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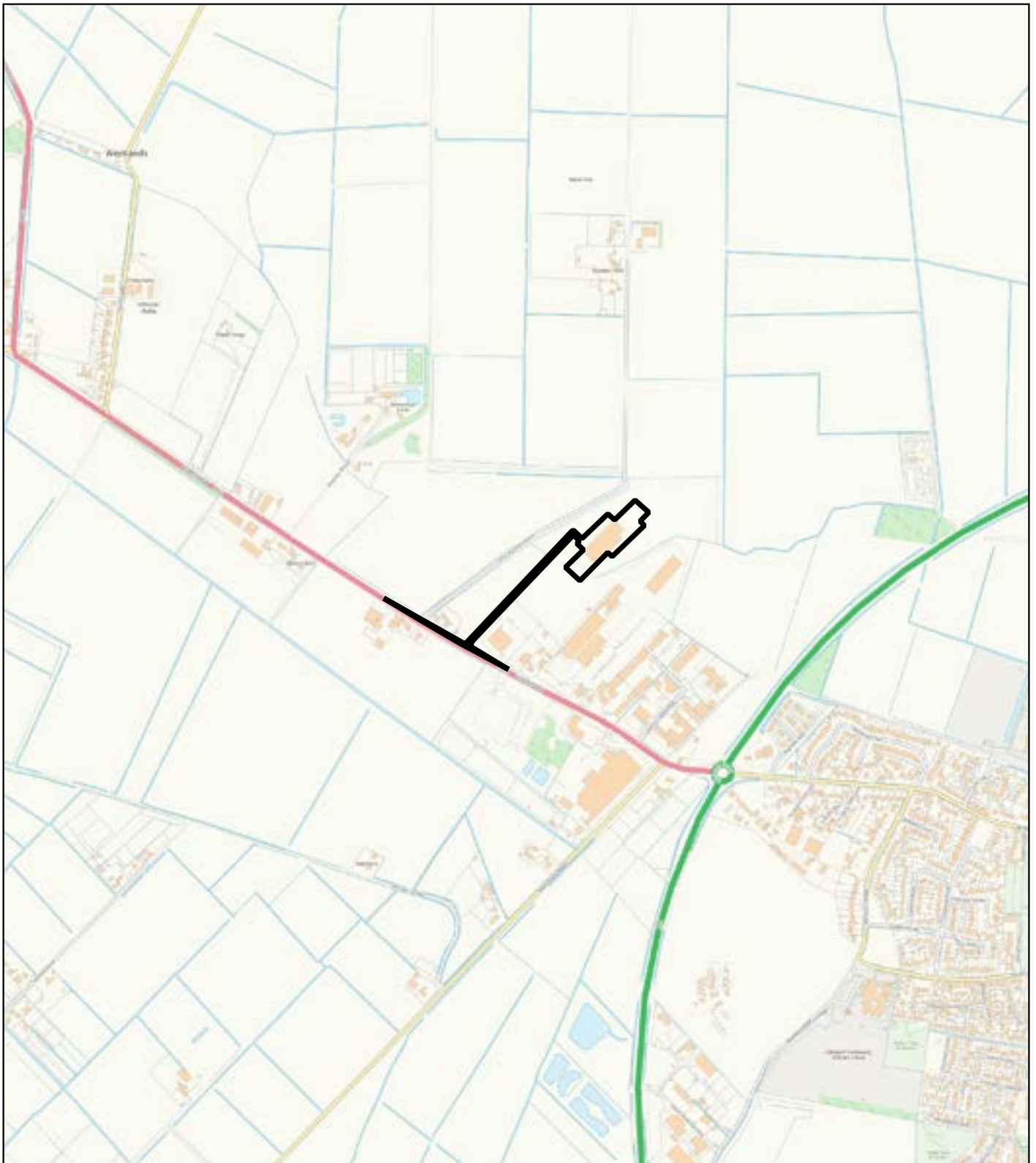
Wisbech Road
Littleport
Cambridgeshire

Retention of building and erection of extensions being amendment to production building as permitted through APP/V0510/W/19/3243700 and proposed external crane rails (part retrospective)

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=SH4SSYGGHHL00>





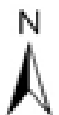
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FP McCann Ltd
Wisbech Road
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Ely
Cambridgeshire
CB6 1RA

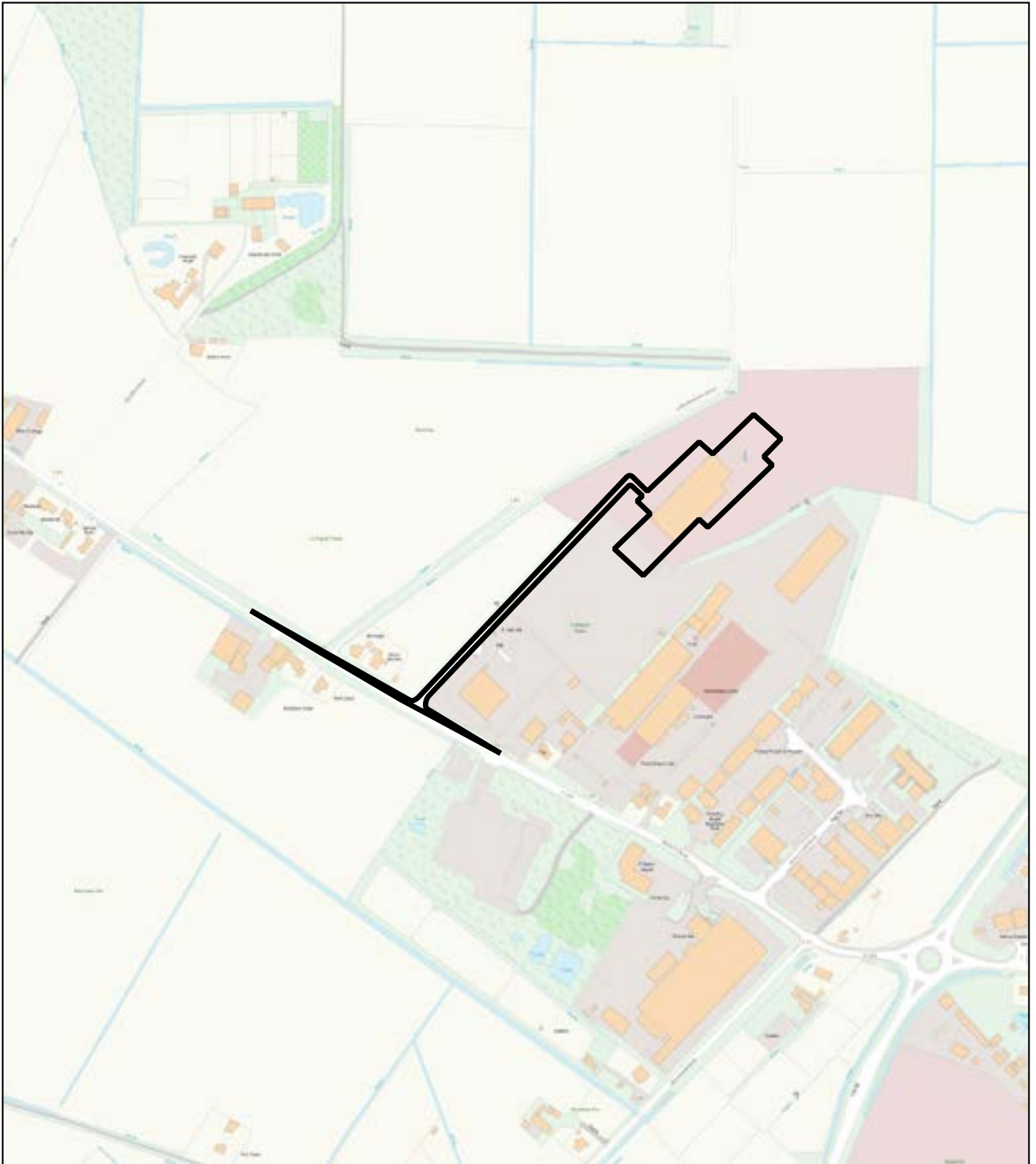


East Cambridgeshire
District Council

Date: 20 May 2026
Scale: 1:12,000



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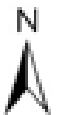
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AGENDA ITEM 5

TITLE: 24/00757/FUM

Committee: Planning Committee

Date: 06 August 2025

Author: Planning Team Leader

Report No: AB6

Contact Officer: Rachel Gordon, Planning Team Leader
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Site Address: FP McCann Ltd Wisbech Road Littleport Ely Cambridgeshire CB6 1RA

Proposal: Retention of building and erection of extensions being amendment to production building as permitted through APP/V0510/W/19/3243700 and proposed external crane rails (part retrospective)

Applicant: FP McCann Ltd

Parish: Littleport

Ward: Littleport

Ward Councillor/s: Christine Ambrose-Smith
Martin Goodearl
David Miller

Date Received: 6 December 2024

Expiry Date: 09 June 2026

Recommendation

1. Members are recommended to APPROVE the application subject to the conditions set out in Appendix 1.
2. The application is being heard by committee because it triggers the Councils Constitution in respect of the application being for major employment use (major is defined as where the floor space created is 1,000 square metres or more).

Summary of Application

3. The application seeks the retention of a building and erection of extensions and amendments being amendment to production building as approved through 16/01121/FUM (allowed on appeal APP/V0510/W/19/32437000) and proposed external crane rails.
4. The amendments are required for operational and structural reasons. The proposed variations relate only to the production building itself and not the wider proposals granted under 16/01121/FUM.
5. The proposal is not to intensify the approved manufacturing operations but will allow for additional operational facilities which were not included in the original application. Due to changes in technology and production techniques, the proposed changes are necessary to allow for more modern manufacturing processes at the site.
6. The proposed changes are as follows:
 - Lean-to extension on the western side of the building which will house a steel mesh fabrication system
 - Gable end extension to house a product inspection/testing area
 - External crane rails to facilitate the movement of products/materials without the use of forklift trucks
 - Additional raw material silos which will be used to store low-carbon cement alternatives, additives and fillers
 - Amendments to the approved lighting scheme
 - Amendments to the overall design of the building
7. The current application is retrospective with the majority of works having been carried out, with the exception of the external lighting to the building. The building is currently in use.
8. Retrospective planning applications should be assessed on their planning merits exactly like any other planning application.
9. 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 [Simple Search](#).

Environmental Impact Assessment

10. A screening opinion has been carried out in accordance with the Town and Country Planning (Environmental Impact Assessment) Regulations 2017 (As amended). The proposed development falls under Schedule 2, part 13(b) of the Regulations as it relates to the expansion of an existing B2 (general industrial use). When considered cumulatively with the existing business operations and overall permitted activities on the site the scale of the development meets or exceeds the applicable thresholds and criteria set out under Schedule 2 of the Regulations. The site is located near a

'sensitive area' as defined under Regulation 2. However, the proposal does not seek to intensify the overall use of the site but instead provides additional operational space to accommodate modern manufacturing processes and improve efficiency. Having regard to the nature, scale and context of the development, it is considered that the development is not likely to have significant effects on the environment. As such, an Environmental Statement (ES) is not required.

Planning History

11. **95/00711/FUL**
Change of Use from Agricultural storage Building to General Storage and light Industrial | Approved 15/04/1996
- 99/00641/FUL**
Erection of detached workshop building | Approved 11/10/2002
- 99/00943/FUL**
Gantry crane run and covered precasting area | Approved 22/12/1999
- 13/01060/FUM**
Change of use from agriculture to open storage yard/hardstanding in connection with adjoining concrete products manufacturing premises (Class B2) | Approved 03/03/2014
- 14/01320/FUM**
Change of use from agriculture to open storage yard and construction of a hard standing in connection with adjoining concrete products manufacturing premises, including the culverting of a drainage ditch with the installation of concrete pipes and headwall structures. (PART RETROSPECTIVE) | Approved 01/04/2015
- 16/01121/FUM**
Change of Use of agricultural land to industrial (class B2) use and erection of a concrete manufacturing facility, with associated engineering and accommodation works and extension to an existing building and travelling crane rails | Appeal allowed (APP/V0510/W/19/3243700) 17/02/2021
- 21/01338/FUL**
Amendments to approved steel fabrication workshop extension, to include retention of the extension to the building | Approved 03/02/2022
- 22/00158/FUM**
Retention and expansion of casting beds and construction of production building (Use Class B2 General Industrial) | Approved 10/10/2022
- 24/00564/FUL**
Replacement maintenance building – retrospective | Approved 15/08/2024

Land to North East

26/00011/FUM

Erection of a manufacturing building (B2 Use Class) with associated open storage and biodiversity enhancements | Pending consideration

The Site and its Environment

12. The site is located off Wisbech Road (A1101) on the north-western edge of Littleport and is located within the existing operational site and relate solely to the approved production building and its associated access.
13. The existing industrial complex comprises approximately 12.5ha (30.8 acres). To the east of the FP McCann site there is an industrial estate which contains a variety of B2, B8 and light industrial uses. To the south of the development site is a large agricultural machinery showroom and an engineering business, and beyond the site to the north are open agricultural fields. On the opposite side of Wisbech Road, to the south of the site, are a number of other B2/B8 businesses along with the eSpace North Business Centre. Beyond the immediate environs of the operational site are a small number of dwellings.
14. The site is within Flood Zones 2 and 3.

Response from Consultees

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

Local Highways Authority - 28 April 2026 - no objection to the proposals, it will be for the authority's Transport Assessment Team to comment on any documentation provided regarding junction capacity.

Lead Local Flood Authority – 30 April 2026

Thank you for your re-consultation which we received on the 29 April 2026. We have reviewed the following documents:

- Proposed Drainage Plan Layout, HoyDorman, Ref: 2021008, Rev: E, Dated:24th November 2025
- Proposed Drainage Sections and Details Sheet 1 of 1, HoyDorman, Ref
- Flood Risk Assessment, EWE Associates Ltd, Ref: 2016/1958, Rev: 0, Dated: September 2024
- Additional Information, Hoy Dorman, Ref: 2021008, Dated: 24th November 2025

16. Based on these, as Lead Local Flood Authority (LLFA) we can remove the objection in principle to the proposed development. The above documents demonstrate that surface water from the proposed development can be managed through the use of a system of swales and an attenuation basin before discharging from site via flow control at a rate of 7.4l/s. Works to IDB

ditches across the site will require consent to be granted and the LLFA are aware of discussions between the IDB and applicant.

17. **Littleport Town Council** – 29 April 2026 – Supports the application.

Littleport & Downham Internal Drainage Board – 06 May 2026

18. The latest information included with the application for the FP McCann Ltd increased building footprint, now shows the level of the yard outside the proposed building footprint being as was previously proposed under the consented planning application, rather than extending out from the building at the building floor level. It also shows the foundations for the crane rail supports as individual pads being located such that the previously designed drainage potentially remains unaffected. Therefore, the concerns relating to the impact of the proposed crane rail on the drainage network have been removed. As the pads are in close proximity to the drainage pipes, it is suggested that as part of any Bye Law consent, and which remains outstanding for the development despite works commencing on site, the detailed design of the pads supporting the crane rails should be provided.

Environmental Health -

19. I would advise that construction times and deliveries during the construction phase are restricted to the following:

07:30 - 18:00 each day Monday - Friday

07:30 - 13:00 on Saturdays and

None on Sundays or Bank Holidays

20. If it is necessary to undertake ground piling I would request that a method statement be produced and agreed in writing with the Local Planning Authority (LPA) before work takes place.
21. If there is no intention to utilise ground piling then I would request this be confirmed in writing and a condition which prevents it be attached until such time as a ground piling method statement is agreed with the LPA.
22. I have read the Noise Assessment Addendum dated Dec 2025 and have no additional comments to make.
23. I have read the LIA dated April 2026 and want to reiterate my previous comments that the ILP Guidance Note for the Reduction of Obtrusive Light is complied with. If there are existing conditions on site relating to hours of use for the lighting, I would ask that they are also applied to any new lighting proposed.
24. I have read neighbour comments which mention that external lighting remains on past conditioned hours. I would ask that this specific issue is referred to our Planning Enforcement Team for their investigation.

25. Finally, the applicants should be advised that planning permission does not confer immunity from action under statutory nuisance. Either by local authority or a private individual.
26. I note that some of the neighbour responses include objections to the proposal and detail that they are already experiencing noise, dust and lighting issues with the site. If this is the case I would advise them to report this for investigation via the following link:
<https://eastcambs.gov.uk/environmental-health/nuisance-behaviour-and-crime>

Environment Agency – 06 May 2026

27. We have reviewed the documents and have no further comments to make. Our comments from our previous letter dated 06 January 2025 remain relevant - We have reviewed the submitted Flood Risk Assessment (FRA) dated 5 September 2024 and consider this to be acceptable for the scale and nature of the proposed development. We therefore have no objection to the proposed development but strongly recommend that the mitigation measures detailed in the FRA are adhered to. In particular, the FRA recommends that a Flood Evacuation Plan is prepared for the site.
28. Our Fenland breach model indicates that the site could flood to depths of over 2m in the event of a breach of the River Great Ouse flood defences. The Littleport & Downham Internal Drainage Board should be consulted with regard to flood risk associated with their watercourses and surface water drainage proposals.

East Cambs Ecologist – 30 April 2026

29. I cannot support the current lighting plan. The surrounding fields must remain dark to avoid impacts to the migratory birds.
30. The locations of the bat features will impact the lighting scheme of the site. See 'Bats and Artificial Lighting at Night' ILP Guidance Note update released - News - Bat Conservation Trust
31. Since the last update a recent bat survey for a different development adjacent has proven that the ditches nearby have a county significant assemblage of bats using the ditch network for feeding it is essential that the watercourses nearby to this development are not impacted because of this development's lighting.
32. Request conditions for a lighting scheme to be submitted prior to their installation in accordance with the ILP 2023 note 8 (or as superseded) for the protection of bats and a condition for biodiversity improvements.
33. **County Highways Transport Team – 22 April 2026 – No objections.**
34. **Natural England – 24 January 2025**

No Objection - Based on the plans submitted, Natural England considers that the proposed development will not have significant adverse impacts on statutory designated sites and has no objection. A lack of objection does not mean that there are no significant environmental impacts. Natural England advises that all environmental impacts and opportunities are fully considered and relevant local bodies are consulted.

Anglian Water Services Ltd – 23 April 2026

35. The above proposals are not relevant to Anglian Water.
36. **Ward Councillors** - No Comments Received
37. **Minerals And Waste Development Control Team** - No Comments Received
38. **Consultee For Other Wards In Parish** - No Comments Received
39. A site notice was displayed near the site on 20 December 2024 and a press advert was published in the Cambridge Evening News on 19 December 2024.
40. Neighbours – 102 neighbouring properties were notified and the responses received are summarised below. 7 properties have responded. 1 in support, 5 objecting and 1 letter of representation. A full copy of the responses are available on the Council's website.
41. Support
 - Agree with the changes if they improve the position on the site and help the business. They do not interfere with any other business. They do not interfere with any other business or private dwelling as the site is away from other resident properties. Just a few houses down a drove which would not be affected by this site.
 - Littleport needs the work for people in the area and so far this development has been a success.
42. 5 neighbours objecting:
 - Environmental impact
 - Piecemeal expansion without proper approvals
 - Visual and noise pollution
 - Pattern of non-compliance
 - Timing of consultation
 - Urge the council to refuse the retrospective application, conduct a comprehensive environmental impact assessment, take enforcement action and prioritise community input
 - Cumulative impact has not been assessed
 - Building is hideous and unsightly
 - Development will have a severe negative impact on employment
 - Impact on highways
 - Light pollution

- Impact to wildlife
 - Noise of gantry cranes
 - Departure from the approved scheme
 - Harm to residential amenity
 - Visual and landscape harm
 - Inadequacy of existing mitigation
43. 1 letter of representation
- Concerns relating to road safety since the expansion of FP McCann given number of vehicles and HGV in the context of 60mph speed limit.
 - HGV are limited to a maximum length of 12m, however larger HGV use the existing site road entry.
 - This should be brought to the attention of County Council Consultees.

The Planning Policy Context

44. East Cambridgeshire Local Plan 2015 (as amended 2023)
- Growth 2: Locational Strategy
 - Growth 5: Presumption in favour of sustainable development
 - LIT 4: Employment allocation, land north of Wisbech Road
 - EMP 1: Retention of existing employment sites and allocations
 - EMP 2: Extensions to existing businesses in the countryside
 - ENV 1: Landscape and settlement character
 - ENV 2: Design
 - ENV 4: Energy and water efficiency and renewable energy in construction
 - ENV 7: Biodiversity and geology
 - ENV 8: Flood Risk
 - ENV 9: Pollution
 - COM 7: Transport Impact
 - COM 8: Parking provision
45. Supplementary Planning Documents
- Design Guide Natural Environment SPD
 - Climate Change SPD
 - Contaminated Land - Guidance on submitted Planning Application on land that may be contaminated
 - Flood and Water
 - Developer Contributions and Planning Obligations
46. National Planning Policy Framework (December 2024)
- 2 Achieving sustainable development
 - 6 Building a strong, competitive economy
 - 8 Promoting healthy and safe communities
 - 9 Promoting sustainable transport
 - 11 Making effective use of land
 - 12 Achieving well-designed places
 - 14 Meeting the challenge of climate change, flooding and coastal change
 - 15 Conserving and enhancing the natural environment

47. Draft National Planning Policy Framework (December 2025)
On 16 December 2025, the Government published a consultation on proposed reforms to the National Planning Policy Framework (the Framework). Whilst broad changes to the structure of the Framework are proposed as part of this consultation, these proposals could be subject to further change and can only be given very limited weight at this stage. Regard has therefore been had to the NPPF published in December 2024 in assessing the current application.
48. Local Nature Recovery Strategy December 2025
49. Planning Practice Guidance

Planning Material Considerations and Comments

50. A full Environmental Impact Assessment Screening Opinion has been undertaken which concluded that an Environmental Statement is not required.
51. The main planning considerations relevant to the determination of this application relate to:
- Principle of development
 - Residential amenity
 - Visual Amenity
 - Highways
 - Ecology, Biodiversity and Local Nature Recovery Strategy
 - Flood Risk and Drainage

Principle of Development

52. The application site is located within the countryside with part of the site partially located within the employment allocation LIT 4.

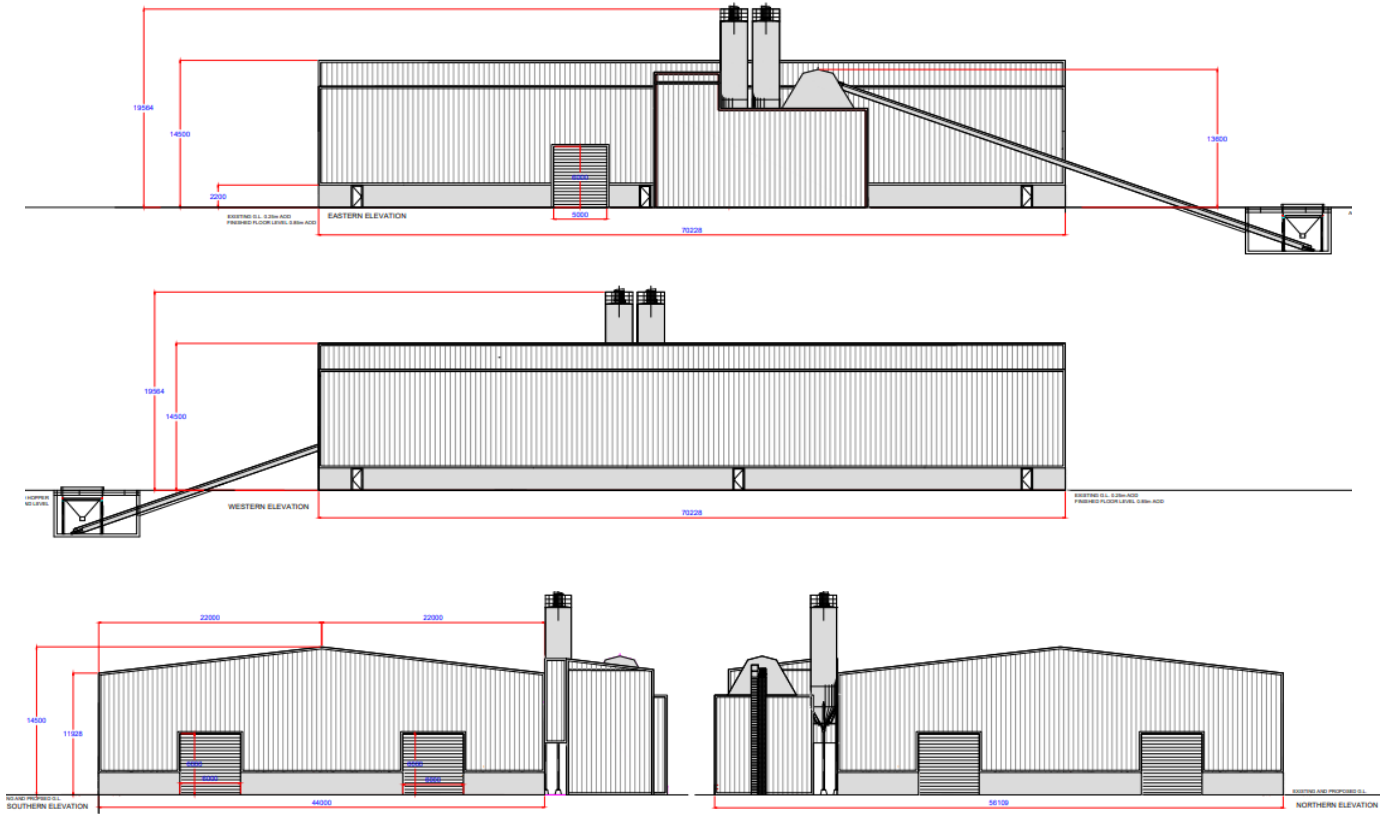
Policy Compliance

53. The site and wider site received planning permission under application 16/01121/FUM which was allowed at appeal (APP/V0510/W/19/32437000) on 17th February 2021 for the change of agricultural land to industrial (Class B2) use and erection of a concrete manufacturing facility, with associated engineering and accommodation works and extension to an existing building and travelling crane rails.
54. This planning application seeks to amend the production building as approved through 16/01121/FUM. The amendments are required for operational and structural reasons. The proposed variations relate only to the production building itself and all other aspects of the previously approved development is to be completed in accordance with the approved plans.

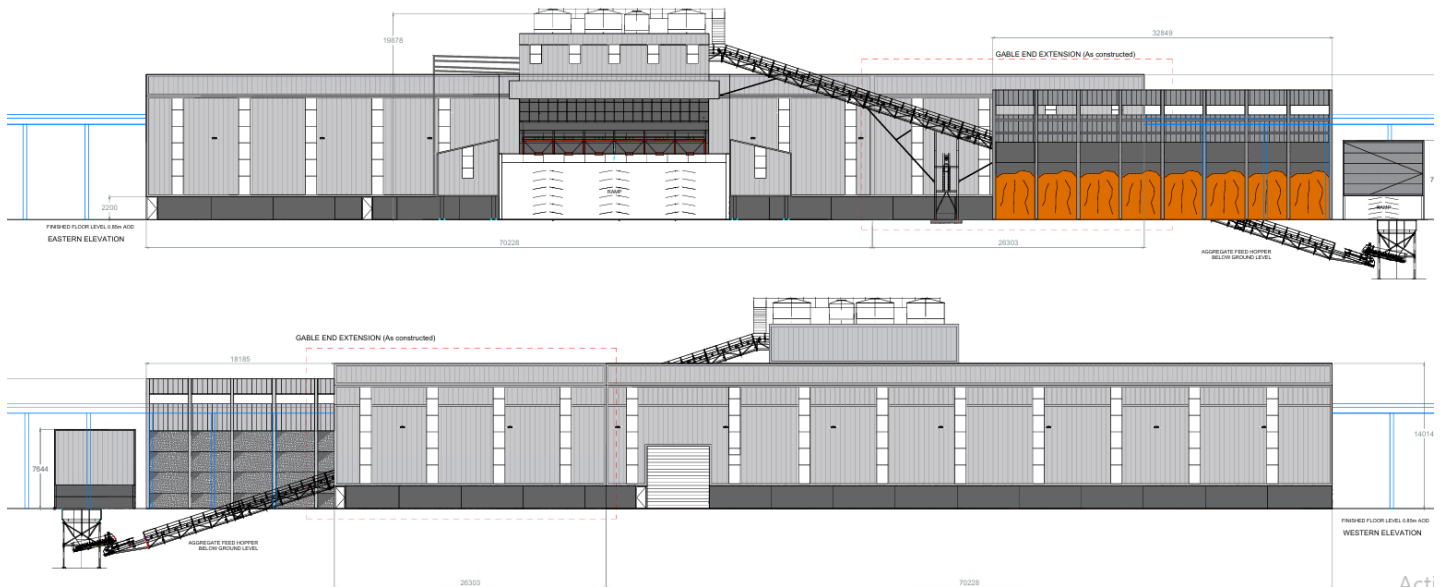
55. Policy EMP 1 of the Local Plan seeks to retain land currently used for employment purposes (B1, B2 and B8 uses) and seeks to retain employment allocations for their designated B1/B2/B8 uses. Policy EMP 2 states that proposals to expand existing businesses in the countryside will be permitted where:
- 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.
56. The proposal is for the purpose of the existing business operating from the site. It is considered that 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 as:- it is contained within the boundaries of an already established and allocated employment site and would not encroach into undeveloped countryside; it is located near to existing and approved commercial buildings including some of greater scale and it would not result in any significant increase in the amount of employees or visitors travelling to the site.
57. It is concluded within other sections of this report that the proposal would not harm the character and appearance of existing buildings, the locality and residential amenity. It is therefore considered that the proposed development complies with policy EMP 2 of the Local Plan.

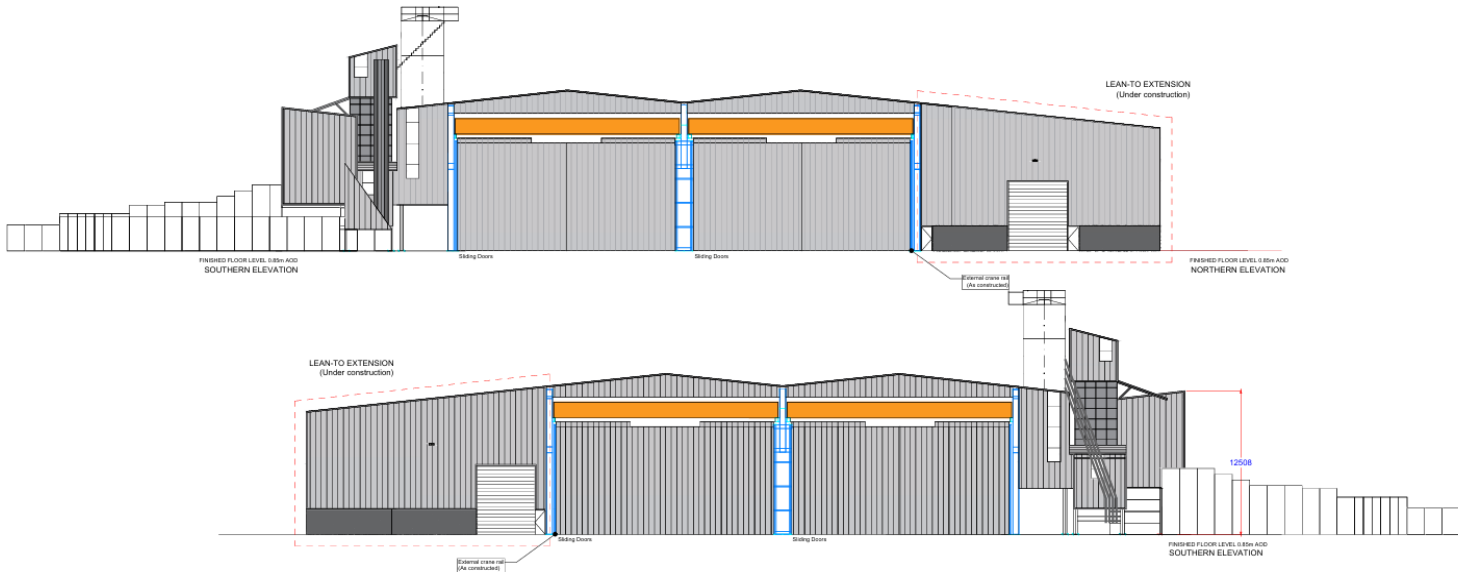
Rational for further expansion

58. The proposal will not intensify the approved manufacturing operations, but it will allow for additional operational facilities which were not included in the original application. Due to changes in technology and production techniques, the proposed changes are necessary to allow more modern manufacturing processes at the site. The proposed changes are as follows:
- Lean-to extension on the western side of the building which will house a steel mesh fabrication system;
 - Gable end extension to house a product inspection/testing area;
 - External crane rails to facilitate the movement of products/materials without the use of forklift trucks;
 - Additional raw material silos which will be used to store low-carbon cement alternatives, additives and fillers.
 - Amendments to the overall design of the building
59. The previously approved production building was as follows:



60. The production building with the amendments and extensions is proposed as follows:





61. The case officer visited the site 20/05/2026 and noted that notwithstanding the submitted plans, there remained a number of minor discrepancies between the submitted drawings and the development as built. The discrepancies are as follows:
- On the western elevation 3 vertical windows are missing, and the height of the main tipping hopper at the end of the aggregate bays is higher than that shown on the plans.
 - On the eastern elevation the enclosed access stairs are higher than that shown on the plans. The pipes are at the wrong angle. The height of the main tipping hopper at the end of the aggregate bays is higher than that shown on the plans. There are two windows missing above enclosed access stairs on the plans.
 - On the northern elevation the height of the main tipping hopper at the end of the aggregate bays is higher than that shown on the plans.
 - On the southern elevation the access stairs are higher than that shown on the plans and the aggregate bins are not depicted on the plans.
62. The discrepancies are minor in nature and do not affect the recommendation. However, correct plans have been requested and are to be presented to committee at the meeting. Correct plans will be required before a decision is issued and the plans condition will need to include the amended plans.
63. The principle of the building has already been established in the granting of application 16/01121/FUM. Therefore, consideration needs to be given to the extent of the extensions and amendments to the production building previously approved. All other aspects of the development as already approved through 16/01121/FUM remain unchanged as a result of this proposal.
64. The proposed amendments have been driven by a number of interrelated operational requirements which include:

- Increasing market demand for off-site/modular concrete building products
- Lifting and manufacturing methods for off-site/modular concrete building products (by overhead crane)
- Structural and technical amendments to the building design to facilitate the manufacture of off-site/modular concrete building products
- Additional product quality control procedures
- Increasing demand and an industry-wide commitment to lower carbon construction, specifically in the use of low carbon cement alternatives

65. Off-site construction, commonly referred to as 'Modern Methods of Construction' or MMC have the potential for benefits in construction including improved safety, quality, speed and waste reduction. According to the design and access statement when the original application was submitted almost 8 years ago, off-site construction accounted for approximately 2% of the total construction market. Today, that figure is estimated to be close to 10% with significant further growth expected.
66. The amendments proposed will enable the production building to manufacture MMC product.
67. MMC concrete products are manufactured using tilting tables, allowing them to be manipulated in both a vertical and horizontal position. Due to the typical size and shape of MMC units, it is not practical to safely move/lift these items using forklift trucks (FLT). Instead, static rail overhead cranes are used. The proposed cranes will be used both within the production building and to store/load products in external area as shown. This should reduce the FLT movements within the site.
68. MMC manufacturing also involves this use of steel lattice reinforcement. This will be provided by a semi-automated mesh welding machine which will be positioned within the proposed lean-to extension.
69. The requirement for overhead cranes has resulted in some minor adjustments to the dimensions and roof structure of the proposed building. The original gable width of 44m has been narrowed to 40m to reduce the crane span and the roof structure has also been changed from a simple, single pitch to a double pitch for added structural strength. These proposed amendments are purely technical, to allow the safe operation of the overhead cranes within.
70. Since the submission of the parent application in 2016, significant advancements have been made in the field of quality control and product traceability. The applicant has recently commissioned a 3D testing and laser printing facility at its manufacturing depot in Ellistown. According to the D&A Statement this technology is believed to be the world's most advanced test facility for concrete products, and it is the applicant's intention to replicate this at its other manufacturing facilities. The proposed

gable end extension will enable the use of this quality testing technology at the new Littleport facility.

71. In line with National and Global targets to reduce carbon emissions, there is a significant and ever-increasing demand for lower carbon building materials. Traditional Portland Cement is a key constituent in the manufacture of concrete products, but it is widely acknowledged that the manufacture of this cement has a significant carbon footprint and the cement industry is investing heavily in the development of lower carbon alternatives. These alternatives include use of blended cementitious materials and waste materials such as fly ash and slag. For a typical concrete mix these alternative 'blended' cements can reduce the need for Portland Cement by up to 50%. Other technological advances in the use of additives, fibres and fillers further reduce the need for high carbon cement and all of these efforts make a positive contribution to net zero targets.
72. However, these advancing technologies also create a requirement for additional raw material storage and mixing facilities within the concrete manufacturing sector. To enable the use of these alternative raw materials, minor amendments are proposed to the approved configuration of the mixing plant and aggregate storage system. Whilst the position and general arrangement of the plant has not been altered, the current proposal seeks permission for additional storage silos which will house these alternative low carbon cement blends, additives and reinforcement materials.
73. The applicant stresses that the amendments proposed are purely for technical and operational reasons, to allow the applicant to utilise the 'green' technology and alternative materials which were not available when the parent application was submitted.
74. It is considered that the proposed amendments to the design of the building, extensions, amendments and external crane rail are acceptable in principle, subject to the proposals satisfying the requirements of other relevant policies and material considerations.

Residential Amenity

75. Policy ENV 2 of the Local Plan requires all new development proposals to ensure there is no significantly detrimental impact on the residential amenity of nearby occupiers.
76. Policy ENV 9 of the Local Plan requires all development proposals to minimise and, where possible, reduce pollution, including noise pollution. Policy ENV 9 states that proposals will be refused where, individually or cumulatively, there are unacceptable pollution impacts arising from the development.
77. Paragraph 187(e) of the NPPF states that planning policies and decisions should contribute to and enhance the natural and local environment by preventing new and existing development from contributing to, being put at

unacceptable risk from, or being adversely affected by, unacceptable levels of noise pollution.

78. Paragraph 198(a) of the NPPF states that planning policies and decisions should also ensure that new development is appropriate for its location taking into account the likely effects (including cumulative effects) of pollution on health, living conditions and the natural environment, as well as the potential sensitivity of the site or the wider area to impacts that could arise from the development. In doing so they should mitigate and reduce to a minimum potential adverse impacts resulting from noise from new development – and avoid noise giving rise to significant adverse impacts on health and the quality of life
79. Paragraph 201 of the NPPF states that the focus of planning policies and decisions should be on whether proposed development is an acceptable use of land, rather than the control of processes or emissions (where these are subject to separate pollution control regimes). Planning decisions should assume that these regimes will operate effectively. Equally, where a planning decision has been made on a particular development, the planning issues should not be revisited through the permitting regimes operated by pollution control authorities.
80. A Noise Impact Assessment and subsequent addendum which also includes the external cranes has been submitted with the application. The assessment carried out for the report indicates that the noise climate in the vicinity of the proposed development site is mostly attributable to road traffic noise in the local area. The report concludes that assessment of activity noise levels in accordance with BS 4142 indicates that noise from the proposed development would achieve a condition of 'low impact' at the nearest existing residential properties at all times and would be unlikely to give rise to noise disturbance.
81. The concerns raised by neighbouring residents, including detailed comments and audio relating to noise, operational activity and the previous approval have been carefully considered. However, it is important to note that the principle of the B2 use on the site has already been established through the earlier appeal decision. The current application relates principally to amendments to the approved building and associated operational arrangements.
82. Whilst the revised proposals introduce some additional external activity, including crane operations, it is not considered that these changes would result in materially greater impacts such that the development would give rise to unacceptable harm to neighbouring residential amenity.
83. The Local Planning Authority have consulted with Environmental Health who do not raise any concerns with regards to noise subject to conditions. Whilst concern has been raised and in previous applications by residents, there is no evidence of 'statutory nuisance' having been found under the

Environmental Protection Act 1990, insofar as current noise might be prejudicial to public health.

84. The proposed site is adjacent to the applicants existing concrete product manufacturing plant, the noise from which forms a part of the existing sound environment in this area. In addition to the noise from this and other industries, there is that generated by road traffic on the A1101 Wisbech Road and A10 Littleport bypass. The existing employment area is next to these main roads, where vehicular traffic makes a significant contribution to background noise levels.
85. The inspector in granting application 16/01121/FUM recommended a condition for a noise management plan. It is considered necessary for this condition to be included in this application.
86. The case officer visited the site 20/05/26 and noted the crane alarms that had been raised as a concern by residents. The onsite manager stated that they were exploring options for the alarms to be white noise or light alarms. This matter can be resolved in the noise management plan.
87. The condition is detailed in Appendix 1: Recommended conditions.
88. Planning decisions are matters of judgement and, in this case, the evidence demonstrates that noise levels from the proposal would not be significantly greater than might reasonably be expected for a use within a general industrial area and where land is allocated for such purposes. Any noise effects could be adequately mitigated to a level sufficient to make the proposal acceptable in planning terms. On this basis, and subject to the imposition of appropriate planning conditions, the proposal would preserve acceptable living conditions for residential occupiers in the surrounding area, with regard to the likely levels of additional noise.
89. It is noted that planning permission does not confer immunity from action under statutory nuisance. Either by local authority or a private individual.
90. Having regard to the site context, the extant permission and conditions securing mitigation and operational controls, the impacts are considered acceptable in planning terms.

Air Quality

91. To address air quality impacts, the previous application required adherence to a Construction and Environment Management Plan (CEMP) setting out measures to ensure any impacts from dust were mitigated during the construction phase.
92. A CEMP was submitted and subsequently approved in March 2022. It would be necessary to condition this application to be in accordance with the measures contained with an updated CEMP and this is listed in the conditions at Appendix 1.

93. During the operational stage, the product manufacture would be subject to Environmental Permitting Regulations (EPR).
94. It was previously considered that air quality issues, such as dust emissions from the proposed operations, would be matters appropriately dealt with through the EPR. There is no evidence within the application to suggest that this would not be the case in this application and therefore there are no planning grounds for this proposal to be considered unacceptable in respect of air quality.

Lighting

95. Concerns have been raised with regards to lighting at the site. No external lighting has been implemented to date either that previously approved or that which is included within the current application. The updated assessment by Indigo and Ansell (as submitted with the application) takes into account the lighting that was approved through planning application 16/01121/FUM and the external yard lighting (as already approved) is included within the model for completeness but this has not been altered in any way. No external lights have been fitted yet as works are not yet complete for the new electricity connection.
96. The Lighting Assessment demonstrates that light spill at the boundary of the site is well below 1lux and is generally in the order of 0.1-0.5 lux. This is well below the recommended levels stated by ILP Guidance note 01/21 for an E2 Zone (Rural) environment. It should be noted that the report submitted considers a 'worst case' scenario as it does not take into account for example, the landscaped bund on the perimeter of the site.
97. Environmental Health Officers have not raised concerns with the lighting aspect. However, they have stated that any new external lighting follows the ILP Guidance Note for the Reduction of Obtrusive Light which should be complied with. The applicants should be advised that planning permission does not confer immunity from action under statutory nuisance either by local authority or a private individual.
98. However, the lighting has raised concerns with ecology due to new evidence in a recent bat survey for a different development adjacent has proven that the ditches nearby a county significant assemblage of bats using the ditch network for feeding. However, as this application relates to the building only, any lighting in the yard and surrounding area has already been approved in the previous application. Therefore, as the only lighting to be considered would be that of building, a final lighting plan for the building to be submitted prior to its installation is recommended to be conditioned.
99. The proposal, subject to conditions, is therefore considered to be in accordance with policies ENV 2 and ENV 9 of the East Cambridgeshire Local Plan.

Visual Amenity

100. Policy ENV 1 states that development proposals should demonstrate that their location, scale, form, design, materials, colour, edge treatment and structural landscaping will create positive, complementary relationships with existing development and will protect, conserve, and where possible enhance.
101. Policy ENV 2 states that all development will be designed to a high quality, enhancing and complementing local distinctiveness and public amenity by relating well to the existing features and introducing appropriate new designs.
102. 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.
103. Policy LIT 4 states that development proposals will be expected to have particular regard to the scale, height, design and massing of buildings and landscaping, in order to minimise visual impact on the surrounding countryside.
104. The previous application proposed tree-planted bunds along the northern and western site boundaries. The works on the bunds and tree planting has started and is almost complete. These screen most of the storage area albeit the new cover over the extension area would not be fully screened. Notwithstanding this, it should be noted that the overall height of the building has been reduced from 14.5m to 14m.
105. The building with extensions is large and of modern utilitarian design which is not unlike a particularly substantial farm building. Given the flat Fens landscape, with the lack of elevated views, this would moderate the degree of visual impact from further distances away as the building would be screened by intervening development.
106. The structure is more prominent in closer views. However, it is viewed against the backdrop of existing industrial buildings and is therefore seen in context with the other buildings reducing its impact. The materials of predominantly grey cladding would also merge with a regular sky hue, which further diminishes the visual impact of the buildings scale.
107. The visual impacts of the proposal on the surrounding rural landscape, beyond the immediate site area, would not be significant due to the limited visibility of the site. Where is visible, the development would appear as an extension to the existing site.

108. The proposal is considered acceptable in terms of visual amenity and is considered to be in accordance with policies ENV 1, ENV 2, EMP 2 and LIT 4 of the East Cambridgeshire Local Plan.

Highways

109. Policy COM 7 states that development proposals shall provide safe and convenient access to the highway network.
110. Policy EMP 2 states that proposals to expand existing businesses in the countryside will be permitted where 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.
111. The site is located off the A1101 Wisbech Road in the Littleport area. It is located adjacent to the existing precast manufacturing facility.
112. The site is bound by agricultural land to the north and east, FP McCann's existing precast manufacturing facility to the south and Little Marefen Drove to the west.
113. The surrounding area is characterised by industrial and storage/distribution uses (Use class B2/B8)
114. Access to the proposed development would be retained as per the existing situation via the Wisbech Road/Thurlow Nunn Standen junction. Wisbech Road is a single-carriageway road, approximately 9m wide at the site frontage and subject to the National Speed Limit (60mph).
115. Wisbech Road continues for 600m southeastwards from the site before meeting a roundabout junction with the A10. Beyond the roundabout, Wisbech Road continues eastwards towards Littleport where it continues as Wellington Street near the town centre, 2Km east of the site. To the east of the A10 roundabout, Wisbech Road is subject to a 30mph speed limit and benefits from street lighting throughout.
116. To the northwest, the A1101 provides access to Wisbech before eventually meeting the A17 at Long Sutton.
117. The application has been submitted with a Transport Assessment.
118. This confirms that visibility splays at the access are achievable in both directions on Wisbech Road. The existing FP McCann access to the southeast will be unchanged as part of the proposals. The proposed site will be accessed separately.
119. FP McCann has advised that the site would be serviced using vehicles less than 16.0m in length. A 12.0m artic lorry would be the largest vehicle that will be used. Tracking analysis demonstrating that a 12.0m artic can turn

in/out of the access without overrunning the opposite side of the carriageway.

120. The application has been submitted with a Transport Assessment prepared by ADL (November 2024), which concluded that the proposed development would generate modest levels of traffic, equating up to 36 two-way vehicle trips during weekday peak hours and approximately 18 two-way trips on Saturdays.
121. The assessment identified that traffic increases on the surrounding highway network would be limited, with increase of up to 2.5% on Wisbech Road and lower increases elsewhere, which is within normal daily traffic variation.
122. The assessment also confirmed that the proposed parking provision would be sufficient and that the development would not result in a severe impact on the operation of the A10/Wisbech Road roundabout junction.
123. The Local Highways Authority confirmed they had no objections to the proposal. However, the County's Transport Assessment Team raised concerns regarding the calibration of the junction capacity modelling, specifically in relation to observed queue lengths on the A10 northbound arm of the roundabout. In response, ADL prepared additional technical submissions in January 2025, March 2025 and July 2025 addressing the concerns raised.
124. These submissions clarified the modelling assumptions, provided additional survey information and referenced TRL guidance which recognises that significant daily variations in queue lengths can occur during peak periods, even where traffic flows remain consistent.
125. ADL maintained that the proposed development would only generate a very limited number of additional vehicle movements on the affected arm of the junction, amounting to approximately 6 two-way trips in the peak hour, and therefore would not materially affect the operation of the roundabout. Additional traffic and queue surveys were undertaken in October 2025, supported by video footage, which demonstrated that whilst short queues occasionally formed due to platoons of traffic, conditions remained generally free-flowing and queues dissipated quickly.
126. The County's Transport Team and Local Highways Authority have been presented with all the evidence and information and do not object to the proposal.
127. The concerns raised by the resident regarding statements within the Design and Access Statement indicating that traffic levels would not increase are noted. Whilst this wording differs from the conclusions of the submitted Transport Assessment and subsequent technical information, the proposal and associated highway impacts have been subject to detailed assessment by both the Local Highways Authority and the County Highways Transport Team based on submitted traffic data and supporting evidence.

Ecology, Biodiversity and Local Nature Recovery Strategy

Ecology and Biodiversity

128. Policy ENV 7 states that all development proposals will be required to:
- Protect the biodiversity and geological value of land and buildings and minimise harm to or loss of environmental features, such as trees, hedgerows, woodland, wetland and ponds.
 - Provide appropriate mitigation measures, reinstatement or replacement of features and/or compensatory work that will enhance or recreate habitats on or off site where harm to environmental features and habitat is unavoidable; and
 - Maximise opportunities for creation, restoration, enhancement and connection of natural habitats as an integral part of development proposals.
129. The areas within the site were previously approved for the creation of hardstanding/developed land; sealed surface. No habitats of biodiversity value have been proposed within this current red line boundary. The retention of the building and the extensions will therefore not lead to any change in the long-term use of the area. In terms of habitats, it is changing from hardstanding to buildings or developed land; sealed surface to developed land. Sealed surfaces are classed as being of 'very low distinctiveness'. The baseline biodiversity value and created value are therefore both zero.
130. The senior ecologist has reviewed the information and supports this application as habitat destruction has occurred from previous planned development.
131. The lighting has raised concerns with ecology due to new evidence in a recent bat survey for a different development adjacent has proven that the ditches nearby have a county significant assemblage of bats using the ditch network for feeding. However, as this application relates to the building only, any lighting in the yard and surrounding area has already been approved in the previous application. Therefore, as the only lighting to be considered would be that of building, a final lighting plan for the building to be submitted prior to its installation is recommended to be conditioned.
132. The Council's ecologist has sought biodiversity enhancements as part of the development. However, the application relates solely to the building and does not include any associated landscaping works that would readily facilitate meaningful habitat creation or biodiversity enhancement measures. Given the nature, scale and functional operation of the building, opportunities to secure substantive biodiversity improvements on the building are limited. In this instance, it is not considered reasonable or practicable to require additional biodiversity enhancement measures.

133. The proposal subject to conditions is considered to be in accordance with policy ENV 7 of the East Cambridgeshire Local Plan.

Local Nature Recovery Strategy

134. The Cambridgeshire-Peterborough Local Nature Recovery Strategy (LNRS) was published on 23rd December 2025. The LNRS is a spatial strategy which plans, maps and creates priorities for nature in a given area. It is a statutory document produced under the Environment Act 2021. Local authorities must have regard to any relevant LNRS through the exercise of its functions, including as a local planning authority (see S40(2A) of the NERC Act 2006).

135. Amongst other matters, the LNRS identifies on a map (the 'habitat map') "areas that could become of particular importance for biodiversity" (ACB sites). Typically, such sites will be farmland with limited, if any, current significant interest for biodiversity, but it has been determined to offer the potential to become important if measures were taken to improve the habitats on that particular site.

136. For this particular application, it has been determined that no LNRS ACB site aligns with the planning application site area and there is no other apparent reason why the LNRS is an important determining factor for this application. As such, very little weight has been given to the content of the LNRS in reaching a recommendation for this planning application.

Flood Risk and Drainage

Flood Risk

137. Policy ENV 8 states that all developments and re-developments should contribute to an overall flood risk reduction.

138. The development site lies within Flood Zone 3, being the zone with risk of 1 in 100 year or greater for river flooding. The Environment Agency flood maps show that the site benefits from existing flood defences. The development site is within an existing developed area and is greater than 1 hectare.

139. A Flood Risk Assessment (FRA) has been submitted with the application.

140. The FRA states that there are four sources of flood risk which require consideration – Great Ouse, Old & New Bedford Rivers, local watercourses and surface runoff. Consideration has also been given to the site flooding from either overland flow or ponding of localised rainfall within the site.

141. The FRA details each of these as below:

The Great Ouse

142. The Great Ouse is located approximately 2350m to the east of the site. The Great Ouse flows north through Littleport eventually discharging into the Wash at Kings Lynn. The Great Ouse is defended by substantial earth flood

embankments in line with the site which are elevated approximately 5m above the natural ground level in the area. The Environment Agency was able to provide flood level data for the Great Ouse in line with the site which included hazard mapping during a combined overtopping and breach event. The Environment Agency provided asset records which show that the River Ouse is defended to the 1 in 100 year standard.

143. Based on the asset data provided by the Environment Agency it is considered that the Great Ouse is defended to the 1 in 100 year standard of defence. As such, during this flood event the site will remain dry.

The Old & New Bedford Rivers

144. The Old & New Bedford Rivers run parallel with each other and are located approximately 4000m to the west of the site. The Old & New Bedford Rivers flow north to Downham Market where they discharge into the Great Ouse. The Old & New Bedford Rivers are defended by substantial earth flood embankments in line with the site which are elevated approximately 5m above the natural ground level in the area.

145. Based on the asset data provided by the Environment Agency it is considered that the Old & New Bedford Rivers are defended to the 1 in 100 year standard of defence. As such, during this flood event the site will remain dry.

Local Watercourses

146. The proposed development is within the Littleport & Downham Internal Drainage Board area. There appears to be an IDB drain running through the site from the west to the east. There are also an IDB drain along the western and northern boundaries of the site which flows into the larger drain running through the centre of the site. The drains appear to accept agricultural runoff with small contributions from the roofed and paved areas adjacent to the factory site. As such, flows into the local watercourses in line with the site are likely to be small. From the site the local watercourses convey flows east before heading north where it is believed flows are eventually pumped into the Great Ouse. The IDB generally adopts a 1 in 50 year standard for its drains and pumping stations. As such during more extreme events there is a chance of shallow flooding and ponding on low lying areas. No flooding has been reported in the area and the risk of future flooding from local watercourses is considered to be relatively low.

Surface Water

147. The Environment Agency surface water flood map shows a low risk of flooding within the site with the majority of the surface water being maintained within the local watercourses. Mitigation is proposed in the form of land raising and emergency access and egress.

Summary

148. The Great Ouse is located approximately 2350m to the east of the site. During the 1 in 100 year flood event it is considered that the flood water will be maintained within the channel and does not flood the site. However,

during the combined overtopping & breach 1 in 100 year plus climate change flood event is estimated that the flood defences could be overtopped by 700mm and potentially the site could be flooded to depths greater than 2m. The New & Old Bedford Rivers are located approximately 4000m to the west of the site. During the 1 in 100 year flood event it is considered that the flood water will be maintained within the channel and does not flood the site. However, during the 1 in 100 year plus climate change flood event is estimated that the flood defences could be overtopped by 300mm and potentially the site could be flooded. The site is located within an area which is considered to be danger to none. The river is defended by 5m high flood embankments which if they were to breach the site could be flooded. The site is located within an area which is considered to be danger to none if the defences were to breach. The local watercourses are considered to represent a relatively low flood risk to the site. It is therefore considered that the primary flood risk to the site is from the Great Ouse breaching during an extreme flood event. The factory building proposed within the site is unlikely to be adversely affected if immersed in flood water. The existing ground levels in the area proposed for the shed are 0.25mOD. It is assumed that the flood depth at the site during a combined overtopping & breach would be between 1m and 2m.

149. The primary flood risk is from a breach event within the Great Ouse which is 2350m to the east of the site. The site will only be used for storage of concrete products, as such, only a limited number of personnel will be on the site at any given time using forklift trucks. The existing building within the main factory site are located directly to the southeast of the proposed development site and is approximately 2m higher than the lowest part of the proposed development site. It is therefore considered that the existing factory site will be a safe area if the Great Ouse flood defences breach. It is therefore recommended that the factory owners develop a flood evacuation procedure which can be added to their health and safety documentation in order that all users understand the procedure if a flood warning is received from the EA or water levels are seen to rise significantly within the local watercourses. This aspect will be conditioned as part of a grant for approval.
150. The Environment Agency have been consulted on the application and raise no objections to the development subject to a condition for the development to adhere to the mitigation measures in the FRA and that a Flood Evacuation Plan is prepared for the site.

Drainage

151. Policy ENV 8 states that All applications for new development must 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.
152. A drainage strategy has been submitted with the application. The drainage remains the same as that approved in the previous application (16/01121/FUM).

153. The Lead Local Flood Authority (LLFA) have reviewed the documents and consider that it has been demonstrated that surface water from the proposed development can be managed through the use of a system of swales and an attenuation basin before discharging from site via flow control at a rate of 7.4l/s. It is advised that works to Internal Drainage Board (IDB) ditches across the site would require consent to be granted and the LLFA are aware of discussions between the IDB and applicant. On this basis, the LLFA consider that the application is acceptable in terms of drainage, and a condition is recommended for the development to be in accordance with drainage details submitted.
154. The proposal, subject to conditions is considered to be in accordance with policy ENV 8.

Other Matters

155. The retrospective nature of the application is not a matter which can be considered as part of the determination of the application. Paragraph 60 of the NPPF states that effective enforcement is important to maintain public confidence in the planning system. Enforcement action is discretionary, and local planning authorities should act proportionately in responding to suspected breaches of planning control. The Council has not taken enforcement action, regarding the existing activities on the site, due to the current application being considered. The absence of enforcement action to date is not a matter which can be considered as part of the determination of the application. As previously stated in section 2, retrospective planning applications should be assessed on their planning merits exactly like any other planning application and retrospective applications are lawful.
156. It is acknowledged that different developments relating to different areas of the overall commercial premises have been subject to separate planning applications. This would not be a reasonable reason to refuse planning permission. Cumulative impacts of the proposed development, existing development and approved development within the wider commercial premises have been considered as part of the Environmental Impact Assessment Screening Opinion and it has been concluded that they would not result in any significant adverse impacts.
157. It was confirmed that the noise management plan of the previous application would not apply as that was for the original building which was not built out according to plan and therefore a new management plan would be required for the new building which would have different mitigation measures. Given this a resident then raised concern about the implementation of two separate planning permissions at the site. This refers to the Pilkington principle and comes from the case *Pilkington v Secretary of State for the Environment*. It deals with what happens when there are multiple planning permissions for the same site.

158. The principle says that if development under one planning permission makes it physically impossible to complete another permission on the same land, the earlier permission can no longer lawfully be relied on. Lord Widgery in his judgment stated *"For this purpose I think one looks to see what is the development authorised in the permission which has been implemented. One looks first of all to see the full scope of that which has been done or can be done pursuant to the permission which has been implemented. One then looks at the development which was permitted in the second permission, now sought to be implemented, and one asks oneself whether it is possible to carry out the development proposed in that second permission, having regard to that which was done or authorised to be done under the permission which has been implemented."* The principle was reaffirmed and clarified by the UK Supreme Court in *Hillside Parks Ltd v Snowdonia National Park Authority*.
159. In *Hillside Parks* Lord Sales and Lord Leggatt stated *"What mattered, as [Lord Widgery] made clear, was whether it was physically possible to carry out the development authorised by the terms of the unimplemented permission. That depends upon (a) the terms of the unimplemented permission and (b) what works have actually been done. It would not make sense to have regard to the terms of the permission under which development has already taken place, as a central theme of the judgment is that mere inconsistency between the two permissions does not prevent the second permission from being implemented. What must be shown is that development in fact carried out makes it impossible to implement the second permission in accordance with its terms."*
160. The key planning implications are that developers can hold more than one planning permission over the same land. But once works under one scheme fundamentally conflict with another scheme, the conflicting permission may effectively die.
161. The resident has brought to the officer's attention the *R (Fiske) v Test Valley BC* Case specifically paragraph 66 which states:

"For a large development such as this to require changes to be made to it in the course of design and construction is not unusual. It often happens. When it does, the developer may be expected to make such changes through the normal planning process. If he has the benefit of two or more planning permissions incompatible with each other, or potentially so, there may be lawful steps he can take to overcome that incompatibility and proceed with the development he wants to build. Sometimes this will not be so. In that case the incompatibility will remain, and the lawful implementation of one permission or the other, or both of them, will not be possible."
162. Whilst the proposed scheme would prevent the building approved in application 16/01121/FUM from being built out, the new building is not in itself incompatible with the wider B2 use of the site. A significant proportion of the development within application 16/01121/FUM has been carried out

that is not reliant on the approved building. What is proposed is an alternative building which utilises the same site arrangements and is within the same B2 use as the building proposed in 16/01121/FUM. Furthermore, the principle of Pilkington only relates to unimplemented permissions, where subsequent implemented permissions then render previous or other permission unimplementable due to conflict. It's therefore not comparable with this scenario, where the planning permission has been implemented - and only a small part of it is no longer implementable due to the new development which has superseded that part. Notwithstanding, both developments are concerned with a B2 use and are wholly compatible and associated with the wider B2 operations.

163. It is therefore considered that principles of Pilkington, the judgement under Hillside and Fiske are not applicable in this instance.

Human Rights Act

164. The development has been assessed against the provisions of the Human Rights Act 1998, and in particular Article 8 (right to respect for private and family life) and Article 1 of the First Protocol (protection of property). Under the Act, it is unlawful for a public authority, such as East Cambridgeshire District Council, to act in a manner that is incompatible with the European Convention on Human Rights. In arriving at this recommendation, due regard has been given to the applicant's reasonable development rights and expectations which have been balanced and weighed against the wider community interests, as expressed through third party interests / the Development Plan and Central Government Guidance. The Council is also permitted to control the use of property in accordance with the general interest and the recommendation set out below is considered to be a proportionate response to the submitted application based on the considerations set out in this report.

Equalities and Diversities

165. In considering this planning application due regard has been had to the public sector equality duty (PSED) under Section 149 of the Equality Act 2010, which means that the Council must have due regard to the need (in discharging its functions) to put an end to unlawful behaviour that is banned by the Equality Act, including discrimination, harassment and victimisation and to advance equality of opportunity and foster good relations between people who have a protected characteristic and those who do not. Account has been taken of the PSED and it is considered that the recommendation set out below would not undermine the objectives of the duty.

Planning Balance

166. The principle of development has already been established through Appeal Decision (APP/V0510/W/19/3243700) which allows for B2 industrial uses at this site. It is not envisaged that the proposal would significantly expand or intensify the current activities at the site, more so that the existing operations

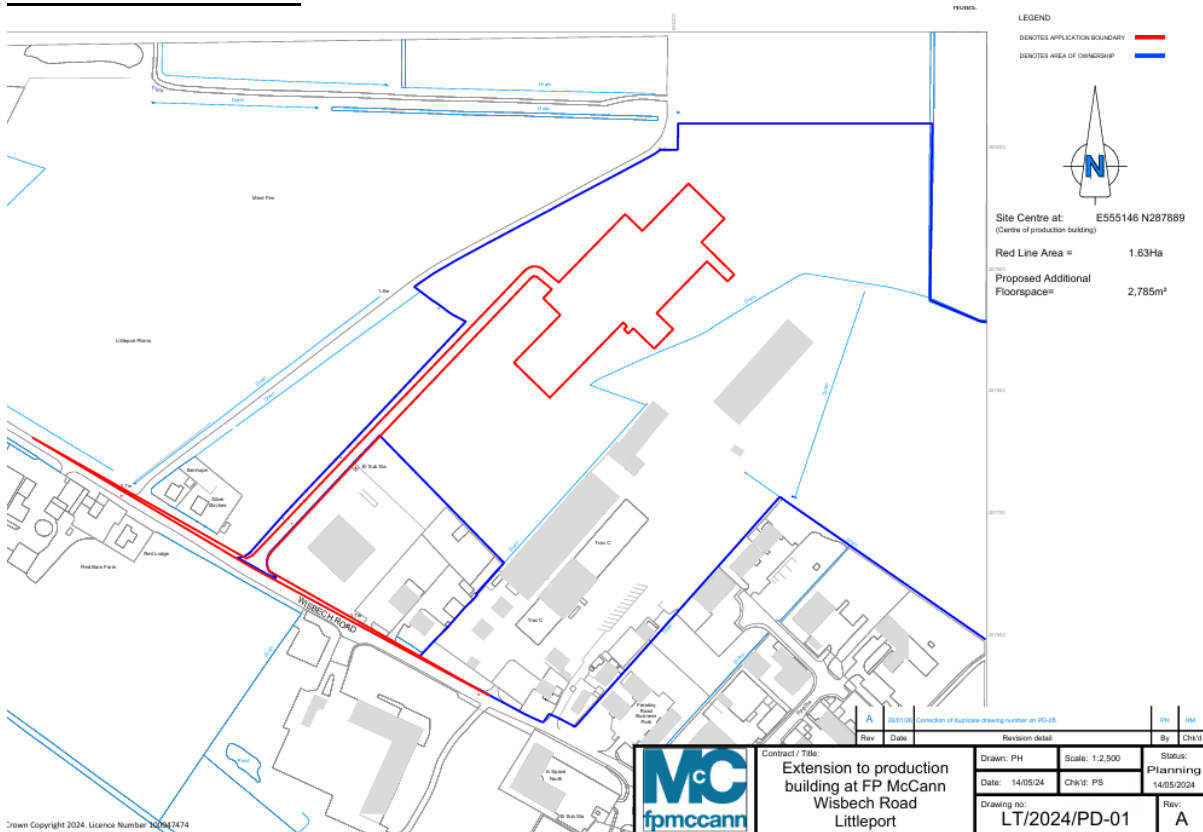
allow for more efficient movements of products and raw materials to/from the production building to support the established industrial enterprise at this location. The impacts of the proposal in respect of residential amenity and noise are considered to reduce the impact of the current operation on the surrounding. In terms of visual amenity, flood risk and drainage, highway safety, biodiversity, and energy and water; these are considered acceptable in the context of the existing operation. On balance, it is considered that the proposal accords with the relevant planning policies and there would be no significant adverse impacts that would weigh against the proposal. The application is therefore recommended for approval.

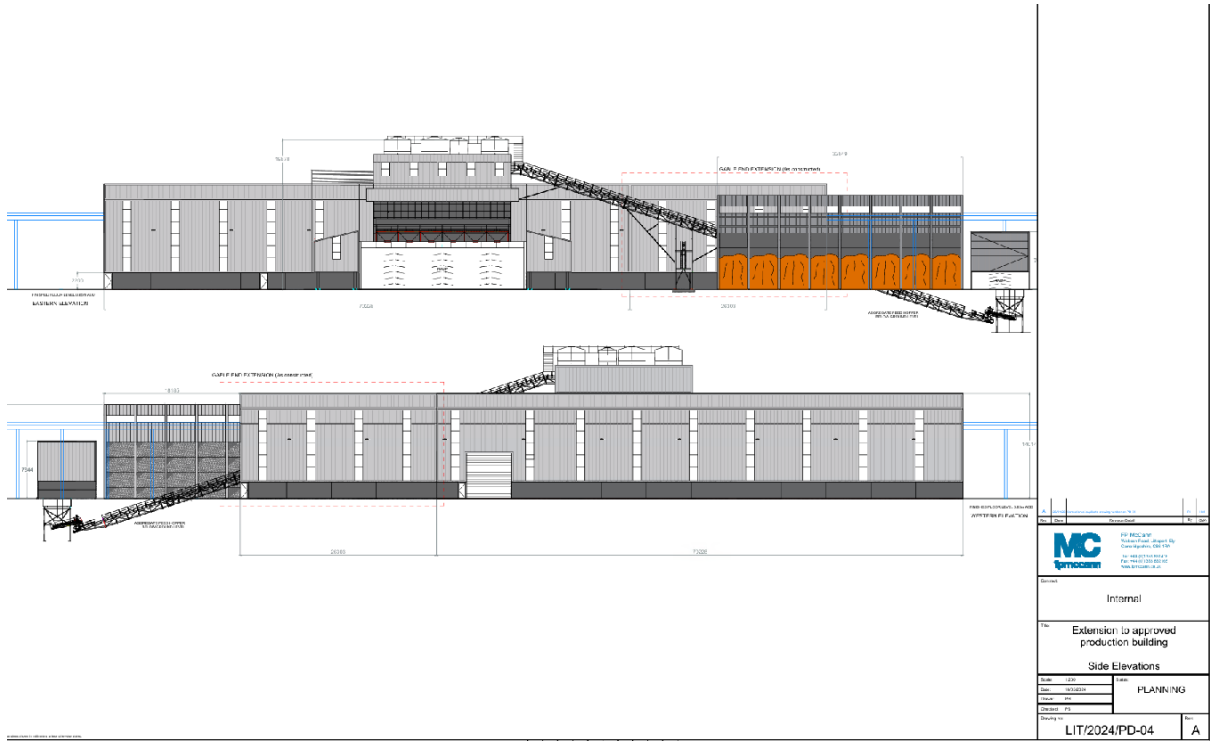
Appendices

167. Appendix 1 – Recommended Conditions

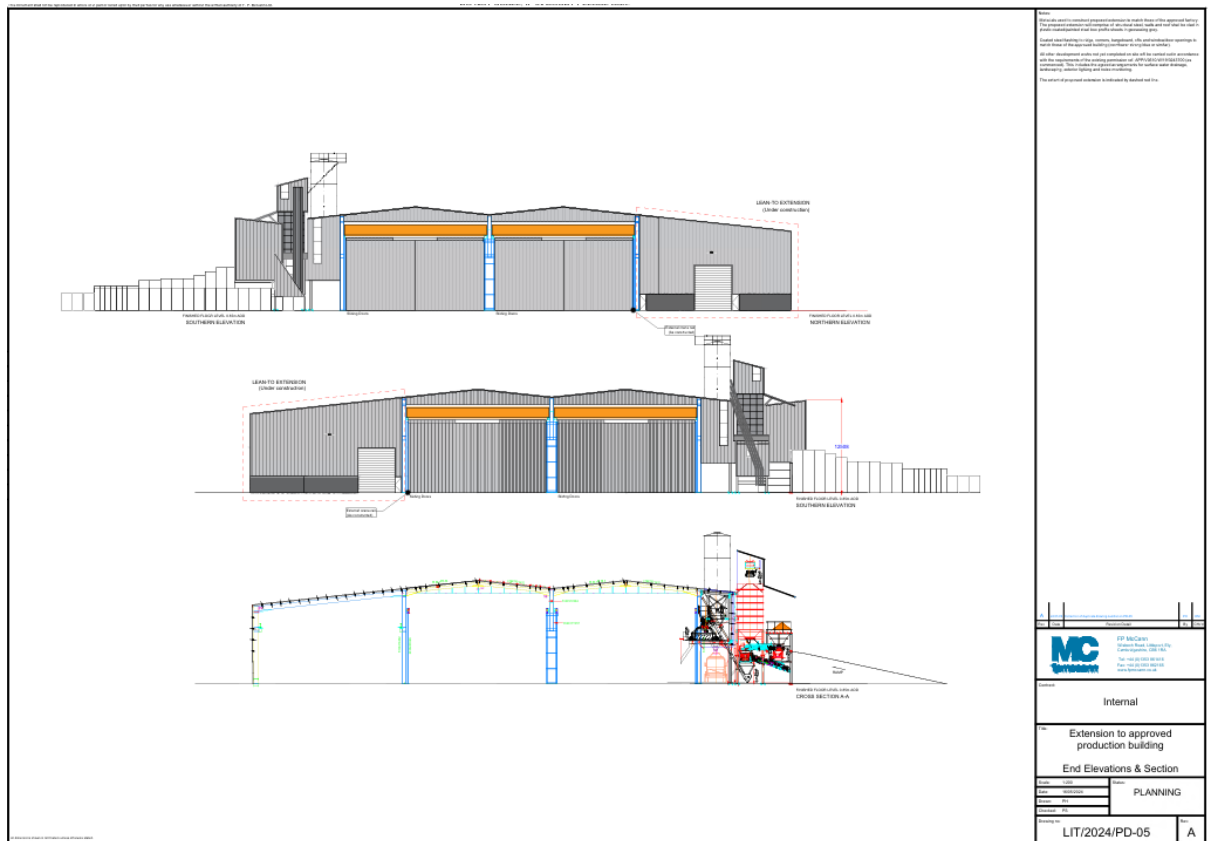
Plans

Plan 1 Location Plan

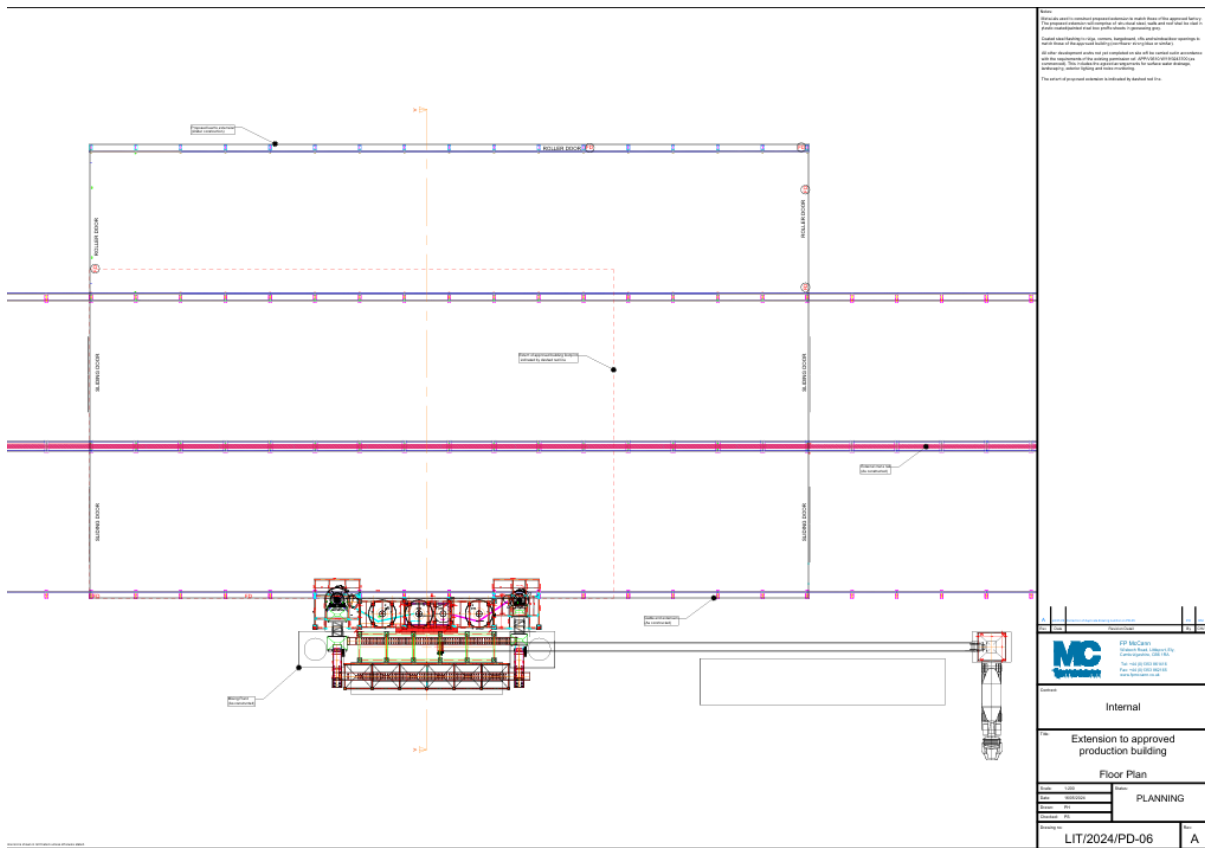




Plan 4 End Elevations and Section



Plan 5 Floor Plan



Appendix 1 – Conditions

1. Plans – to be confirmed at the committee meeting.
2. The drainage for the development shall be carried out in accordance with the Proposed Drainage Plan Layout, Ref: 2021008-P-CIV-200 Rev E received 16th April 2026, Proposed Drainage Sections and Details Sheet Ref 2021008-P-CIV-201 REV B received 11 February 2025, Flood Risk Assessment by EWE Associates Ltd received 29 November 2024 and Drainage Cover Letter received 16 April 2026. The scheme shall subsequently be implemented in full accordance with the approved details prior to the first use of the building.
2. Reason: To prevent the increased risk of flooding, to improve and protect water quality, and improve habitat and amenity.
3. The development shall be carried out in strict accordance with the Construction and Environment Management Plan (CEMP) Rev B received 18 May 2026.
3. Reason: In the interests of highway safety, in accordance with COM7 and COM8 of the East Cambridgeshire Local Plan 2015.
4. Operation of development hereby permitted, including of plant and machinery, shall take place only between 0700 - 1900, and deliveries 0700 - 1700, Monday to Saturday and not at all on Sundays, Bank Holidays or Public Holidays.

4. Reason: To safeguard the residential amenity of neighbouring occupiers, in accordance with policy ENV2 of the East Cambridgeshire Local Plan 2015.
5. Construction times and deliveries, with the exception of fit-out, shall be limited to the following hours: 0800 to 1800 each day Monday - Friday, 0800 to 1300 Saturdays and none on Sundays, Bank Holidays and Public Holidays.
5. Reason: To safeguard the residential amenity of neighbouring occupiers, in accordance with policy ENV2 of the East Cambridgeshire Local Plan 2015.
6. Prior to the installation of any external lighting within the development hereby approved, a lighting scheme shall be submitted to and approved in writing by the Local Planning Authority. The lighting shall be installed in full compliance with the approved details and will align with Institute of Lighting Professionals 2023 Guidance note 8 (or as superseded) for the protection of bats.
6. Reason: To safeguard protected and priority species and their habitats in accordance with policies ENV1, ENV2 and ENV7 of the East Cambridgeshire Local Plan 2015 (as amended) and Chapter 15 of the NPPF.
7. Within 4 months of the date of this decision a Noise Management Plan (NMP) shall be submitted to and approved in writing by the local planning authority. The NMP shall include details about noise mitigation measures for buildings, fixed plant, mobile plant and crane alarms. The implementation date shall be included within the NMP and agreed in writing by the Local Planning Authority. Details of a noise monitoring and reporting programme for a period of six months from the date of implementation of the noise mitigation measures shall be included in the NMP. The six-month reporting shall be carried out in accordance with the approved NMP, and the results of the reporting shall be available for inspection by the Local Planning Authority. The noise mitigation measures shall be carried out in accordance with the approved NMP and shall be adhered to during the lifetime of the development hereby permitted.
7. Reason: To safeguard the residential amenity of neighbouring occupiers, in accordance with Policy ENV2 of the East Cambridgeshire Local Plan 2015.
8. The development permitted by this planning permission shall only be carried out in accordance with the mitigation measures detailed in the Flood Risk Assessment prepared by EWE Associates Ltd dated September 2024.
8. Reason: To prevent flooding in accordance with policies ENV2 and ENV8 of the East Cambridgeshire Local Plan 2015 (as amended) and Chapter 14 of the NPPF.
9. Within three months of the date of this decision a Flood Contingency Plan, including the date of implementation, shall be submitted to and approved in writing by the Local Planning Authority. The above plan should include an

appropriate method of flood warning and evacuation to ensure the safe use of the development in extreme circumstances.

9. Reason: To reduce the impacts/risk of flooding in extreme circumstances on future occupants, in accordance with policies ENV2 and ENV8 of the East Cambridgeshire Local Plan 2015 (as amended) and Chapter 14 of the NPPF.
10. The onsite floodlighting shall only be turned on when required between the hours of 0700 - 1900 each day Monday to Saturday and not at all on Sundays, Bank Holidays or Public Holidays.
10. Reason: To safeguard the character and appearance of the area, in accordance with policy ENV2 of the East Cambridgeshire Local Plan 2015 (as amended), Chapter 12 of the NPPF.