

MAIN CASE

Reference No: 19/01323/FUM

Proposal: Erection of a new B8 storage and distribution building, additional parking spaces and associated drainage and landscaping works

Site Address: 19 Ely Road Stretham Cambridgeshire

Applicant: Upwood Property Investments Ltd

Case Officer: Dan Smith, Planning Consultant

Parish: Stretham

Ward: Stretham
 Ward Councillor/s: Bill Hunt
 Lisa Stubbs

Date Received: 19 September 2019 **Expiry 6 July 2020:**

[V25]

1.0 **RECOMMENDATION**

- 1.1 Members are recommended to APPROVE the application subject to the recommended conditions below: The conditions can be read in full in the attached Appendix 1.
- 1.2
1. Approved Plans
 2. Timescale for Implementation
 3. Drainge strategy
 4. Relocation of HGV parking and setting out of new car parking along frontage.
 5. Access parking and turning
 6. Lighting Scheme
 7. Eco mitigation
 8. Eco enhancement
 9. Soft Landscaping
 10. Boundary treatments
 11. Materials
 12. Hydrants
 13. CEMP
 14. Construction Hours
 15. Piling Method Statement
 16. Contamination during construction

2.0 SUMMARY OF APPLICATION

- 2.1 The application seeks full planning permission for the erection of a new B8 storage and distribution building, the laying out of additional hardstanding for vehicle parking, the provision of fencing, associated drainage features and landscaping of the site. This would function as an extension of the premises and operation of the existing storage and distribution business of site. The proposed building is of a similar height and scale to the existing warehouse buildings on site but has a two storey office element to the front corner. To the north of the new building there would be a large area for HGV parking and manoeuvring as well as a drainage swale and planting belt. To the front of the building would be loading bays and a manoeuvring area as well as an increased landscape planting belt. The applicant has also committed to increasing the width of the landscaping belt along the frontage of the existing site.
- 2.2 The application has been amended in respect of access, landscaping and drainage to address comments from statutory consultees and the planning officer and a Landscape Visual Impact Assessment has been submitted to assess the impact of the development on the wider landscape.
- 2.3 The application has been referred to the Planning Committee as it is a full application which falls within the category of major development (floor space of 1,000 square metres or more), in accordance with 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/>. **Alternatively a paper copy is available to view at the East Cambridgeshire District Council offices, in the application file.**

3.0 RELEVANT PLANNING HISTORY

- 3.1
- | | | | |
|--------------|---|----------|------------|
| 81/00035/FUL | Change of use from agricultural to light industrial and erection of grain store | Approved | 26.03.1981 |
| 99/00845/CLE | Certificate of lawfulness for use of the units together with access for purpose of storage and distribution | Approved | 25.01.2000 |
| 04/01498/CLP | Certificate of lawfulness for proposed use: storage and distribution. | Approved | 18.02.2005 |
| 13/00806/FUL | Warehouse (B8) to replace fire damaged warehouse | Approved | 16.12.2013 |

4.0 THE SITE AND ITS ENVIRONMENT

- 4.1 The application site is primarily agricultural land located immediately to the north of the Masters storage and distribution site. The existing site is accessed directly from the A10 and that access forms part of the application site. The main part of the site is unenclosed and part of a larger agricultural field which extends to the north and west. The A10 bounds the site to the east with open fields opposite and the Masters site is located immediately to the south. A thin line of trees separates the existing premises from the application site.
- 4.2 The existing Masters site fronts the A10 and is comprised of three large warehouse buildings with hardstanding for the manoeuvring and parking of HGVs to the front, as well as ancillary buildings including an office building. The access to the A10 is at the north east corner and the frontage is enclosed by native hedging and the thin line of boundary planting to the northern boundary which is tight to the northernmost warehouse building.
- 4.3 Land levels in the immediate area fall away from the ridge of the hill just south of the site towards the north, meaning the application site is at a lower level than the current site. Pairs of semi-detached dwellings are opposite the Masters site and there are other residential dwellings and Hill Farm to the south of the site. Further to the south a public footpath runs east west along the brow of the hill and on just over the brow of the hill on the east side of the A10 is a grade II listed wind mill.
- 4.4 The application site and the Masters site are located outside of the development envelope of Stretham in the countryside and within Flood Zone 1.

5.0 RESPONSES FROM CONSULTEES

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

County Highways Transport Team - 23 September 2019

Notes that the proposal is anticipated to generate an additional 6 trips (2 in/4 out) in the AM peak, and 3 trips (1 in/2 out) in the PM peak. States that this is a negligible increase to existing trips and that the development is therefore not expected to cause significant detriment to the local highway network. No objections.

Local Highways Authority (LHA) - 7 October and 4 November 2019

States the LHA has no objection to the development in principle.

Notes that the access is wide enough to accommodate two HGVs passing, however it recommends that this access is widened both on the highway and internal to ensure that these manoeuvres can be achieved without a detriment to highways safety.

Also notes that the site has no footways, cycleways or safe pedestrian crossing points on the highway leading to the development and that it is accessed off a 60mph unilluminated road considering it to be accessible by motor vehicles only.

Notes that the internal layout, parking and turning areas appear to be sufficient to accommodate the proposed development and that ECDC as the parking authority should insure that the spaces provided is adequate for the development.

Recommended conditions requiring the access parking and turning areas to be set out as per the approved plans.

Economic Development - 9 October 2019

Notes that the agent has advised the proposed development would create 8 jobs.

ECDC Trees Team - 3 December 2019 and 29 January 2020

Notes that the existing tree screen to the northern boundary is to be removed and that the proposed replacement landscaping would take time to grow up and screen the development and would be dependent on the scale of trees chosen for the boundary planting. Questioned whether the proposed tree planting belt on the northern side was wide enough to provide suitable screening. Suggests consideration be given to retaining the existing trees or designing features that will temporarily obscure the visual impact of the lorries while the new tree belt becomes established sufficiently to act as a screen. Expresses concern regarding the removal of the existing hedge along the frontage of the Masters site.

Wildlife Trust - 22 January 2020

States it has reviewed the Ecological Assessment report accompanying the above application and is satisfied with the conclusion that the site is currently of limited ecological value and with the recommendations for mitigation. It expresses concern that the proposed ecological enhancements do not go far enough recommends additional areas of planting are incorporated into the proposed layout to ensure a net gain in biodiversity.

Lead Local Flood Authority (LLFA) - 15 October, 14 November, 11 December 2019

Initially objected to the application on the basis of the chosen drainage strategy, the design of the swale and the lack of justification for the inclusion of a pump in the loading bay.

Later the LLFA considered a revised drainage scheme including SuDS and surface water calculations and removed its objection stating that the revised details demonstrate that surface water from the development can be managed through the use of a swale and that the pump within the loading bay was acceptable. It noted that water quality had been adequately address and requested a condition requiring the submission of a full surface water drainage scheme for the development prior to the commencement of development.

Anglian Water Services Ltd - 1 October 2019

Requests an informative relating to Anglian Water Assets in the area.

The Ely Group Of Internal Drainage Board - 30 September 2019

States it has no objections from a drainage point of view.

Environmental Health Officer – 24 September 2019

Does not object to the proposed development. Notes that the HGV parking would be relocated to the northern end of the site and that this will move that existing source of noise away from the residential dwellings to the east which he welcomes. Requests conditions in respect of hours of construction and the use of piled foundations.

Design Out Crime Officers - 26 September 2019

Supports the application and offers no further substantive comments.

Cambridgeshire Fire And Rescue Service - 1 October 2019

Requests adequate provision be made for fire hydrants secured by a planning condition.

Parish Council - No Comments Received

Ward Councillors - No Comments Received

Natural England - No Comments Received

CCC Growth & Development - No Comments Received

Conservation Officer - No Comments Received

Enforcement Section - No Comments Received

Waste Strategy (ECDC) - No Comments Received

- 5.2 **Neighbours** – 16 neighbouring properties were notified and three responses received which are summarised below. A full copy of the responses are available on the Council's website.
- 5.3 Two responses have been received objecting to the development on the grounds of impact on public views, street scene, highway safety, trees, listed building, noise, overlooking, overbearing, parking and turning and pollution.
- 5.4 One response has been received in support of the development which states it would take traffic away from residential properties.

6.0 The Planning Policy Context

- 6.1 East Cambridgeshire Local Plan 2015
- | | |
|----------|---|
| GROWTH 2 | Locational strategy |
| GROWTH 3 | Infrastructure requirements |
| GROWTH 5 | Presumption in favour of sustainable development |
| EMP 2 | Extensions to existing business premises 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 12	Listed Buildings
COM 7	Transport impact
COM 8	Parking provision

6.2 Supplementary Planning Documents
Design Guide – Adopted March 2012
Developer Contributions and Planning Obligations – Adopted May 2013

6.3 National Planning Policy Framework 2019
 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 15 Conserving and enhancing the natural environment
 Section 16 Conserving and enhancing the historic environment

6.4 *Planning Practice Guidance*

7.0 PLANNING COMMENTS

7.1 The main planning considerations in this case are the principle of development; the impact on visual amenity and the historic environment; impact on residential amenity; highway safety and parking; ecology; and flood risk and drainage.

7.2 Principle of Development

7.2.1 The application site is outside of the development envelope of Stretham in the countryside. Planning policy GROWTH 2 generally focusses new development within development envelopes rather than the countryside. Outside of development envelopes the policy states that development will be strictly controlled but that there are some circumstances where development may be acceptable in the countryside. One such circumstance is where development is for the extension of existing businesses, which is regulated by policy EMP 2.

7.2.2 The supporting text for policy EMP 2 states that *“one of the key aims of the Council’s Jobs Growth Strategy and the Local Plan is to encourage business growth, particularly indigenous businesses. In many cases this will involve expansion or intensification within an existing site, rather than relocation and many of these sites will be in countryside locations”*. The policy itself 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.*

7.2.3 The compliance of the proposed development with the four requirements of the policy is dealt with in the remainder of this report, however the conclusion of those considerations indicates that the proposed development complies with policy EMP 2 and the development is therefore considered to be acceptable in principle.

7.3 Visual Amenity including the historic environment

7.3.1 The proposed development would extend the site out into the open countryside and would involve the erection of an additional large building and the provision of HGV parking to the north of the building. The applicant commissioned a Landscape Visual Impact Assessment (LVIA) to assess the quality of the existing landscape and the potential impact of the proposed development.

7.3.2 The LVIA assess the site and surrounding areas a low to medium in quality and value and low to medium in sensitivity to development. It states that extent of change to the local landscape would be minor and the essential character of the area would not change. Given the removal of some landscape planting along the northern boundary and the additional incursion into the open field, the effects of the development are judged to be slightly adverse, until such a time as the landscape planting matures at which point the impact of the proposed development would be neutral or slightly beneficial given the additional planting and hedging.

7.3.3 The assessment provided by the LVIA is generally considered to be robust. Nonetheless, officers felt that more could be done to mitigate the overall impact of the site on its surroundings. The development would result in the loss of the tree line on the northern boundary which while largely low quality trees, contained two good quality specimen and provides some limited screening of the existing site. The applicant was therefore requested to consider additional planting along the frontage and the relocation of the proposed fencing inside the proposed hedging rather than outside of it. Furthermore, given the current HGV parking is to be relocated off the frontage, officers requested the creation of a new landscaping belt along the frontage of the existing site to provide additional screening and softening of the site as a whole (see drawing JEC/567/01) The opportunity for an enhancement of the existing frontage is considered to be a visual and amenity benefit of the proposed scheme and would help soften the frontage.

7.3.4 While planting will take time to establish and the site will be more prominent in the short term, the medium and long term impacts of the development would result in a slightly beneficial impact on the visual amenity of the area. A detailed landscaping scheme would be required by condition and as part of that scheme there would be an expectation that more mature, high quality tree specimen would be specified as well as dense native hedge planting.

7.3.5 The impact of the proposed extension on the setting of the listed windmill to the south east of the Masters site has also been considered. Given the changes in elevation and the fact that the proposed building would be of a similar height to the existing buildings and closely located to them and given the additional landscape planting around the site and the removal of HGVs from the frontage, it is not

considered that the proposed development would cause any harm to the setting of the listed windmill.

- 7.3.6 The lighting of the HGV parking area has the potential to create additional landscape impact. A scheme of lighting for the site would therefore be required by condition to ensure the lighting of the site has an acceptable impact on the visual amenity of the area.
- 7.3.7 It is therefore considered that the proposed development is acceptable in terms of its impact on visual amenity and the setting of the listed building in accordance with policies ENV2 and ENV 12 of the East Cambridgeshire Local Plan 2015.

7.4 Residential Amenity

- 7.4.1 The proposed building is not in close proximity to any neighbouring properties, although there are some dwellings further to the south of the site along Ely Road (A10), far enough away that there would be no significant impact on residential amenity from its built form.
- 7.4.2 The primary potential impact on residential neighbours is therefore the impact of noise and disturbance from the development. The proposed provision of an additional building would intensify the use of the site, however the Transport Assessment which has been considered by the County Council's Transport Team indicates that the development would not result in a significant number of additional trips to and from the site. Given the existing use of the site and the location of neighbouring dwellings in close proximity to the A10, it is not considered likely that the proposed development would result in significant additional impact from traffic movements.
- 7.4.3 As noted by the Council's Environmental Health Officer, the existing HGV parking which currently occurs along the frontage of the site opposite the houses to the east of the A10 would be relocated to the northern end of the site and the existing parking area converted to car parking. A widened planting belt would also be provided along the existing frontage. This is considered beneficial in terms of the residential amenity of neighbours as it would move a current source of noise away from residential dwellings to a location which is also partly screened by the proposed building. Furthermore the implementation of a wider planting belt along the frontage of the existing and proposed site would further mitigate noise and disturbance from existing light pollution. The relocation of the HGV parking and the provision of additional landscaping would be required by condition.
- 7.4.4 Conditions would also be applied restricting construction hours and requiring a piling method statement in the event that piling is necessary. Given the scale of the development and its proximity to the A10 it is also considered appropriate to require a Construction Environmental Management Plan for the construction phase in respect of noise and dust management as well as the management of construction vehicles.
- 7.4.5 On that basis, it is therefore considered that the proposed development is acceptable in terms of its impact on residential amenity in accordance with policies ENV2 and ENV 9 of the East Cambridgeshire Local Plan 2015.

7.5 Highway safety and parking

- 7.5.1 The application includes a Transport Statement which has been considered by the County Council Transport Team. The statement indicates that the 6 trips (2 in/4 out) in the AM peak, and 3 trips (1 in/2 out) in the PM peak. The Transport Team considers that this is a negligible increase to existing trips and this is considered a reasonable assessment, particularly given the existing usage of the access from the current site. . The development is therefore not considered to cause any significant detriment to the local highway network in terms of additional traffic generated.
- 7.5.2 The Local Highways Authority has considered the proposals in respect of the physical access to the site and turning within it and has indicated that while the existing access arrangements are adequate the access would benefit from being widened. While the existing access would likely be considered acceptable given the limited addition traffic movements, the applicant has submitted amended plans showing the widening of the gates which was the constraining factor on the width of the access as well as swept path analyses for both the proposed access arrangements and the HGV parking area to the north of the site. These analyses show that vehicles can enter and leave the site safely and turn on site adequately and the widening of the gates would be a benefit of the scheme over and above the existing arrangements. On that basis, the proposed development is considered to be acceptable in terms of its impacts on highway safety.
- 7.5.3 The proposal includes a significant amount of new HGV parking at the northern end of the site with the intention being to relocate the existing HGV parking from the frontage to this new area as well as providing additional HGV spaces. This increased provision is intended to accommodate a request for an increase to the operating license for HGVs at the site. The proposed parking would provide adequate HGV parking for the use.
- 7.5.4 Car parking would be provided around the new building to a total of 25 spaces. This is below the Council's maximum standards for the site based on the new floor areas to be created, however additional spaces would also be created in the location currently occupied by the HGV parking. It is considered that adequate car parking can be provided on site and a scheme for the laying out of new car parking along the current frontage of the site would be required by condition. On that basis, it is considered that the parking requirements of the site are adequately addressed by the proposed development.
- 7.5.5 It is therefore considered that the proposed development is acceptable in terms of highway safety and parking in accordance with policies ENV2, COM7 and COM8 of the East Cambridgeshire Local Plan 2015.

7.6 Ecology

- 7.6.1 The proposed development would result in the loss of the agricultural field and the existing line of trees along the northern boundary of the site. An Ecological Appraisal has been carried out which judges that the site, an intensively managed arable field is of very low ecological value. It concludes that no further ecological

surveys are required at this time and makes mitigation proposals including the control of lighting.

- 7.6.2 The Ecological Appraisal has been assessed by the Wildlife Trust which has commented that it agrees that the site is currently of limited ecological value and that the recommendations for mitigation are sufficient that no harm to ecology would result. These mitigation measures would be required by condition.
- 7.6.3 The Wildlife Trust expresses concern that the proposed ecological enhancements do not go far enough to ensure that a net increase in biodiversity would result which would be necessary to comply with national and local planning policy. It recommends additional areas of planting are incorporated into the proposed layout to ensure a net gain in biodiversity. Since that time, the applicant has committed to a wider planting belt at the north eastern corner of the site and along the frontage of both the proposed and existing site which would result in significant increase in the extent of planting areas across the site. Native hedging would also be incorporated along the boundary with the A10 and the northern boundary and a scheme of ecological enhancement would be required by condition.
- 7.6.4 It is therefore considered that the proposed development is acceptable in terms of its impact on and enhancement of biodiversity in accordance with policies ENV2 and ENV7 of the adopted East Cambridgeshire Local Plan 2015.

7.7 Flood Risk and Drainage

- 7.7.1 The application site is within Flood Zone 1 and is therefore considered at the lowest risk of flooding and a location where commercial development is acceptable in terms of flood risk. The proposed development would result in the hardstanding of a significant proportion of the application site which is currently agricultural field. As a result the potential for the increased surface water runoff exists and has been considered in the submitted Flood Risk Assessment and associated drainage strategy.
- 7.7.2 Initially the LLFA expressed concern regarding the justification for discounting certain SuDs features, the detailed design of the proposed swale and the use of a pump in the loading bay. Subsequently the applicant provided additional information including drainage calculations in respect of the drainage features and has both redesigned the proposed swale and provided further justification of the SuDS strategy and the need for a pump in the loading bay. The LLFA has considered this information and is now content that it demonstrates an adequate level of drainage infrastructure can be achieved and using appropriate SuDS features. The LLFA has requested a full drainage strategy be required by condition.
- 7.7.3 It is therefore considered that the proposed development is acceptable in terms of its susceptibility to and impact on flood risk and the drainage measures proposed in accordance with policy ENV8 of the East Cambridgeshire Local Plan 2015.

7.8 Planning Balance

- 7.8.1 The proposed development would result in a loss of some open countryside and the introduction of built development and a large area of hardstanding. However, it

would be located close to existing development which is of a similar scale to that proposed and is located close to the edge of the existing settlement. Furthermore enhanced landscaping of both the proposed site and the existing frontage would be achieved and the relocation of the HGV parking from the site frontage would improve the visual impact of the site when viewed from the A10.

7.8.2 It is therefore considered that the proposed development is acceptable in principle under the provisions of policy EMP 2 and that it accords with all other relevant policy requirements. The proposed development is therefore recommended for approval subject to the conditions detailed in Appendix 1.

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.

9.0 APPENDICES

9.1 Appendix 1 - Suggested conditions

<u>Background Documents</u>	<u>Location</u>	<u>Contact Officer(s)</u>
19/01323/FUM	Dan Smith Room No. 011 The Grange Ely	Dan Smith Planning Consultant 01353 665555 dan.smith@eastcambs.gov.uk

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.eastcambs.gov.uk/sites/default/files/Local%20Plan%20April%202015%20-%20front%20cover%20and%20inside%20front%20cover.pdf>

Appendix 1 – Conditions

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

Plan Reference	Version No	Date Received
JEC/567/01		19th February 2020
Location Plan		12th September 2019
AP0101	P01	12th September 2019
AP0102	P01	12th September 2019
AP0601	P01	12th September 2019
AP0801	P01	12th September 2019
AP0802	P01	12th September 2019
AP0803	P02	19th September 2019
SK08		28th November 2019
SK07	A	15th October 2019
AP0201	P04	14th October 2019
Ecological Assessment		24th December 2019

- 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 Prior to the commencement of development a surface water drainage scheme for the site, based on sustainable drainage principles, shall be submitted to and approved in writing by the Local Planning Authority. The scheme shall be based upon the principles within the agreed FRA & SuDS Statement prepared by EAS (ref: 1838/2019 Rev B) dated 15 August 2019 and the Proposed SuDS Layout, prepared by EAS (ref: 1838-SK04-Rev B) and shall also include:
 - a) Full calculations detailing the existing surface water runoff rates for the QBAR, 3.3% Annual Exceedance Probability (AEP) (1 in 30) and 1% AEP (1 in 100) storm events;
 - b) Full results of the proposed drainage system modelling in the above-referenced 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;
 - c) Detailed drawings of the entire proposed surface water drainage system, including levels, gradients, dimensions and pipe reference numbers;
 - d) Full details of the proposed attenuation and flow control measures;
 - e) Site Investigation and test results to confirm infiltration rates;
 - f) 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;
 - g) Full details of the maintenance/adoption of the surface water drainage system;
 - h) Measures taken to prevent pollution of the receiving groundwater and/or surface waterThereafter the scheme shall be fully implemented in accordance with the approved details prior to the first use of the development.
- 3 Reason: To reduce the impacts of flooding in extreme circumstances on future occupants, in accordance with policies ENV2 and ENV8 of the East Cambridgeshire Local Plan 2015.
- 4 Prior to the commencement of development, a scheme showing the relocation of the existing HGV parking from the frontage of the existing site and its replacement with a landscape belt and car parking spaces shall be submitted to and approved in writing by the Local Planning Authority.

- 4 Reason: In the interests of the visual amenity of the area and highway safety, in accordance with policies ENV 2, COM7 and COM8 of the East Cambridgeshire Local Plan 2015.
- 5 Prior to the first use of the site, the alterations to the access and gates shown on approved drawing AP0201 Rev P03 shall be implemented and the HGV parking, car parking and hardstanding for manouvering shall be fully laid out in accordance with that drawing. The access, gates, parking and manouvering areas shall thereafter be retained for the sole purpose of accessing the site and parking and turning vehicles.
- 5 Reason: In the interests of highway safety, in accordance with policies COM7 and COM8 of the East Cambridgeshire Local Plan 2015.
- 6 No external lighting shall be installed on the site unless details of that specific lighting have first been submitted to and approved in writing by the Local Planning Authority.
- 6 Reason: To safeguard the character and appearance of the area, in accordance with policy ENV2 of the East Cambridgeshire Local Plan 2015.
- 7 The development shall be carried out in full accordance with the ecological mitigation measures detailed within section 6.2.2 of the approved Ecological Assessment by Green Environmental Consultants Ltd dated December 2019.
- 7 Reason: To protect and enhance species in accordance with policies ENV1, ENV2 and ENV7 of the East Cambridgeshire Local Plan 2015.
- 8 Prior to occupation a scheme of biodiversity improvements shall be submitted to and agreed in writing with the Local Planning Authority. The biodiversity improvements shall be installed prior to the first occupation of the hereby approved development and thereafter maintained in perpetuity.
- 8 Reason: To protect and enhance species in accordance with policies ENV1, ENV2 and ENV7 of the East Cambridgeshire Local Plan 2015.
- 9 Prior to first occupation or commencement of use a full schedule of all soft landscape works for the proposed site and the frontage of the existing site shall be submitted to and approved in writing by the Local Planning Authority. The schedule shall include, planting plans, a written specification; schedules of plants noting species, plant sizes, proposed numbers/densities; and a detailed implementation programme. It shall also indicate all existing trees and hedgerows on the land and details of any to be retained. The works shall be carried out in accordance with the approved details prior to the end of the first planting season following occupation of the development. If within a period of five years from the date of the planting, or replacement planting, any tree or plant (including retained existing trees/hedgerows) is removed, uprooted or destroyed or dies, another tree or plant of the same species and size as that originally planted shall be planted at the same place, unless the Local Planning Authority gives its written consent to any variation.
- 9 Reason: To safeguard the character and appearance of the area, in accordance with policy ENV2 of the East Cambridgeshire Local Plan 2015.
- 10 No above ground construction or use of the site shall commence until details of the boundary treatments have been submitted to and agreed in writing with the Local Planning Authority. The boundary treatments shall be in situ in accordance with the approved details prior to the first use of the site.

- 10 Reason: To safeguard the character and appearance of the area, in accordance with policy ENV2 of the East Cambridgeshire Local Plan 2015.
- 11 The external materials used in the construction of the buildings hereby approved shall be either:
 - a. As shown on the 'Materials Legend' on approved drawing AP0801 Rev P01, or;
 - b. Submitted to and approved in writing by the Local Planning Authority prior to their use in the development.
- 11 Reason: To safeguard the character and appearance of the area, in accordance with policy ENV2 of the East Cambridgeshire Local Plan 2015.
- 12 No above ground construction shall take place until a scheme for the provision and location of fire hydrants to serve the development to a standard recommended by the Cambridgeshire Fire and Rescue Service or alternative scheme has been submitted to and approved in writing by the Local Planning Authority. The hydrants or alternative scheme shall be installed and completed in accordance with the approved details prior to the occupation of any part of the development.
- 12 Reason: To ensure proper infrastructure for the site in the interests of public safety in that adequate water supply is available for emergency use. The condition is pre-commencement as it would be unreasonable to require applicants to undertake work prior to permission being granted, however, the information is needed prior to commencement in order to ensure that the necessary infrastructure is able to be provided.
- 13 Prior to any work commencing on the site a Construction Environmental Management Plan (CEMP) shall be submitted to and agreed in writing with the Local Planning Authority regarding mitigation measures for noise, dust and lighting during the construction phase. These shall include, but not be limited to, other aspects such as access points for deliveries and site vehicles, and proposed phasing/timescales of development etc. The CEMP shall be adhered to at all times during all phases.
- 13 Reason: To safeguard the residential amenity of neighbouring occupiers, in accordance with policy ENV2 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.
- 14 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.
- 14 Reason: To safeguard the residential amenity of neighbouring occupiers, in accordance with policy ENV2 of the East Cambridgeshire Local Plan 2015.
- 15 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.
- 15 Reason: To safeguard the residential amenity of neighbouring occupiers, in accordance with policy ENV2 of the East Cambridgeshire Local Plan 2015.
- 16 In the event that contamination is found at any time when carrying out the approved development that was not previously identified it must be reported to the Local Planning Authority within 48 hours. No further works shall take place until an investigation and risk

assessment has been undertaken and submitted to and approved in writing by the Local Planning Authority. Where remediation is necessary, a remediation scheme must be submitted to and approved in writing by the Local Planning Authority. The necessary remediation works shall be undertaken, and following completion of measures identified in the approved remediation scheme a verification report must be prepared, and approved in writing by the Local Planning Authority.

- 16 Reason: To ensure that risks from land contamination to the future users of the land and neighbouring land are minimised, together with those to controlled waters, property and ecological systems, and to ensure that the development can be carried out safely without unacceptable risks to workers, neighbours and other offsite receptors, in accordance with policy ENV9 of the East Cambridgeshire Local Plan 2015.