-005		11th February 2022
SK-MEP-004 (Proposed)	P02	11th February 2022
3385-MAB-00-ZZ-DR-L-40910	P03	11th February 2022
Arboricultural Impact Assessment		11th February 2022
Noise Impact Assessment	01	11th February 2022
Utilities Statement	02	11th February 2022
Flood Risk Assessment	Issue 2	11th February 2022
Ecological Impact Assessment	02	11th February 2022
Renewable Energy and Low/Zero	02	11th February 2022
Travel Plan	Issue 1	11th February 2022
3385-MAB-00-00-DR-A-00200	P04	11th February 2022
3385-MAB-00-00-DR-A-00220	P06	11th February 2022
3385-MAB-00-00-DR-A-00221	P01	11th February 2022
3385-MAB-00-00-DR-A-00302	P04	11th February 2022
3385-MAB-00-Rf-DR-A-00308	P04	11th February 2022
3385-MAB-00-ZZ-DR-A-00630	P04	11th February 2022
3385-MAB-00-ZZ-DR-A-00631	P04	11th February 2022
3385-MAB-00-ZZ-DR-A-00632	P04	11th February 2022
3385-MAB-00-ZZ-DR-A-00730	P01	11th February 2022
3385-MAB-00-ZZ-DR-L-40000	P05	11th February 2022
3385-MAB-00-ZZ-DR-L-40051	P02	11th February 2022

3385-MAB-00-ZZ-DR-L-40100 P02	11th February 2022
CH001 02	25th July 2022
Transport Assessment Addendum	17th August 2023
3385-MAB-00-ZZ-DR-L-40050 P02	11th February 2022
DSF-ARUP-ZZ-XX-FN-C-0002	17th March 2023
Construction Management Plan V6	6th May 2022
Lighting Calculation Report	6th May 2022
3385-MAB-00-ZZ-DR-L-40300 P03	6th May 2022
DSF-ARUP-ZZ-XX-DR-E-0001 P01	6th May 2022

- 1 Reason: To define the scope and extent of this permission.
- 2 The development hereby permitted shall be commenced within 3 years of the date of this permission.
- 2 Reason: To comply with Section 91 of the Town and Country Planning Act 1990, as amended.
- 3 No development, including preparatory works, shall commence until details of measures indicating how additional surface water run-off from the site will be avoided during the construction works have been submitted to and approved in writing by the Local Planning Authority. The applicant may be required to provide collection, balancing and/or settlement systems for these flows. The approved measures and systems shall be brought into operation before any works to create buildings or hard surfaces commence.
- 3 Reason: To prevent the increased risk of flooding and to improve and protect water quality, in accordance with policies ENV2 and ENV8 of the East Cambridgeshire Local Plan 2015. The condition is pre-commencement as it would be unreasonable to require applicants to undertake this work prior to consent being granted and the details need to be agreed before construction begins.
- 4 No laying of services, creation of hard surfaces or erection of a building shall commence until a detailed design of the surface water drainage scheme for the site has been submitted to and approved in writing by the Local Planning Authority. The approved surface water drainage scheme shall be installed on site prior to the first occupation of the development. Those elements of the surface water drainage system not adopted by a statutory undertaker shall thereafter be maintained and managed in accordance with the approved management and maintenance plan. The scheme shall be based upon the principles within the following approved documents:
 - Flood Risk Assessment, ARUP, Ref: DSF-ARUP-ZZ-XX-RP-C-0002 Issue 2, Dated: 10 December 2021;
 - File Note Response to LLFA Comments, ARUP, Ref: DSF-ARUP-ZZ-XX-FN-C-0002, Dated: 17 March 2023, and shall also include:
 - a) Full results of the proposed drainage system modelling in the QBAR, 3.3% Annual Exceedance Probability (AEP) (1 in 30) and 1% AEP (1 in 100) storm events (as well as 1% AEP plus climate change), inclusive of all collection, conveyance, storage, flow control and disposal elements and including an allowance for urban creep, together with an assessment of system performance;
 - b) Detailed drawings of the entire proposed surface water drainage system, attenuation and flow control measures, including levels, gradients, dimensions and pipe reference

numbers, designed to accord with the CIRIA C753 SuDS Manual (or any equivalent guidance that may supersede or replace it);

c) Full detail on SuDS proposals (including location, type, size, depths, side slopes and cross sections);

d) Details of overland flood flow routes in the event of system exceedance, with demonstration that such flows can be appropriately managed on site without increasing flood risk to occupants;

e) Survey of existing outfall system and any proposed works where required to ensure this can convey surface water from the site;

f) Demonstration that the surface water drainage of the site is in accordance with DEFRA non-statutory technical standards for sustainable drainage systems;

g) Full details of the maintenance/adoption of the surface water drainage system;

h) Permissions to connect to a receiving watercourse or sewer;

i) Measures taken to prevent pollution of the receiving groundwater and/or surface water.

- 4 Reason: To prevent the increased risk of flooding and to improve and protect water quality, in accordance with policies ENV2 and ENV8 of the East Cambridgeshire Local Plan 2015. The condition is pre-commencement as it would be unreasonable to require applicants to undertake this work prior to consent being granted and the details need to be agreed before construction begins.
- 5 No construction above damp proof course level shall be carried out until a scheme for on-site foul water drainage works, including connection point and discharge rate and the phasing of delivery has been submitted to and approved in writing by the Local Planning Authority. No occupation of any phase shall occur until the foul water drainage works relating to that phase have been carried out in accordance with the approved scheme.
- 5 Reason: To ensure provision of adequate foul water drainage infrastructure and to improve and protect water quality, in accordance with policies ENV2 and ENV8 of the East Cambridgeshire Local Plan 2015.
- 6 No development shall commence until the temporary construction access and visibility splays, shown on approved drawing CH001 Rev 02, have been implemented. The access shall be constructed so that it drains onto the application site. Thereafter the splays shall be maintained free from obstruction over 0.6m above the level of the adjacent highway carriageway. All delivery, construction and muck away vehicles associated with the construction of the development and only those vehicles, shall use that access to enter and leave the site. The temporary construction access shall be removed within 3 months of completion of construction works. The access shall not be used by contractors nor site visitors.
- 6 Reason: In the interests of highway safety, in accordance with policies COM7 and COM8 of the East Cambridgeshire Local Plan 2015.
- 7 Prior to commencement of development any gate or gates to the temporary construction access shall be set back a minimum of 20m from the near edge of the highway carriageway. Any access gate or gates shall be hung to open inwards. No gates or other obstruction of the access shall be installed within 20m from the near edge of the highway carriageway. Any gates installed shall be removed within 3 months of completion of construction works.

- 7 Reason: In the interests of highway safety, in accordance with policies COM7 and COM8 of the East Cambridgeshire Local Plan 2015.
- 8 No development shall commence until a scheme for the provision of a 3m wide footway/cycleway between the existing splitter island crossing on the A142 Newmarket Road arm of the A142/Landwade Road/Snailwell Road roundabout and the site access junction, inclusive of widening the existing splitter island crossing on the Landwade Road arm of the roundabout to 3m in width (as shown indicatively in Figure 2 of the Transport Assessment Addendum dated 16th August 2023) has been submitted to and approved in writing by the Local Planning. Where it can be demonstrated that land constraints prevent the full 3m width being delivered a minimum 2.5m wide footway/cycleway shall be provided. The approved scheme shall thereafter be fully implemented prior to the first occupation of the development.
- 8 Reason: In the interests of highway safety, in accordance with COM7 and COM8 of the East Cambridgeshire Local Plan 2015 and to provide adequate facilities to enable sustainable travel to the site. The condition is pre-commencement as it would be unreasonable to require applicants to undertake this work prior to consent being granted.
- 9 No development shall commence until a detailed scheme of biodiversity mitigation measures, based on the recommendations of the approved Ecological Impact Assessment, has been submitted to and approved in writing by the Local Planning Authority. Thereafter no development shall be undertaken other than in complete accordance with that approved scheme.
- 9 Reason: To protect and enhance species in accordance with policies ENV1, ENV2 and ENV7 of the East Cambridgeshire Local Plan 2015 and the Natural Environment SPD, 2020. The condition is pre-commencement as it would be unreasonable to require applicants to undertake this work prior to consent being granted.
- 10 No development shall be carried out other than in complete accordance with the approved Construction Management Plan reference P982/DSSmith.CMP.001.V6 v6, unless otherwise agreed in writing by the Local Planning Authority.
- 10 Reason: In the interests of highway safety, residential amenity and environmental protection in accordance with policies COM7, ENV 2 and ENV 9 of the East Cambridgeshire Local Plan 2015.
- 11 Construction times and deliveries, with the exception of fit-out, shall be limited to the following hours: 0730 to 1800 each day Monday - Friday, 0730 to 1300 Saturdays and none on Sundays, Bank Holidays and Public Holidays.
- 11 Reason: In the interests of residential amenity in accordance with policies ENV 2 and ENV 9 of the East Cambridgeshire Local Plan 2015.
- 12 In the event of the foundations from the proposed development requiring piling, prior to the commencement of development the applicant shall submit a report/method statement to the Local Planning Authority, for approval in writing, detailing the type of piling and mitigation measures to be taken to protect local residents from noise and/or vibration. Noise and vibration control on the development shall be carried out in accordance with the approved details.

- 12 Reason: In the interests of residential amenity in accordance with policies ENV 2 and ENV 9 of the East Cambridgeshire Local Plan 2015.
- 13 No above ground construction shall take place on site until details of the external materials to be used on the development have been submitted to and approved in writing by the Local Planning Authority. Development shall be carried out in accordance with the approved details.
- 13 Reason: To safeguard the character and appearance of the area, in accordance with policy ENV2 of the East Cambridgeshire Local Plan 2015.
- 14 No construction nor post-occupation operation of the development, hereby approved, shall take place other than in complete accordance with section 3.3 of the approved Nova Acoustics Noise Impact Assessment version 01 dated 4/10/2021.
- 14 Reason: In the interests of residential amenity in accordance with policies ENV 2 and ENV 9 of the East Cambridgeshire Local Plan 2015.
- 15 Prior to the first use of the development, each of the measures detailed in section 3 of the approved Renewable Energy and Low/Zero Carbon Statement reference DSF-ARUP-ZZ-XX-RP-N-0002 Rev 02 and as shown on the approved elevations and plans shall be implemented on site and shall thereafter be retained.
- 15 Reason: To ensure that the proposal meets with the requirements of sustainability as stated in policy ENV4 of the East Cambridgeshire Local Plan 2015 and the Climate Change SPD, 2021.
- 16 Prior to the first use of the development, the internal access roads, parking bays and turning areas shown on approved plan 3385-MAB-00-00-DR-A-00220 Rev P06, shall be fully constructed and shall be brought into use. The roads, bays and turning areas shall be constructed such that they drain on site. Thereafter the roads, bays and turning areas shall remain free from obstruction and shall be used for the specific purpose of the access, parking and turning of vehicles.
- 16 Reason: In the interests of highway safety and the adequate provision of parking, in accordance with policies COM7 and COM8 of the East Cambridgeshire Local Plan 2015.
- 17 Prior to the first use of the development, the new covered bicycle parking stands, shown on approved plan 3385-MAB-00-00-DR-A-00220 Rev P06, shall be provided and thereafter retained.
- 17 Reason: To ensure the adequate provision of cycle parking, in accordance with policy COM8 of the East Cambridgeshire Local Plan 2015.
- 18 Prior to the first use of the development, an updated Travel Plan for the site shall be submitted to and approved in writing by the Local Planning Authority. That plan shall provide up-to-date information regarding bus services, baseline mode share data from which the Travel Plan target for car use reduction can be based and include measures to review the need for additional cycle parking provision over and above that secured by condition 17 of this permission and deliver such additional provision. Thereafter the development shall be operated in full accordance with the approved Travel Plan.

- 18 Reason: In the interests of sustainable development and to ensure the adequate provision of cycle parking, in accordance with policies ENV 4 and COM8 of the East Cambridgeshire Local Plan 2015.
- 19 Prior to the first use of the development, the hard landscaping proposals shown on approved drawings 3385-MAB-00-ZZ-DR-L-40100 Rev P02, 3385-MAB-00-ZZ-DR-L-40101 Rev P02, 3385-MAB-00-ZZ-DR-L-40102 Rev P02, 3385-MAB-00-ZZ-DR-L-40103 Rev P02, 3385-MAB-00-ZZ-DR-L-40104 Rev P02, 3385-MAB-00-ZZ-DR-L-40105 Rev P02, 3385-MAB-00-ZZ-DR-L-40106 Rev P02, 3385-MAB-00-ZZ-DR-L-40107 Rev P02, 3385-MAB-00-ZZ-DR-L-40108 Rev P02, 3385-MAB-00-ZZ-DR-L-40109 Rev P02 and 3385-MAB-00-ZZ-DR-L-40110 Rev P02 shall be implemented on site.
- 19 Reason: To safeguard the character and appearance of the area, in accordance with policy ENV2 of the East Cambridgeshire Local Plan 2015.
- 20 Prior to the first use of the development, a Hedgerow and Woodland Management and Creation Scheme shall be submitted to and approved in writing by the Local Planning Authority. The scheme shall provide details on the following:
- 1) The areas of woodland and hedgerows to be retained and/or enhanced;
 - 2) Areas where new woodland and hedgerows will be established;
 - 3) The methodology for the establishment of new areas of native woodland and hedgerows; (timings and details for plot thinning and coppicing operations and removal of protective fencing/guards);
 - 4) Management of existing woodland and hedgerows to enhance its amenity and ecological value; (timings and details for plot thinning and coppicing operations);
 - 5) Details of responsibility for the future management of the woodland areas and hedgerows;
 - 6) Details to cover a period of no less than 20 years or until decommission of the development.
- Thereafter the approved scheme shall be implemented and managed for its lifetime.
- 20 Reason: To ensure the longevity of the landscaping scheme, in accordance with policy ENV1 and ENV2 of the East Cambridgeshire Local Plan 2015.
- 21 Prior to the first use of the development, details of any new boundary treatments to be erected on site shall be submitted to and approved in writing by the Local Planning Authority. The boundary treatments shall be in situ in accordance with the approved details prior to the first use of the development.
- 21 Reason: To safeguard the character and appearance of the area, in accordance with policy ENV2 of the East Cambridgeshire Local Plan 2015.
- 22 Prior to the first use of the development, a detailed scheme of biodiversity enhancement measures based on the recommendations of the approved Ecological Impact Assessment and including a timescale for implementation and a Habitat Management Plan covering a minimum of 30 years from the implementation of the measures, shall be submitted to and approved in writing by the Local Planning Authority. Thereafter the approved scheme shall be implemented in accordance with the approved timescale and managed in accordance with the approved Habitat Management Plan.

- 22 Reason: To protect and enhance species in accordance with policies ENV1, ENV2 and ENV7 of the East Cambridgeshire Local Plan 2015 and the Natural Environment SPD, 2020.
- 23 Prior to the first use of the development, a Noise Management Plan for the operational phase of the development shall be submitted to and approved in writing by the Local Planning Authority. The plan should include details of the following:
- Plant and machinery maintenance regimes;
 - Closure of all external doors to the building during operation;
 - Practices for use of forklifts and other vehicles on site;
 - Switch off of equipment when not in use;
 - Use of white noise reversing alarms;
 - Maintenance of access roads;
 - Reporting procedures for noise concerns/complaints.
- Thereafter the site shall be operated in full accordance with the approved Noise Management Plan.
- 23 Reason: In the interests of residential amenity in accordance with policies ENV 2 and ENV 9 of the East Cambridgeshire Local Plan 2015.
- 24 Prior to the end of the first full planting season following first use of the development, the soft landscaping scheme detailed on approved drawings 3385-MAB-00-ZZ-DR-L-40200 Rev P03, 3385-MAB-00-ZZ-DR-L-40201 Rev P03, 3385-MAB-00-ZZ-DR-L-40202 Rev P03, 3385-MAB-00-ZZ-DR-L-40203 Rev P03, 3385-MAB-00-ZZ-DR-L-40204 Rev P03, 3385-MAB-00-ZZ-DR-L-40205 Rev P03, 3385-MAB-00-ZZ-DR-L-40206 Rev P03, 3385-MAB-00-ZZ-DR-L-40207 Rev P03, 3385-MAB-00-ZZ-DR-L-40208 Rev P03, 3385-MAB-00-ZZ-DR-L-40209 Rev P03, 3385-MAB-00-ZZ-DR-L-40210 Rev P03, 3385-MAB-00-ZZ-DR-L-40211 Rev P03, 3385-MAB-00-ZZ-DR-L-40212 Rev P03, 3385-MAB-00-ZZ-DR-L-40300 Rev P03 and 3385-MAB-00-ZZ-DR-L-40910 Rev P03 shall be fully implemented in accordance with the approved Outline Landscape Specification reference 3385-MAB-00-ZZ-SP-L-40920 Rev P03.
- Thereafter the soft landscaping (except where it falls within the Hedgerow and Woodland Management and Creation Scheme approved under condition 20) shall be maintained in accordance with the 5-year maintenance schedule contained within section 5.0 of the approved Outline Landscape Specification reference 3385-MAB-00-ZZ-SP-L-40920 Rev P03.
- 24 Reason: To assimilate the development into its surroundings, in accordance with policies ENV1 and ENV2 of the East Cambridgeshire Local Plan 2015.
- 25 No external lights shall be erected within the site (either freestanding or building-mounted) other than those detailed on approved drawing DSF-ARUP-ZZ-XX-DR-E-0001 Rev P01 and the approved Lighting Calculation Report.
- 25 Reason: In the interests of visual and residential amenity in accordance with policies ENV 2 and ENV 9 of the East Cambridgeshire Local Plan 2015.

