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4 September 2018

To: Chairman – Councillor John Batchelor
Vice-Chairman – Councillor Pippa Heylings
All Members of the Planning Committee - Councillors Dr. Martin Cahn,
Grenville Chamberlain, Peter Fane, Bill Handley, Brian Milnes, Judith Rippeth,
Deborah Roberts, Peter Topping and Nick Wright

Quorum: 3

Dear Councillor

You are invited to attend the next meeting of **PLANNING COMMITTEE**, which will be held in the **COUNCIL CHAMBER, FIRST FLOOR** at South Cambridgeshire Hall on **WEDNESDAY, 12 SEPTEMBER 2018** at **10.30 a.m.**

Members are respectfully reminded that when substituting on committees, subcommittees, and outside or joint bodies, Democratic Services must be advised of the substitution ***in advance of*** the meeting. It is not possible to accept a substitute once the meeting has started. Council Standing Order 4.3 refers.

Yours faithfully
Beverly Agass
Chief Executive

The Council is committed to improving, for all members of the community, access to its agendas and minutes. We try to take all circumstances into account but, if you have any specific needs, please let us know, and we will do what we can to help you.

AGENDA

PAGES

PUBLIC SEATING AND SPEAKING

Public seating is available both in the Council Chamber (First Floor) and the Public Gallery / Balcony (Second Floor). Those not on the Committee but wishing to speak at the meeting should first read the Public Speaking Protocol (revised October 2016) attached to the electronic version of the agenda on the Council's website.

PROCEDURAL ITEMS

1. **Apologies**
To receive apologies for absence from committee members.
2. **Declarations of Interest**
 1. **Disclosable pecuniary interests ("DPI")**
A DPI is where a committee member or his/her spouse or partner has any kind of beneficial interest in the land under

consideration at the meeting.

2. Non-disclosable pecuniary interests

These are interests that are pecuniary involving a personal financial benefit or detriment but do not come within the definition of a DPI. An example would be where a member of their family/close friend (who is not their spouse or partner) has such an interest.

3. Non-pecuniary interests

Where the interest is not one which involves any personal financial benefit or detriment to the Councillor but arises out of a close connection with someone or some body /association. An example would be membership of a sports committee/ membership of another council which is involved in the matter under consideration.

3. Recorded voting

4. Minutes of Previous Meeting

7 - 10

To authorise the Chairman to sign the Minutes of the meeting held on 16 August 2018 as a correct record.

PLANNING APPLICATIONS AND OTHER DECISION ITEMS

To view plans, drawings and other documents submitted with the application, follow the link called 'Application file' and select the tab 'Plans and Docs'.

5. S/0791/18/FL - Waterbeach (Land between Cody Road and Railway)

11 - 60

Relocated railway station comprising platforms, pedestrian bridges, access road, pedestrian and cycle routes, car and cycle parking, with other associated facilities and infrastructure

6. S/1178/18/FL - Arrington (17 Mill Lane)

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Part Demolition of Existing Buildings and Erection of Four New Buildings to Comprise Holiday Let Accommodation and Conversion and Extension of Existing Buildings to Provide Gym, Office, Garage and Laundry Ancillary to Holiday Let Accommodation

7. S/2606/18/FL - Fulbourn (6 Caraway Road)

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Conversion of existing garage into guest bedroom

MONITORING REPORTS

8. Enforcement Report

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9. Appeals against Planning Decisions and Enforcement Action

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Notes to help those people visiting the South Cambridgeshire District Council offices

While we try to make sure that you stay safe when visiting South Cambridgeshire Hall, you also have a responsibility for your own safety, and that of others.

Security

When attending meetings in non-public areas of the Council offices you must report to Reception, sign in, and at all times wear the Visitor badge issued. Before leaving the building, please sign out and return the Visitor badge to Reception.

Public seating in meeting rooms is limited. For further details contact Democratic Services on 03450 450 500 or e-mail democratic.services@scambs.gov.uk

Emergency and Evacuation

In the event of a fire, a continuous alarm will sound. Leave the building using the nearest escape route; from the Council Chamber or Mezzanine viewing gallery this would be via the staircase just outside the door. Go to the assembly point at the far side of the staff car park opposite the staff entrance

- **Do not** use the lifts to leave the building. If you are unable to use stairs by yourself, the emergency staircase landings have fire refuge areas, which give protection for a minimum of 1.5 hours. Press the alarm button and wait for help from Council fire wardens or the fire brigade.
- **Do not** re-enter the building until the officer in charge or the fire brigade confirms that it is safe to do so.

First Aid

If you feel unwell or need first aid, please alert a member of staff.

Access for People with Disabilities

We are committed to improving, for all members of the community, access to our agendas and minutes. We try to take all circumstances into account but, if you have any specific needs, please let us know, and we will do what we can to help you. All meeting rooms are accessible to wheelchair users. There are disabled toilet facilities on each floor of the building. Infra-red hearing assistance systems are available in the Council Chamber and viewing gallery. To use these, you must sit in sight of the infra-red transmitter and wear a 'neck loop', which can be used with a hearing aid switched to the 'T' position. If your hearing aid does not have the 'T' position facility then earphones are also available and can be used independently. You can get both neck loops and earphones from Reception.

Toilets

Public toilets are available on each floor of the building next to the lifts.

Recording of Business and Use of Mobile Phones

We are open and transparent about how we make decisions. We allow recording, filming and photography at Council, Cabinet and other meetings, which members of the public can attend, so long as proceedings at the meeting are not disrupted. We also allow the use of social media during meetings to bring Council issues to the attention of a wider audience. To minimise disturbance to others attending the meeting, please switch your phone or other mobile device to silent / vibrate mode.

Banners, Placards and similar items

You are not allowed to bring into, or display at, any public meeting any banner, placard, poster or other similar item. Failure to do so, will result in the Chairman suspending the meeting until such items are removed.

Disturbance by Public

If a member of the public interrupts proceedings at a meeting, the Chairman will warn the person concerned. If they continue to interrupt, the Chairman will order their removal from the meeting room. If there is a general disturbance in any part of the meeting room open to the public, the Chairman may call for that part to be cleared. The meeting will be suspended until order has been restored.

Smoking

Since 1 July 2008, South Cambridgeshire District Council has operated a Smoke Free Policy. No one is allowed to smoke at any time within the Council offices, or in the car park or other grounds forming part of those offices.

Food and Drink

Vending machines and a water dispenser are available on the ground floor near the lifts at the front of the building. You are not allowed to bring food or drink into the meeting room.

EXCLUSION OF PRESS AND PUBLIC

The law allows Councils to consider a limited range of issues in private session without members of the Press and public being present. Typically, such issues relate to personal details, financial and business affairs, legal privilege and so on. In every case, the public interest in excluding the Press and Public from the meeting room must outweigh the public interest in having the information disclosed to them. The following statement will be proposed, seconded and voted upon.

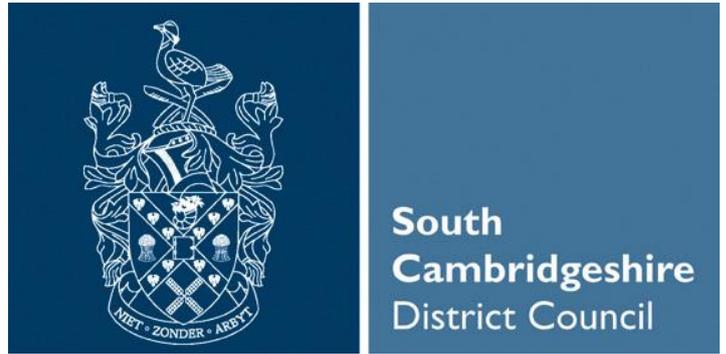
"I propose that the Press and public be excluded from the meeting during the consideration of the following item number(s) in accordance with Section 100(A) (4) of the Local Government Act 1972 on the grounds that, if present, there would be disclosure to them of exempt information as defined in paragraph(s) of Part 1 of Schedule 12A of the Act."

If exempt (confidential) information has been provided as part of the agenda, the Press and public will not be able to view it. There will be an explanation on the website however as to why the information is exempt.

Notes

- (1) Some development control matters in this Agenda where the periods of consultation and representation may not have quite expired are reported to Committee to save time in the decision making process. Decisions on these applications will only be made at the end of the consultation periods after taking into account all material representations made within the full consultation period. The final decisions may be delegated to the Corporate Manager (Planning and Sustainable Communities).
- (2) The Council considers every planning application on its merits and in the context of national, regional and local planning policy. As part of the Council's customer service standards, Councillors and officers aim to put customers first, deliver outstanding service and provide easy access to services and information. At all times, we will treat customers with respect and will be polite, patient and honest. The Council is also committed to treat everyone fairly and justly, and to promote equality. This applies to all residents and customers, planning applicants and those people against whom the Council is taking, or proposing to take, planning enforcement action. More details can be found on the Council's website under 'Council and Democracy'.

Agenda Annex



Public Speaking at meetings of the Planning Committee

October 2016

1. What is the Planning Committee?

- 1.1 South Cambridgeshire District Council's Planning Committee is a Regulatory Committee consisting of elected Councillors. It is responsible for the following:
- determination of larger, more complex or sensitive planning applications, including those that, formerly would have gone to the Northstowe Joint Development Control Committee, submitted to the Council by other organisations or by members of the public
 - any planning application submitted to the Council by one of its officers or elected Councillors;
 - Tree Preservation Orders and the protection of important hedgerows;
 - Responding on behalf of South Cambridgeshire District Council, as Order Making Authority, to Cambridgeshire County Council about Public Rights of Way within the District;
 - Monitoring the progress and outcome of Appeals and Enforcement Action;
 - Authorizing Direct Enforcement Action
 - Procedural matters relating to the planning process.

2. When and where do Planning Committee meetings take place?

- 2.1 The Planning Committee meets in the Council Chamber at South Cambs Hall, Cambourne Business Park, Cambourne, Cambridge, CB23 6EA at 10.30am on a Wednesday, which is usually the first Wednesday each month. Further details, including contacts, directions, and variations to dates / venue are available on the Council's website by visiting www.scams.gov.uk and follow the links from 'The Council', or by phoning Democratic Services on 03450 450 500.

3. Can anyone attend Planning Committee meetings?

- 3.1 Meetings of the Planning Committee are open to the public, so anyone can attend. A range of people with differing interests in specific applications observe these meetings, whether they are applicants or an applicant's agent, objectors, neighbours or other residents, local District Councillors or members of Parish Councils.
- 3.2 Despite being a public meeting, in some very occasional cases the law does allow the committee to consider some matters in private. For example, an application may contain information of a personal or commercially sensitive nature that the Council would not be able to publicise. In every case, however, the public interest in excluding the press and public from the meeting room must outweigh the public interest in having the information disclosed.

4. Can anyone speak at Planning Committee meetings?

- 4.1 The Planning Committee welcomes public speaking and participation from outside of the Committee's membership. All registrations to speak must be made direct to Democratic Services. Other than Members of the Planning Committee and the Council's officers, there are four main categories of other people able to speak at meetings of the Committee: -
- (a) 1 x Community Objector or objector's agent
 - (b) (i) 1 x Applicant (or applicant's agent)
(ii) 1 x Community Supporter **if** (and only if) the officer recommendation is Refusal or the applicant or agent forego their right to speak
 - (c) 1 x Parish Council representative (elected or co-opted Councillor, agent or Parish Clerk)
 - (d) Local District Councillor(s) or another Councillor appointed by them

- 4.2 Parish Councils and local Members speak as part of the planning process, regardless of whether they support or oppose an application. Objectors and Supporters speak as part of the specific application. Where more than one objector or supporter exists, they must agree between themselves on a presentation that covers all their concerns. Where the officer recommendation is Approval, a Community Supporter will only be allowed to address the Committee if the applicant or applicant's agent forego their right to speak.
- 4.3 The same person is not allowed to address the committee in more than one of the speaker Categories. Where speakers have competing interests, such as community objector and Parish Council representative, they should choose their dominant interest prior to registering to speak, and delegate the other role to another representative if need be.
- 4.4 In exceptional circumstances, the Committee Chairman may opt to make special arrangements such as where a neighbouring parish is perceived as being significantly affected by a proposal, or for a Portfolio Holder (member of the Council's Cabinet) to speak.
- 4.5 It is impossible to say at what time each application on the agenda will be discussed. Public speakers should therefore be prepared to address the Committee at any time after the beginning of the meeting.

5. What can people say and for how long can they speak?

- 5.1 Each speech is limited to three minutes. This applies even when the applicant (or applicant's agent) and a Community supporter both address the Committee, as detailed above – the objector can still only speak for three minutes. The Chairman operates a system of lights that indicate when one minute remains and when the allotted time of three minutes has been used up. Speakers address the Committee from a clearly marked table, and must speak into the microphone provided. They should restrict themselves to material planning considerations such as:
- Design, appearance, layout, scale and landscaping
 - Visual and residential amenity
 - Flooding and drainage
 - Environmental health issues such as noise, smells and general disturbance
 - Highway safety and traffic issues
 - Impact on trees, listed buildings, biodiversity, conservation areas and other designated sites.
 - Loss of an important view from **public** land that compromises the local character
 - Planning law and previous decisions including appeals
 - National Planning Policy Framework and Planning Policy Guidance
 - South Cambridgeshire Local Development Framework and the emerging Local Plan
- 5.2 Committee members will **not** be able to take into account issues such as:
- boundary and area disputes
 - perceived morals or motives of a developer
 - the effect on the value of property
 - loss of a **private** view over adjoining land (unless there is a parallel loss of an important view from public land)
 - matters not covered by planning, highway or environmental health law
 - covenants and private rights of access
 - suspected future development,
 - processing of the application,
 - the retrospective nature of a planning application
- 5.3 Speakers should be careful not to say anything derogatory or inflammatory, which could expose them to the risk of legal action. After the objector and supporter have spoken, Committee members may ask

speakers to clarify matters relating to their presentation. If those registered to speak are not present in the meeting room by the time the relevant item is considered, the Committee won't be able to wait, and will determine the application – officers will be able to say whether a particular item is at the beginning, middle or end of the agenda, but cannot give an accurate idea of when it will be considered.

- 5.4 Committee members will have read the written reports prepared for them, so speakers should try to avoid repeating points that are already explained in that material.

6. Can members of the public give Committee members written information or photographs relating to an application or objection?

- 6.1 Yes. The absolute deadline for submitting such material to the Democratic Services Officer is 1.00pm on the Friday before the meeting (such deadline being brought forward by 24 hours for each Bank Holiday between the day of agenda publication and day of the meeting).
- 6.2 Please send such information, preferably by e-mail, to Democratic Services (ian.senior@scams.gov.uk), who will circulate the information for you among all interested parties (applicant, objectors, Parish Council, officers). In the interests of natural justice, such information will not be distributed earlier than five working days (not including Saturdays, Sundays or Public holidays) before the meeting **Please do not supply information directly to members of the Planning Committee because of the need to identify substitute members, key Council officers and other interested parties.**
- 6.3 Projection equipment, operated by Council officers, is available in the Council Chamber for the display of a limited number of photographs only. How are applications considered?

7. How are applications considered?

- 7.1 The appropriate planning officer will introduce the item. Committee members will then hear any speakers' presentations, and might ask those speakers questions of clarification. The order of speaking will be as stated above. The Committee will then debate the application and vote on either the recommendations of officers in the agenda or a proposal made and seconded by members of the Committee. Should the Committee propose to follow a course of action different to officer recommendation, Councillors must give sound planning reasons for doing so.

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Further information is available from Democratic Services, South Cambridgeshire District Council, South Cambs Hall, Cambourne Business Park, Cambourne, Cambridge, CB23 6EA – Telephone 03450 450 500.
democratic.services@scams.gov.uk

Updated: 18 October 2016

Guidance for Public Speakers

- 1. Please turn on the microphone by pressing the long thin button at the bottom of the unit. This will amplify your voice for those in the Chamber, and carry sound up into the viewing gallery above.**
- 2. Please speak directly into the microphone.**
- 3. You are allowed to speak for up to three minutes. The passage of time is indicated by the 'traffic light' system on the table in front of you. The light will turn to amber after two minutes, and red after three minutes. When the light turns red, the Chairman will ask you to sum up.**
- 4. At the end of your speech, please remain in your chair. Committee members may wish to clarify aspects of what you have said.**
- 5. Please turn your microphone off so other people can use theirs: remember to turn it back on when you reply to questions.**
- 6. When questioning is over, or there is none, please return to the public gallery, making sure that your microphone is off (if there is a light on the microphone stem, the microphone is still on).**

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Agenda Item 4

SOUTH CAMBRIDGESHIRE DISTRICT COUNCIL

Minutes of a meeting of the Planning Committee held on
Thursday, 16 August 2018 at 2.00 p.m.

PRESENT: Councillor John Batchelor – Chairman
Councillor Pippa Heylings – Vice-Chairman

Councillors: Eileen Wilson (substitute) Heather Williams (substitute)
Peter Fane Bill Handley
Anna Bradnam (substitute) Judith Rippeth
Sue Ellington Nick Wright

Officers in attendance for all or part of the meeting:

John Koch (Planning Team Leader (West)), Karen Pell-Coggins (Principal Planning Officer), Stephen Reid (Senior Planning Lawyer), Aaron Sands (Senior Planning Officer), Ian Senior (Democratic Services Officer), Charles Swain (Principal Planning Enforcement Officer) and Rebecca Ward (Principal Planning Officer)

1. APOLOGIES

Councillors Dr. Martin Cahn, Grenville Chamberlain, Brian Milnes and Peter Topping sent Apologies for Absence. Their respective substitutes were Councillors Eileen Wilson, Heather Williams, Anna Bradnam and Sue Ellington.

Councillor Deborah Roberts sent Apologies for Absence but no substitute was available.

2 (a) Declarations of Interest

Councillor Anna Bradnam declared a non-pecuniary interest in Minute 4 (S/3865/17/FL - Waterbeach (Land at Cody Road & Capper Road)) because she had met the applicant on site independently of the formal site visit. She had been accompanied by the other two District Councillors representing Waterbeach – Councillors Judith Rippeth and Hazel Smith – and by the Case Officer.

Councillor John Batchelor declared a Non-disclosable Pecuniary Interest in Minute 6 (S/0793/18/FL - Linton (1 Horseheath Road)). Councillor Batchelor's son, Councillor Henry Batchelor, has a business relationship with the applicant. Councillor John Batchelor had never met said applicant. In view of the legal advice he had received, Councillor John Batchelor would withdraw from the Chamber, take no part in the debate, and would not vote.

Councillor Judith Rippeth declared a non-pecuniary interest in Minute 4 (S/3865/17/FL - Waterbeach (Land at Cody Road & Capper Road)) because she had met the applicant on site independently of the formal site visit. She had been accompanied by the other two District Councillors representing Waterbeach – Councillors Anna Bradnam and Hazel Smith – and by the Case Officer.

2 (b) Recorded Voting

Pending the issue of recorded voting at Planning Committee being addressed by the Constitution, Councillor John Batchelor proposed that all substantive votes be recorded.

The proposal was duly seconded and, upon a show of hands, the Committee **agreed**

unanimously that all substantive votes at the current Planning Committee meeting should be recorded by name and / or number and name.

3. **MINUTES OF PREVIOUS MEETING**

The Committee authorised the Chairman to sign, as a correct record, the Minutes of the meeting held on 11 July 2018 subject as follows:

Minute 6 – S/1373/18/FL – Hinxton (Land adjacent Pettetts Barn, High Street)

Reference to Hazel Williams in the final paragraph should be a reference to Heather Williams.

4. **S/3865/17/FL - WATERBEACH (LAND AT CODY ROAD & CAPPER ROAD)**

Members visited the site on 16 August 2018 prior to the meeting.

Sophie Pain (applicant's agent) and Peter Johnson (supporter) addressed the meeting.

Members focussed debate on concerns about noise from the convenience store, the routing of delivery vehicles, proximity of the development to the existing Nursery, and appropriateness of the arrangements for waste disposal. The Chairman expressed disappointment at the lack of affordable housing and regretted the absence of a viability review mechanism.

The Committee voted unanimously to give officers **delegated authority to approve** the application subject to:

1. The prior completion of a Legal Agreement under Section 106 of the Town and Country Planning Act 1990 based on the Heads of Terms set out in Appendix 1 attached to the report from the Joint Director for Planning and Economic Development; and
2. The Conditions set out in Appendix 2 to the said report, Condition 14 being reworded, in consultation with the Chairman and Vice-Chairman of the Planning Committee, to provide more effective control over noise resulting from the day-to-day operation of the convenience store and ensure compliance with the Delivery and Servicing Plan (July 2018). Officers undertook to explore options for limiting Permitted Development Rights to ensure compliance with the District Design Guide, specifically in relation to distances between the convenience store and the adjacent Nursery.

5. **S/1531/17/FL - COMBERTON (COMBERTON BAPTIST CHURCH & CENTRE, GREEN END)**

Members visited the site on 16 August 2018 prior to the meeting.

David Royce (objector) and Philip Kratz (applicant's agent) addressed the meeting.

Dr. Jon Finney from the Local Highways Authority said that, from the LHA's point of view, the most important issue was to assess whether the impact of the proposed development was 'severe'. A decrease in the number of car parking spaces reduced the number of potential conflict points. In the LHA's opinion, the proposal's likely impact fell short of the level at which a transport statement would be deemed necessary. Therefore, it did not consider there to be any significant adverse issues, and had no objection to the proposed development.

Following discussion by Members, and by nine votes to nil (with Councillor Bill Handley abstaining) the Committee approved the application subject to the Conditions and Informatives set out in the report from the Joint Director for Planning and Economic Development.

6. S/0793/18/FL - LINTON (1 HORSEHEATH ROAD)

Members visited the site on 16 August 2018 prior to the meeting.

Councillor John Batchelor declared a Non-disclosable Pecuniary Interest because his son, Councillor Henry Batchelor, has a business relationship with the applicant. Councillor John Batchelor had never met said applicant. In view of the legal advice he had received, Councillor John Batchelor withdrew from the Chamber, took no part in the debate, and did not vote.

Councillor Pippa Heylings (Vice-Chairman) took the Chair and, with the Committee's affirmation, Councillor Anna Bradnam acted as Vice-Chairman for this item.

The case officer referred Members to paragraph 87 of the report and to the table in paragraph 84. The distance from first floor habitable room windows in proposed Plot 1 to the ground floor conservatory at 24 Parsonage Way should have said 30 metres not 27 metres.

Kate Kell (objector), Kath Slater (applicant's agent) and Councillor Enid Bald (Linton Parish Council) addressed the Committee.

Members observed that overlooking was a two-way issue and that the new dwellings might be overlooked by existing properties. They expressed concern about the extent of car parking on site, and access and manoeuvrability for emergency vehicles.

In the first sentence of paragraph 87, the second line should read "...the first floor the nearest of the new dwellings ...". In the final sentence of paragraph 87, the first "not" should be deleted so that it states, "It is considered that this relationship is not sufficient to warrant refusal."

Those Committee members present voted unanimously to **approve** the application subject to the Conditions and Informatives set out in the report from the Joint Director for Planning and Economic Development and amended as follows:

1. Condition 4 to require the retention and extension of the existing hedge along the boundary with Horseheath Road;
2. In respect of condition 12, Officers to see whether there was scope for the plans to be amended to ensure vehicles can turn within the site to allow access and egress in forward gear.

The final wording of Conditions and Informatives would be agreed in consultation with Councillor Pippa Heylings (Vice-Chairman in the Chair) and Councillor Anna Bradnam (Vice-Chairman for this agenda item).

Those Committee members present confirmed the removal of Permitted Development Rights agreed at the meeting held on 6 June 2018.

7. S/1178/18/FL - ARRINGTON (17 MILL LANE) ** WITHDRAWN FROM THE AGENDA **

Members noted that this application had been **withdrawn** from the agenda.

8. ENFORCEMENT REPORT

The Committee **received and noted** an Update on enforcement action.

9. APPEALS AGAINST PLANNING DECISIONS AND ENFORCEMENT ACTION

Members **received and noted** a report on Appeals against planning decisions and enforcement action.

The Meeting ended at 5.00 p.m.

Agenda Item 5

SOUTH CAMBRIDGESHIRE DISTRICT COUNCIL

REPORT TO: Planning Committee

12 Sep 2018

AUTHOR/S: Michael Huntington, Principal Planning Officer

Application Number:	S/0791/18/FL
Parish(es):	Waterbeach
Proposal:	Relocated railway station comprising platforms, pedestrian bridges, access road, pedestrian and cycle routes, car and cycle parking, with other associated facilities and infrastructure.
Site address:	Land between Cody Road and railway, north of Waterbeach
Applicant(s):	Chris Goldsmith, RLW Estates
Recommendation:	Approval, subject to conditions and s106 agreement
Key material considerations:	The principle of development Access to the site and transport impacts Building design, layout and materials Landscape and visual impact
Committee Site Visit:	11 September 2018
Departure Application:	Yes
Presenting Officer:	Michael Huntington
Application brought to Committee because:	Application not in accordance with development plan Major application Wider public interest
Date by which decision due:	14 September 2018

Executive Summary

The application proposes a relocated railway station. The proposal is an important part of the allocation for a new town at Waterbeach allocated as site SS/5 in the draft South Cambridgeshire Local Plan 2018, whereby 'the new town will be founded on a

comprehensive movement network for the whole town, with significant improvements in Public Transport, including a Waterbeach station with appropriate access arrangements by all modes to serve the village and the new town.

There is only one place along the railway line that provides the appropriate location for the relocated station, both for access to signals and for providing convenient access from both the village and the new town.

1 Site Description & Constraints

- 1.1 The application site is located to the north east of the village of Waterbeach and extends to approximately 10ha. It comprises land broadly between Bannold Drove and the 'Fen Line' railway that links Cambridge and King's Lynn, as shown on the Site Location Plan. The site includes land along Cody Road, Bannold Drove and a corridor of land between these two roads, immediately to the north of Capper Road, in addition to land within the existing railway corridor itself. A narrow strip of land is also included on the eastern side of the railway line, running from Bannold Road in the south to the northern limits of the site.
- 1.2 The site is controlled primarily by the applicant, comprising agricultural land, in addition to existing railway land, owned by Network Rail, and public highway land. A public right of way exists along Bannold Drove and to the east along the River Cam.
- 1.3 Existing constraints at the site are as follows:
- Outside of village framework
 - Potentially contaminated land along railway line
 - Majority of site in Flood Zone 2 with a section in the south-east corner in Zone 3
- 1.4 A number of designated sites are located within 10 km of the site. These include the Cam Washes Site of Special Scientific Interest (SSSI); Wicken Fen SSSI, Special Area of Conservation (SAC) and Ramsar Site; Stow-cum-Quy Fen SSSI and The River Cam County Wildlife Site (CWS).

2 Site History

S/2075/18/OL – Planning permission for 4500 dwellings and associated infrastructure – not yet determined

S/0559/17/OL – Planning permission for 6500 dwellings and associated infrastructure – not yet determined

S/4177/17/E1 – EIA screening request – EIA not required

S/3865/17/FL – Demolition of existing buildings and redevelopment for a 345 sq m

convenience store, 10 apartments and 6 houses, together with associated car and cycle parking and landscaping at Land at the corner of Capper and Cody Road, Lancaster & Walmington House, Capper Road, Waterbeach - committee resolution to grant approval

3 **Description of Proposal**

3.1 Full planning permission is sought for development comprising the following elements:

- A two platform station with partial shelter on either side of the existing railway line;
- Two pedestrian bridges spanning between the new platforms (one with accessible lift, one step only);
- Surface level car park;
- Cycle parking provision;
- Bus stops;
- Taxi rank;
- Passenger drop-off area;
- Emergency pedestrian escape route from the platforms via overbridges;
- Staff welfare facilities within portakabin;
- Access road from the eastern side of Cody Road to the station car park, providing access for buses, taxis and private vehicular traffic associated with the railway station;
- Hard and soft landscaping including Sustainable Drainage System, bund and boundary fencing; and
- Platform lighting, station information and surveillance systems.

3.2 Beyond the application site it is envisaged that further minor works would be undertaken to the highway network (within Public Highway Land), including:

- Resurfacing of the southern section of Bannold Drove and introduction of stud lighting to improve attractiveness for pedestrian and cycle movements (and for existing vehicular traffic associated with Midload Farm);
- Traffic calming and footway enhancements along Cody Road;
- Traffic calming and cycle/pedestrian priority measures on Way Lane.

3.3 It is proposed that such works would be implemented either via a payment to the Local Highway Authority for undertaking the works or under a Highway Agreement (Section 278) for the works to be undertaken by the developer at its own cost.

3.4 The application is supported by the following documents and plans:

- Air quality assessment
- Artificial external lighting assessment
- Design and access statement
- Ecological assessment
- Flood risk assessment

- Foul sewerage and utilities assessment
- Land contamination assessment
- Landscape and visual appraisal
- Noise impact assessment
- Draft S106 Heads of Terms
- Planning statement
- Outline site waste management plan
- Transport assessment (with Travel Plan)
- Tree survey/ implications assessment
- Sustainability statement
- Health impact assessment

4 **Amendments to Application**

4.1 Submitted amendments and additional information were received on 6 June 2018. The updated documents are as follows:

- Utilities Statement (Rev B) – updated to reflect changed location of the electricity sub-station;
- FRA & Surface Water Drainage Strategy (Rev B) – updated to reflect changes to attenuation pond arrangement;
- Landscape Strategy Plan (547_LVA_008_H) – see summary of changes below;
- Bannold Drove – Access Road crossing arrangement plan (0773-SK-OPT2 C);
- 70024709-WSP-CIV-DRG-0304 Proposed Station Layout and elevations;
- 70024709-WSP-DEV-DRG-0101 H Proposed Access Road and Station Car Park Plan;
- 70024709-WSP-DEV-DRG-0102 G Proposed Station Car Park;
- 70024709-WSP-DEV-DRG-0104 C Proposed Bannold Drove Footway Improvement Works;

4.2 The key revisions are summarised below:

4.3 The station, access and car parking arrangement plans show a range of revisions, including:

- Rationalisation and proposed new materials for boundary treatments to station and access road;
- New arrangement for Bannold Drove/Access Road crossing;
- Revised materials and detailing for station footbridges;
- Relocation of the electricity sub-station with associated maintenance access;
- Reconfiguration of attenuation ponds;
- Expansion of car parking to incorporate increased planting/landscaping.

4.4 The main alterations within the Landscape Strategy Plan are as follows-

- Tree and shrub understorey planting within the car park;

- Shrub understorey planting along the western edge of the car park;
- Tree planting along the northern edge of the access road;
- Native shrub planting around the relocated substation;
- Wetland grass mix around the edge of the attenuation basin to delineate the basins, instead of a fence;
- Amenity grassland adjacent to the station platform, where the network rail fence has been removed; and
- A footpath offering an alternative traffic free access route to the station car park.

5 **Departure of application from Local Development Framework**

For clarity, the application site is not allocated for development within the adopted Local Development Framework 2007 and represents a departure from the Local Plan and has been advertised as such. However, the proposal is submitted in anticipation of the advancement of the South Cambridgeshire Local Plan Submission - March 2014. The application site is part of the proposed allocated site for major development under Policy SS/6 of the emerging Local Plan for approximately 8000-9000 homes at Waterbeach New Town. This emerging policy allocation requires delivery of a relocated railway station in order to facilitate sustainable travel modes in the new town.

6 **Planning Policies**

6.1 *National Planning Policy Framework (2018)* *National Planning Practice Guidance (NPPG)*

6.2 *South Cambridgeshire Local Development Framework 2007*

DP/a - DP/f - Development Principles
 DP/2 - Design of New Development
 DP/3 - Development Criteria
 DP/4 - Infrastructure and New Developments
 NE14 - Lighting
 NE15 - Noise
 TR/a, TR/b and TR/c - Development Plan Travel Objectives
 TR/1 - Planning for more Sustainable Travel
 TR/2 - Car and Cycle Parking Standards
 TR/3 - Mitigating Travel Impact
 TR/4 - Non-motorised Modes

6.3 *Draft South Cambridgeshire Local Plan 2018*

6.4 On 3 September 2018, South Cambridgeshire District Council and Cambridge City Council published the Inspectors Reports on the South Cambridgeshire Local Plan and Cambridge Local Plan. The Inspectors have concluded that both Local Plans are 'sound' subject to a number of modifications being made. The South Cambridgeshire Local Plan, taking account of the Inspectors conclusions, will be recommended for

adoption at a meeting of full Council on 27 September 2018. The Cambridge Local Plan, taking account of the Inspectors' conclusions, will be recommended for adoption at a meeting of full Council on 18 October 2018.

- 6.5 Consistent with NPPF paragraph 48, the publication of the Inspectors' Reports increases substantially weight that can be attributed to the Local Plans in decision making. The examination process has now concluded. The Inspectors' have concluded that the Local Plans are sound (subject to the modifications which they have recommended) and, as such, there are no longer unresolved objections to the Local Plans. As such, substantial weight may now be attached to the policies of the Local Plans when making planning decisions.
- 6.6 The adopted development plan, in technical terms, remains the starting point for planning decision making. The Local Plans are however a material consideration to which substantial weight may now be attached.
- 6.7 Given the state of advancement of the Local Plans in the process toward adoption, it is considered that, generally, in the context of a planning decision, where there is a conflict between the outcome which arises from the application of policies of the adopted development plan and those of the Local Plans, the Local Plans will generally outweigh the adopted plan and will prevail. Where there is consistency, then the policies of the Local Plan add substantial weight in favour of the outcome which accords with the application of policies of the adopted development plans and those of the Local Plans.

S/1 Vision

S/2 Objectives of the Local Plan

S/3 Presumption in Favour of Sustainable Development

S/6 The Development Strategy to 2031

S/12 Phasing, Delivery and Monitoring

SS/6 Waterbeach New Town

CC/3 Renewable and Low Carbon Energy in New Developments

CC/8 Sustainable Drainage Systems

CC/9 Managing flood risk

HQ/1 Design Principles

HQ/2 Public Art

NH/2 Protecting and Enhancing Landscape Character

NH/4 Biodiversity

NH/6 Green Infrastructure

NH/14 Heritage Assets

SC/3 Protection of Village Services and Facilities

SC/9 Lighting Proposals

SC/10 Noise Pollution

SC/11 Contaminated Land

SC/12 Air Quality

TI/2 Planning for Sustainable Travel

TI/3 Parking Provision

TI/8 Infrastructure and New Developments

6.8 *Other policies and plans*

Cambridgeshire County Council's third Local Transport Plan (LTP3) Policies and Strategy document covering the years 2011-2026 was adopted in March 2011 and updated in 2014 to reflect new data, to cover the period up until 2031. The strategy takes into account the draft allocation for Waterbeach as set out in Policy SS/6 of the draft South Cambridgeshire Local Plan (2018).

The Ely to Cambridge Transport Study also refers to the relocation of the railway station as an important part of the strategy for this transport corridor.

7 **Consultation**

Parish council comments:-

7.1 **Cottenham**

The proposed site is further away from Cottenham and will increase traffic because the car park is bigger which will encourage more people to drive. Query whether the car park will be able to cope with increased population. The better facilities will benefit Cottenham. Also, concerns about poor access.

7.2 **Fen Ditton**

Has not commented

7.3 **Horningsea**

Makes no recommendation

7.4 **Landbeach**

Makes no recommendation

7.5 **Milton**

Makes no recommendation

7.6 **Waterbeach**

Comments made in full:-

7.7 Waterbeach Parish Council has now met to consider its response and wishes to register that it **OBJECTS** to this proposal. We have consulted residents on the proposal and the points made in our holding reply still stand. They are reiterated here for ease:-

1. The Council considers that the application is premature having regard to the uncertain planning position of the Local Plan, SPD and application for the new settlement.
2. The Council considers that on its own, and without the planned context of the proposed new settlement, the relocation of the station is not necessary.
3. The Council is extremely concerned at the proposed access arrangements,

especially the use of Cody Road for private access, to be wholly unsuitable and inadequate.

4. The Council is extremely concerned at the proposed access arrangements for construction traffic via Bannold Road which is deemed unsuitable.
5. The Council questions the need to build a new station at this point given that it will only accommodate an 8-carriage train, which is the same as the proposed upgrade to the current railway station.
6. With the proposed new settlement, and the use of the current railway station, is there a requirement to consider operating both the relocated station and the current one.
7. The Council considers that the position of the lift at the end of the platform could cause problems for disabled users in the event of an evacuation.
8. The Council opposes the loss of the rural bridleway due to the location of the station.

We wish to make the following points which either elaborate or add to the concerns already raised:-

9. The site proposed for the relocated station is outside the scope of SS/5, on an unallocated site and not considered part of the Local Plan and Supplementary Planning Document. There is therefore no driver for the proposal.
10. The application is designed to attract funding and engagement from Network Rail, and pre-supposes that the RLW proposals for housing development will be approved. This is premature. It also assumes that s106 moneys from the RLW development will fund various mitigation measures as outlined in the Heads of Terms document. If the station is approved but the development is not, then how will these measures be funded?
11. The proposal will bring additional traffic through routes through the village. These include, but are not limited to Way Lane. The proposal to implement traffic calming measures only in Way Lane is therefore insufficient (and also does not take into account the potential displacement effect if the focus is on Way Lane alone).
12. The Council also refers to the planning applications granted under S/0032/06/F for the change of use of land to create a multi-sport park, construction of lakes with water storage, canal, new and changed roads, cycling and BMX tracks etc between Milton and Waterbeach. The transport assessment from the original application stated that 'It is very important that excellent provision is made for cyclists and pedestrians between Waterbeach railway station and the development... and the station is within easy walking and cycling distance from the proposed main sports centre.' This proposed relocation further north is not within easy walking distance.

7.8 Notwithstanding the Parish Council's fundamental objection to the proposal, if it should be approved we request the SCDC as the planning authority impose suitable conditions to address these concerns – and to consult with the Parish Council on what these are.

7.9 Waterbeach Parish Council also undertook a separate public consultation exercise to

gauge the views of villagers with regard to this application. Approximately 230 comments were made in the consultation. Their comments are summarised in a separate table as an **appendix 1** to this report.

7.10 Waterbeach Parish Council responded further to the amended plans, and reiterated that the comments made in May to the original application still stand as it is not persuaded that its concerns had been addressed. In addition, they asked that the siting of fire hydrants is checked to ensure there is appropriate provision should there be an emergency at the station or in the vicinity.

7.11 **County Councillor comments**

The County Councillor has commented on the proposals, raising concerns over the following matters:-

1. Use of access to the site via Bannold Road and Cody Road
2. Prematurity
3. Too tight for access from buses
4. Will the car park be big enough
5. Where are the proposals for a shuttle service
6. Delay to improvements to existing station
7. Close to flood zone 3
8. Needs to be more than one lift
9. Will modal shift be maximised
10. Where are the proposals for connectivity with public transport.

7.12 **Anglian Water**

Originally objected to the proposal as it incorporated a potential vehicle gate along Bannold Drove. AW needs 24 hour unrestricted access to all water recycling centres for HGVs and other vehicles. Amended plans have been produced which retain the unrestricted 24/7 access for vehicles and tankers but prevent vehicular access to the station from Bannold Drove, and they have withdrawn their objection.

7.13 **Environment Agency**

Originally objected to the proposal on drainage grounds, but on receipt of amended plans has withdrawn the objection subject to a condition requiring a scheme to be submitted showing details of foul and surface water disposal, and a condition requiring a remediation strategy to be submitted should any unsuspected contamination be found to be present on site.

7.14 They recommend a condition is applied to any permission requiring a Flood Plan to ensure an appropriate method for flood warning and evacuation in extreme flooding circumstances

7.15 **Drainage Board**

The Drainage Board have stated that they have no residual capacity to accept any direct surface water discharge, that any surface water discharge has to be balanced on site and discharged at the Board's greenfield run-off rate of 1.1l/s/ha, and the Board have noted that this is recognised in the FRA.

- 7.16 **Network Rail**
Fully support the proposal to relocate the railway station. Relocating the station will allow for a station to be built in accordance with modern railway industry standards, whilst providing a safe interchange for customers travelling to and from the station on foot, bicycle, public transport and car.
- 7.17 **Railfuture East Anglia**
The current station with its narrow platforms, poor shelter, poor cycle storage, poor car parking facilities and staggered platforms that are operationally both on the 'wrong side' of the relatively dangerous level crossing is very difficult to improve for current users. It is not well suited.
- 7.18 Railfuture supports moving the station as long as it is linked to the existing village by a purpose built / improved village-only car access to a village-only new station car park. As the current station serves a wide catchment area, a separate road from the A10 through the proposed new settlement site to a separate car park must be provided from day one.
- 7.19 All footways, cycleways and roads leading to the new station must be carefully waymarked.
- 7.20 Both platforms must have good quality heating areas, canopies and toilet facilities, and the station must be built to the highest architectural standards.
- 7.21 **CCC – Archaeology**
Records show that the site lies within an area of high archaeological potential. There is no objection subject to a planning condition requiring a written scheme of archaeological investigation with a programme for site investigation.
- 7.22 **CCC – Drainage**
Following receipt of amended drainage calculations, have no objection to the proposals.
- 7.23 **CCC – Highways**
No objection to the proposals. Content with using Cody Road as the motor vehicular access to the station and Bannold Drove as additional cycle and footpath access to the station. Content to deal with off site highways works through legal agreement.
- 7.24 **SCDC – Drainage**
No objection to the proposals.
- 7.25 **SCDC – Ecology**
Generally in agreement with the ecological report, and does not believe further surveys will be required to determine this application.
- 7.26 The applicant has provided further detail relating to the proposed reptile receptor site and field margins meeting the criteria listed in the Cambridgeshire and Peterborough Habitat Action Plan, as well as providing more detail on the calculations for a net gain

in biodiversity.

- 7.27 No objection subject to the provision of a Construction Environmental Management Plan (CEMP – Biodiversity) which will take into account all of the constraints identified in the Ecological Assessment. This will need to include, re-surveys of badgers and otter prior to commencement of habitat clearance, details of timings for vegetation clearance to avoid the breeding bird season, details regarding reptile translocation, and avoidance of harm and disturbance to water voles, bats, and kingfishers.
- 7.28 A Landscape Environmental Management Plan (LEMP) is also recommended as a planning condition, to take into account all the habitat creation in association with the application, include establishment and ongoing management plans for the reptile receptor site, and planting schedules and planting densities for all native and non native species to be included.
- 7.29 In terms of bat movements, a specific condition is also recommended to agree a suitable lighting strategy.
- 7.30 **SCDC - Environmental Health**
No objection subject to planning conditions relating to a Construction Management Plan that controls hours of working, piling and the spread of dust.
- 7.31 The following additional comments have also been made:-
- 7.32 Air Quality – no objections on the basis of the proposed mitigation measures included in section 6 of the Air Quality Assessment produced by Mott MacDonald dated February 2016. This requires the passive provision of power ducts for electric vehicle charge points, bike racks with CCTV monitoring, zipcar spaces and the implementation of a travel plan for the site.
- 7.33 Off site traffic noise impact on local roads – a condition requiring a noise mitigation scheme will be necessary to mitigate noise emissions from the access road and platforms affecting residential properties in Capper Road
- 7.34 Artificial lighting – a condition requiring a scheme to provide details of any street lighting and flood lighting will be necessary
- 7.35 Contaminated land – recommend approval subject to conditions relating to remediation strategies for the removal of any contamination, should any be found.
- 7.36 **SCDC – Landscape**
The landscape officer has commented that proposals need more soft landscaping, and the details of planting and hard materials – layout and planting design, landscape materials and sundries, hard materials and landscape structures, landscape specifications, aftercare and management specifications, landscape implementation etc - should be secured by planning conditions covering the whole or agreed phased sections of the site.

7.37 **SCDC – Senior public health manager**

The Senior public health manager has commented that the submitted Health Impact Assessment is acceptable.

8 **Representations**

Over 50 letters **objecting** to the proposals were received from local residents and the Waterbeach Cycling Campaign, and their objections are summarised with the relevant officer response in another separate table, attached as an **appendix 2** to the report.

9 **Planning Assessment**

9.1 From the consultation responses and representations received and from inspection of the site and the surroundings, the planning assessment has been structured under the following headings:

- Principle of development
- Timing of application and justification
- Access to the site and transport impacts
- Design, layout and materials
- Noise, vibration and air quality
- Lighting
- Landscape and visual impact
- Water quality, flood risk and drainage
- Ecology
- Sustainability
- Contaminated land
- Archaeology
- Impact upon Bannold Drove
- Other material considerations

Principle of Development

9.2

a) Policy & Prematurity

9.3

Paragraph 48 of the NPPF states that weight should be given to relevant policies in emerging plans according to:

9.31

i) The stage of preparation of the emerging plan (the more advanced its preparation, the greater the weight that may be given);

ii) the extent to which there are unresolved objections to relevant policies (the less significant the unresolved objections, the greater the weight that may be given);

and

iii) the degree of consistency of the relevant policies in the emerging plan

to this Framework (the closer the policies in the emerging plan to the policies in the Framework, the greater the weight that may be given)

9.32 It goes further to advise that in the context of the Framework – and in particular the presumption in favour of sustainable development – arguments that an application is premature are unlikely to justify a refusal of planning permission other than in the limited circumstances where both:

9.33 a) the development proposed is so substantial, or its cumulative effect would be so significant, that to grant permission would undermine the plan-making process by predetermining decisions about the scale, location or phasing of new development that are central to an emerging plan; and

9.34 b) the emerging plan is at an advanced stage but is not yet formally part of the development plan for the area.

9.35 In this instance, the emerging Local Plan is at an advanced stage and the Inspectors' report has now been received. The proposal is also consistent with Policy SS/5 of the emerging Local Plan, which requires delivery of a relocated railway station to serve the proposed new town and existing village at Waterbeach. This policy objective is supported by evidence from the Ely to Cambridge A10 Transport Study 2018, which was commissioned by Cambridgeshire County Council. The study highlights the need for significant mitigation measures to enable the development of the new town to function effectively and recommends a new relocated station, alongside a suite of other travel interventions, to address this impact by encouraging non-car modes. It goes on to conclude that non-car mode improvement options are essential for the sustainable delivery of the new town and that they should be implemented from the outset of development construction and completed before more than 1,500 homes are built. It is proposed that these measures should be funded by the new developments which necessitate and benefit from them.

9.36 The development of a relocated railway station and interchange facility is also within Network Rail's Governance for Rail Investment Projects (GRIP) programme, which is explained later on in this report. The applicant has worked with Network Rail to agree the precise location for the new station, which has been selected as a 'sweet spot' for signalling purposes as well as being strategically located to serve both the existing village and new town, as indicated in the spatial framework of the draft Waterbeach New Town SPD

b) Timing of application and justification

9.4 i) Early delivery of sustainable transport at new town

9.41 A key driver for early progression of the relocated station is to coordinate its delivery with new homes at the new town and generate sustainable travel patterns from the outset, as per the recommendations of the Ely to Cambridge A10 Transport Study. The applicant aims to open the proposed station in 2021/2 at which point the Council's housing trajectory anticipates 100 homes delivered in the new town (SCDC Annual

Monitoring Report, Dec 2017). Large scale outline applications have been submitted to the Council for up to 11,000 homes at the new town to tie in with these anticipated timescales and potentially deliver a higher build out rate of new homes by 2021/22 (ref. S/0559/17/OL and S/2075/18/OL).

ii) Network Rail timetable

9.42 The GRIP process sets out Network Rail's timescale for the delivery of the station, should it get planning permission. The applicant (RLW) has progressed to GRIP Stage 3 and Network Rail has been involved in and signed off the drawings submitted as part of the planning application. Planning permission is required before the applicant can progress to the next stage of Network Rail's GRIP process and, beyond this, there is a long lead-in time before the station can be delivered, as outlined below:

- GRIP Stage 4 (single option development) should be complete by the end of 2018
- GRIP Stage 5 (detailed design) will commence in early 2019
- GRIP Stage 6 (construction, testing and commission) can start in early 2020 and
- GRIP Stages 7 and 8 (scheme handback and project close) will occur at the end of 2021

9.43 Given there is a need to secure track possessions (as well as other rail industry processes) for works within the rail corridor significantly in advance of planning permission, this timescale is required to facilitate construction within a timescale that has to be agreed with Network Rail.

iii) Deficiencies at the existing station

9.44 The application is also brought forward on the basis that the proposals will address current and significant deficiencies and safety concerns at the existing station relating to its access and parking arrangements, including:

- a) The level crossing at the station is in the highest risk category for its type, which will be exacerbated through continued background growth in users of the station and traffic on Station Road;
- b) Increasing passenger congestion at the platform accesses with Station Road / Clayhithe Road, with further potential for spilling out onto the carriageway and therefore bringing pedestrians into conflict with vehicular traffic;
- c) Increasing demand for cycle parking at the existing station and lack of existing capacity on the northbound platform for further parking resulting in more inappropriate cycle parking at, for example, the fencing along Station Road. This could further impede what is already a relatively poor quality pedestrian route along Station Road between the station and the rest of the village;
- d) Demand for car parking generated by the station continues to increase, much

of which will occur on-street, with some of the parking straddling footways and impeding pedestrian movement.

The applicant therefore proposes relocation of the station with the following benefits:

9.45

- a) Allow the creation of a modern accessible station, with facilities appropriate for the level of patronage;
- b) Provide capacity to accommodate 8-car trains, whilst facilitating future expansion to 12-car trains and increased stopping frequencies to meet the substantial increase in passenger demand;
- c) Provide sufficient cycle parking to cater for peak use;
- d) Provide free car parking to avoid commuter parking on residential streets;
- e) Provide bus stops and dedicated drop off facilities away from the public highway;
- f) Reduce pedestrian, cycle and car use of the Station Road level crossing, reducing the risk of serious accidents occurring;
- g) Remove the blight of commuter parking from the village streets between Greenside and Lode Avenue.

9.46

Consequently, the submitted application is not considered to be premature and is considered to be consistent with Policy SS/6 of the emerging Local Plan, which it at an advanced stage. The application is submitted at this point in time in order to facilitate progress through the Network Rail GRIP process and enable delivery of sustainable transport to coincide with the Council's anticipated timescales for housing delivery at the new town. The principle of the proposal is therefore in accordance with the objectives of Policies SS/6 and TI/3 of the emerging Local Plan and the recommendations of the Ely to Cambridge A10 Transport Study 2018.

Access to the site and transport impacts

9.5

9.51

A concern of the Parish Council and residents has been whether Cody Road is suitable as the main access to the relocated station. Planning policies DP/1 and DP/3 of the South Cambridgeshire Local Development Framework Development Control Policies (Adopted July 2007) and Planning Policy TI/2 of the draft South Cambridgeshire Local Plan (2018) state that development proposals should provide safe and convenient access for all to public buildings and spaces and to public transport and should be resisted where there are unacceptable adverse impacts from traffic generated. Emerging Local Plan Policy TI/2 also requires safe and accessible routes to railway stations and adequate provision to mitigate likely impacts.

9.52

It is considered that, in consultation with the County Council's Highways Development Control Officer and Transport Assessment Team, the use of Cody Road to access the

site for motor vehicles is acceptable and will not have a significant adverse impact upon the highway network. The applicant has provided swept path plans that show how buses can access the new access road from Cody Road. It has to be remembered that in the context of the wider new town proposals, this access will be primarily for use by residents of the existing village.

9.53 In comparison to the access to the existing station along Station Road, Cody Road has a less constrained access with less on-street car parking. Station Road also incorporates through traffic to Horningsea and the A14 and access to it is also through a busy built up area. Both Station Road and Cody Road are of similar width, Cody Road generally varies in width from 5.5 to 6m, and Station Road generally varies in width from 4.5 to 7.25m. Bannold Road is generally wider (over 6.25m wide) and much less constrained with parked cars than Station Road.

9.54 If the proposed station gets planning permission, the applicant has indicated that the station could be operational in 2021 (in accordance with the GRIP process). The applicant will not be able to undertake any work on the new station until they are able to gain 'possession' of the line from Network Rail. This process could take two years from planning permission to possession of the line. The developer will however be able to begin work on the access road to the station before then.

9.55 It is known that 80% of the existing vehicular trips to the existing station (source - Table 6 Transport Assessment) originate from either north or west of the village (from Cottenham etc). In the scenario of the relocated station being complete before the new access from the A10 is in place, users of the station from outside the village will potentially most likely use the Denny End junction with the A10, and then use Bannold Road and Cody Road to access the station. The applicant has proposed a car park with a capacity of 200 spaces, which is more than adequate to cope with the current demand at the existing station.

9.56 Analysis from the applicant suggests that the current peak car parking demand for the station on a typical weekday is about 150 cars, with half of those cars parked at the station car park (which has a capacity of 73 cars) and the other half of those cars parking in the surrounding streets and around the village green.

9.57 In the scenario of the relocated station being completed with the new access from the A10 also being complete at about the same time, vehicular access to the station using Cody Road will be primarily from within the village, with a much smaller number probably coming from Horningsea. Table 6 suggests that 13% of the vehicular traffic comes from the Horningsea direction. Those users who live in the village and who will choose to drive to the relocated railway station will use various routes, but will have to use either Way Lane or High Street to get to Cody Road if they live in the southern part of the village. The number of vehicle movements will be very similar, but there will be a redistribution of movement, with traffic flow reducing a small amount on Car Dyke Road, High Street and Station Road, and increasing along Denny End Road, Bannold Road and Cody Road.

New housing developments are currently under construction on Cody Road. Once the

9.58 houses currently being built along Cody Road are complete, there will be a total of 30 dwellings along this stretch of road, and all these dwellings will have 2 off street car parking spaces. Although some on street car parking does take place along Cody Road, the developments along this road have been designed so that the default position should be cars parking on their own driveways. This situation compares favourably with Station Road, which has long stretches of on street car parking with most of the houses between the village green and the station not served by any off-street car parking, and two way traffic only able to take place through the use of double yellow lines to restrict on street car parking in certain locations.

9.59 It is therefore considered that Cody Road is not a poor choice of access for residents of the village to access the railway station, compared to the current situation along Station Road

9.60 Planning policy TR3 of the South Cambridgeshire Local Development Framework Development Control Policies (Adopted July 2007) and Planning Policy TI/2 of the draft South Cambridgeshire Local Plan (2018) states that proposals for 'major development' or where a proposal is likely to have 'significant transport implications' the Council will require developers to submit a Transport Assessment (TA) and a Travel Plan (TP). A TA and a framework TP have been submitted as part of this planning application. The TA concludes amongst other things that the proposed development is likely to improve the situation at the level crossing by reducing the number of users exposed to risk, and by creating a new station with improved cycling capacity and improved pedestrian links.

9.61 The transport assessment also incorporates a framework station travel plan (STP) which is focused on maximising non-car trips to the station and supporting more sustainable forms of travel. It will have to evolve and be implemented in detail before the relocated station is opened. The implementation of the STP will be secured by planning condition.

9.62 Planning policies TR/1 and TR/4 of the South Cambridgeshire Local Development Framework Development Control Policies (Adopted July 2007) and Planning Policies HQ/1 and TI/2 of the draft South Cambridgeshire Local Plan (2018) state that development should minimise the need to travel and reduce car dependency and achieve a permeable development for all modes of transport. The information regarding the access by different modes of transport is welcomed and it is considered that the proposed development has been designed to provide a high degree of access by sustainable modes arranged to be as permeable as possible.

9.63 New and enhanced walking and cycling access to the proposed station can be appropriately secured through the enhancement of walking and cycling routes along Cody Road and Bannold Drove. Anglian Water had objected to the erection of a barrier along Bannold Drove to create a pedestrian / cycle access only. This proposal has now been removed from the plans. Bannold Drove will be shared amongst cyclists, pedestrians, local farm traffic and vehicles accessing the water treatment works, but it is considered that the potential for conflict between these users will be very low as the drove will not have increased farm or Anglian Water traffic vehicular

traffic. These new and enhanced walking and cycling access routes to the proposed station will be required to be provided before the station is brought into use.

9.64 It is therefore considered that the submitted proposals are consistent with policies TR/1 and TR/4 of the South Cambridgeshire Local Development Framework Development Control Policies (Adopted July 2007) and Planning Policy TI/3 of the South Cambridgeshire Local Plan (2018).

9.65 Planning policies TR/1, TR2 and TR/4 of the South Cambridgeshire Local Development Framework Development Control Policies (Adopted July 2007) and Planning Policy TI/3 of the South Cambridgeshire Local Plan (2018) state that development must provide car and cycle parking in accordance with the Parking Standards, in number, location and design. The TA has identified the number car and cycle parking spaces required for the development and this is considered to be acceptable. Notwithstanding the clear focus on sustainable modes of travel it is accepted that that whilst the station should provide an element of car parking for those who have no other option but to drive to the station, those travellers that have access to alternative means of transport should be encouraged to use these rather than being encouraged to drive as a result of an oversupply of on-site parking. Appropriate highway signage by all modes for the development will be secured by planning condition.

9.66 Some local residents have suggested that parking restrictions should be imposed before the development becomes operational. To enable formal review of any impact of the implementation of the proposed development it is recommended that an undertaking be sought from the applicant to monitor parking before and after the opening of the new station. If it is found that problems are arising from on-street parking then any necessary controls could be developed and introduced in consultation with residents and businesses and in accordance with the Cambridgeshire County Council On-street Parking Policy. For any parking restrictions to be imposed the highway authority would have to follow due process through a Traffic Regulation Order. This process includes provision for local consultation to be undertaken. Overall there are insufficient grounds to oppose the development on highway capacity or road safety grounds subject to the undertakings and planning conditions (see Draft Conditions) set out in the recommendation. Any issues that do arise can be addressed through the submission and subsequent monitoring of an appropriately worded car park management scheme.

9.67 The TA identifies an appropriate level of cycle parking provision, and that the number of spaces provided can be expected to be monitored and reviewed by the site operator. The surveying of cycle space demand should be formalised through the Station Travel Plan (STP) to ensure that sufficient cycle parking is provided. The STP should also provide details of any capacity necessary to accommodate non-standard bicycles. It is therefore considered that the level of car and cycle parking is appropriate for the development as proposed in accordance with policies TR/1, TR2 and TR/4 of the South Cambridgeshire Local Development Framework Development Control Policies (Adopted July 2007) and planning policy TI/3 of the draft South Cambridgeshire Local Plan (2018). The STP will also provide for a shuttle service

between the village and the station.

9.68 A contribution of £50,000 has been secured towards off site highway works for traffic calming.

9.69 In terms of accessing the site for construction, this is normally dealt with through the submission of a construction management plan (CEMP) submitted as a planning condition. The choice of routes for construction traffic will depend on a number of factors, such as what is being delivered and when it will be delivered. Some elements for the construction of the new railway could be delivered by rail, and some could use Cody Road and / or Bannold Road. It may be possible, depending on the timing of the construction of the proposed railway station and access road with the determination of the two outline planning applications, for some construction traffic to use the former barracks site to access the site. This issue will be dealt with by the submission of a CEMP required by planning condition.

Design, layout and materials

9.7

9.71 Planning policy DP/2 of the South Cambridgeshire Local Development Framework Development Control Policies (Adopted July 2007) and planning policy NH/2 of the draft South Cambridgeshire Local Plan (2018) states that development should conserve and wherever possible enhance local landscape character and green infrastructure. New buildings will be permitted where it can be demonstrated that they have a positive impact on their setting in terms of location on the site, height, scale and form, materials and are constructed in a sustainable manner. It is considered that the design of the development has responded positively in terms of layout, design and choice of materials used in the context of policy SS/6 of the draft South Cambridgeshire Local Plan (2018). The proposals to create areas of soft landscaping are acceptable, although more significant tree planting areas will be required, to be achieved by planning condition. The proposed boundary treatment needs clarification, and final approval of samples of the external materials for hard landscaping areas, fencing and buildings, including the electricity substation, should be the subject of planning conditions to secure a high quality finish. Final touches to the public realm can be achieved by the provision of appropriate levels of seating and benches, which can also be secured through the use of an appropriate planning condition.

9.72 It is considered that the proposed development is consistent with the NPPF and policy DP/2 of the South Cambridgeshire Local Development Framework Development Control Policies (Adopted July 2007) and planning policy NH/6 of the draft South Cambridgeshire Local Plan (2018).

9.73 Planning policy DP/2 of the South Cambridgeshire Local Development Framework Development Control Policies (Adopted July 2007) and planning policy HQ/1 of the draft South Cambridgeshire Local Plan (2018) states that new development should achieve a good interrelationship between buildings, routes and spaces both within the development and with the surrounding area. Planning policy DP/2 also states that new development should achieve a permeable development for all sectors of the community and all modes of transport, including links to existing footways, cycleways,

bridleways, rights of way, green spaces and roads. It is considered that the proposed development does include good interrelationship between buildings, routes and spaces creating a permeable site with links to existing rights of way. It is therefore considered that the proposed development is consistent with policy DP/2 of the South Cambridgeshire Local Development Framework Development Control Policies (Adopted July 2007) and planning policy HQ/1 of the draft South Cambridgeshire Local Plan (2018).

9.74 Planning policy DP/3 of the South Cambridgeshire Local Development Framework Development Control Policies (Adopted July 2007) and planning policy HQ/1 of the draft South Cambridgeshire Local Plan (2018).states that new development should provide safe and convenient access for all to public buildings and spaces, and to public transport, including for those with limited mobility or those with other impairment such as of sight or hearing. The proposal incorporates disabled access and drop off. Concern has been expressed that the disabled access is at the far end of the station. However, as discussed earlier in the report this application should not be considered in isolation, and when looking at the application in the context of the wider plans for the new town, then the disabled access is at the centre of the proposed station quarter. The proposed development is considered consistent with policy DP/3 of the South Cambridgeshire Local Development Framework Development Control Policies (Adopted July 2007) and planning policy HQ/1 of the draft South Cambridgeshire Local Plan (2018).

Noise , Vibration and Air Quality

9.8

9.81 The potential of the proposed development to generate noise and disturbance has been highlighted by some residents. Such impacts have been carefully assessed by the Council's Environmental Health Officer. He is satisfied that subject to appropriate mitigation to be secured by planning conditions the proposed development should not give rise to noise and disturbance that would cause unacceptable harm to local amenity. Appropriate conditions are included in the recommendation (see Draft Conditions). With mitigation it is therefore considered that the anticipated impacts are acceptable and the submitted proposals are consistent with polices DP/3 and NE/15 of the South Cambridgeshire Local Development Framework Development Control Policies (Adopted July 2007) and planning policy SC/11 of the draft South Cambridgeshire Local Plan (2018). Development proposals that require a Transport Assessment and Travel Plan as set out in Policy TI/2 of the draft South Cambridgeshire Local Plan (2018) will also be required to produce a site based Low Emission Strategy, in accordance with planning policy SC/13 of the draft South Cambridgeshire Local Plan (2018).The proposal should also be considered in the context of the wider new town proposals

Lighting

9.9

9.91 Uncontrolled surface lighting has the potential to harm the visual amenity of the local area. However, appropriate levels of lighting have been identified in the submitted application required for of the station interchange to safely access the station platforms, car park, bus stops, pickup/set down area, cycleways and walkway and

access to the station. The submitted information has been assessed by the Environmental Health Officer who finds the details acceptable in principle subject to the imposition of a planning condition (see Draft Conditions) whereby more detailed information can be assessed, including potential for light spill affecting amenity, in due course. The use of adjustable modern lighting should not give rise to significant adverse effects and it is therefore considered that the submitted proposals are consistent with policy NE/14 of the South Cambridgeshire Local Development Framework Development Control Policies (Adopted July 2007) and planning policy SC/10 of the draft South Cambridgeshire Local Plan (2018). The proposal also has to be considered in the context of the wider new town proposals.

Landscape and visual impact

9.10

This issue has been assessed by the landscape officer who has recommended more landscaping, particularly along the access road to the station. Subject to the imposition of an appropriate planning condition requiring a landscaping scheme that demonstrates a greater amount of soft landscaping and tree planting, the submitted proposals are consistent with policies DP/1, DP/2, and NE/4 of the South Cambridgeshire Local Development Framework Development Control Policies (Adopted July 2007) and planning policy NH/2 of the draft South Cambridgeshire Local Plan (2018).

Water quality, flood risk and drainage

9.11

Several organisations were consulted over the drainage proposals. After initial concerns were raised over the detailed calculations used to work out the drainage design, and also changes to the drainage design to ensure that the ponds were less engineered, the relevant organisations have raised no objections. The proposed approach to drainage would encompass swales and bio-retention ponds. It is therefore recommended that a planning condition be imposed to secure the implementation of a satisfactory detailed design reflecting arrangements for sustainable drainage. The applicant states that foul drainage will be dealt with through non-mains sewerage, using a package sewage treatment plant. However no reference is made to the effluent discharge point or appropriate sizing, and as such the risk of pollution to the adjacent controlled watercourse cannot be assessed until a foul and surface water drainage scheme is provided by condition. Subject to the imposition of planning conditions, the submitted proposals are considered consistent with policies DP/1, DP/3, NE/8, NE/9, NE/10, NE11 and NE/12 of the South Cambridgeshire Local Development Framework Development Control Policies (Adopted July 2007) and planning policies CC/8 and CC/9 of the draft South Cambridgeshire Local Plan (2018).

Ecology

9.12

The proposed development will provide a receptor site for reptiles which will be secured by condition, and there will also be a requirement for ecological enhancement, which will also be secured by planning condition.

It is therefore considered that the submitted proposals are in accordance with policies DP/1, DP/3, NE/6 and NE/7 of the South Cambridgeshire Local Development Framework Development Control Policies (Adopted July 2007), South Cambridgeshire District Council's Biodiversity SPD (2009) and planning policy NH/4 of the draft South Cambridgeshire Local Plan (2018).

Sustainability

9.13

A sustainability strategy has been prepared to consider how to minimise the impact of the development on the environment. It proposes methods to meet the development's sustainability targets. The strategy proposes the following:-

- 1) The use of recycled aggregate where possible for sub base to access roads etc
- 2) The specification of materials with a BRE Green Guide rating
- 3) Re-use of excavated materials on site
- 4) Passive design, including the use of solar control glazing and shading, and using high thermal mass materials

It is recommended that full details of the strategy should be secured by an appropriate planning condition (see Draft Condition). It is therefore considered that the submitted proposals are consistent with policies DP/1, NE/1, NE/2 and NE/3 of the South Cambridgeshire Local Development Framework Development Control Policies (Adopted July 2007) and planning policy CC/3 of the draft South Cambridgeshire Local Plan (2018).

Contaminated Land

9.14

The nature of the application site suggests that there is a possibility of encountering some ground contamination (often hydrocarbon from fuel/oil spillage) during the implementation of the proposal. Ground disturbance during construction could mobilise any in-situ contamination and steps may need to be taken to protect the environment from any pollution. The Environmental Health Officer has recommended the imposition of planning conditions (see Draft Conditions) to both deal with the identification of any contamination encountered during construction and effectively deal with its implications and mitigation. It is therefore considered that the submitted proposals are consistent with policy DP/1 of the South Cambridgeshire Local Development Framework Development Control Policies (Adopted July 2007) and planning policy SC/12 of the draft South Cambridgeshire Local Plan (2018).

Archaeology

9.15

The County Archaeologist has advised that there is a possibility of disturbing archaeological remains but that effective mitigation can be secured through use of a planning condition in this case. A scheme of archaeological works will need to be submitted to and approved in writing prior to the commencement of development.

Impact upon Bannold Way bridleway and access to the Water Treatment Works

9.16

It is accepted that there will be harmful effects upon the bridleway, by virtue of the access road crossing it. However it is considered that this harm will be less than substantial, and also has to be seen in the context of the proposals for the new town which have the bridleway as an important structural element. Anglian Water were concerned over original proposals to install a gate along Bannold Drove and which might prevent 24/7 access to the water treatment works. However revised plans were submitted which removed the gates and introduce a give-way and traffic calming for vehicles using the access road to the station where it crosses Bannold Drove.

Other material considerations

9.17

The Parish Council have referred to the Waterbeach Lakes application and its proximity to the existing railway station. That application has now been withdrawn, and little weight can be attached to it as a relevant planning matter in the consideration of this application.

The Parish Council have also expressed concern over disabled access to the relocated station. The existing station is poorly served for disabled users, and the proposed railway station, which has the support of Network Rail, will improve facilities for all users. The location of the disabled access is in an appropriate location adjacent to disabled vehicular drop off, and when assessed in the context of the wider new town proposals, will be in the centre of the longer 12 carriage platforms when these platforms eventually arrive. A planning condition will be required to ensure that there is a scheme in place for disabled users should the lift ever break down.

The concern raised by the Parish Council in relation to fire hydrants can be dealt with by an informative.

10 Recommendation

10.1 Officers recommend that the Committee **APPROVES**, subject to the following:

10.2 Requirements under Section 106 of the Town and Country Planning Act 1990 (or to be provided under a unilateral undertaking)

A contribution of £50,000 towards offsite highway works, including provisions for traffic calming along Way Lane and improvements for pedestrians at the Denny End Road / Bannold Road junction

Conditions

1. Implementation

The development hereby permitted shall be commenced before the expiration of three years from the date of this permission.

Reason: To comply with Section 91 of the Town and Country Planning Act 1990 as amended by section 51 of the Planning and Compulsory Purchase Act 2004.

2. Approved Plans

The development hereby permitted shall not proceed except in accordance with the details set out in the submitted application and as amended by the conditions stated on this decision notice and the following drawings:

SK-OPT_C Proposed crossing arrangement
CIV-DWG-0304 Rev 03 Proposed elevation
DWG-0101_H Proposed access road
DWG-0102_G Proposed station car park
DWG-0104_C Proposed Bannold Drove Footway Improvements
DRG-0103_E Proposed Cody Road Footway Improvements
DRG-0110-RO2 Station layout proposed platform and roof plan
DRG-0300_PO1 Typical highway construction details
DRG-0302_PO1 Illustrative portakabin and cycles
DRG-0405_RO2 Station layout station platform section
5475_LVA_008_H Landscape strategy

Reason: To define the permission and to protect the character and appearance of the locality in accordance with policies DP/1, DP/2, DP/3 the South Cambridgeshire Local Development Framework Development Control Policies (Adopted July 2007) and planning policy HQ/1 of the draft South Cambridgeshire Local Plan (2018).

3. Material Samples

Notwithstanding the approved drawings, no development shall commence, apart from enabling works, until samples of the materials to be used in the construction of the external surfaces of all the buildings and structures, hereby permitted, including the electricity sub station, have been submitted to and approved in writing by the Local Planning Authority. Development shall be carried out in accordance with the approved details.

Reason: To ensure that the appearance of the external surfaces is appropriate in accordance with policies DP/1, DP/2, DP/3 of the South Cambridgeshire Local Development Framework Development Control Policies (Adopted July 2007) and planning policy HQ/1 of the draft South Cambridgeshire Local Plan (2018).

4. Landscaping

Notwithstanding the submitted plans, no development shall commence, apart from enabling works, until full details of soft and hard landscaping relating to the car park and access road have been submitted to and approved in writing by the Local Planning Authority. These works shall be carried out as approved. The landscaping details shall include:

a) an updated Access Statement detailing routes through the landscape and the facilities it provides (including provision of landings along the ramped pathways);

- b) tree pit details necessary for any tree planting; including provision for storage of water for irrigation purposes;
- c) existing and proposed underground services and their relationship to both hard and soft landscaping;
- d) proposed trees: their location, species and size;
- e) soft planting areas: including grass and turf areas, shrub and herbaceous areas;
- f) topographical survey: including earthworks, ground finishes, levels, drainage and fall in drain types;
- g) enclosures: including types, dimensions and treatments of walls, fences, screen walls, barriers, rails, retaining walls and hedges;
- h) hard landscaping: including ground surfaces, kerbs, edges, steps and public realm furniture; and
- i) any other landscaping feature(s) forming part of the scheme.

All landscaping in accordance with the approved scheme shall be completed / planted during the first planting season following practical completion of the development hereby approved. The landscaping and tree planting shall have a two year maintenance/watering provision following planting and any existing tree shown to be retained or trees or shrubs to be planted as part of the approved landscaping scheme which are removed, die, become severely damaged or diseased within five years of completion of the development shall be replaced with the same species or an approved alternative to the satisfaction of the Local Planning Authority within the next planting season.

The development shall be carried out in accordance with the approved details.

Reason: In the interests of landscape character and nature conservation in accordance with policies DP1, DP/2, NE/4 and NE/6 of the South Cambridgeshire Local Development Framework Development Control Policies (Adopted July 2007) and planning policy NH/2 of the draft South Cambridgeshire Local Plan (2018).

5. Car parking management scheme

The railway station shall not come into use until full details of a car parking management scheme for the car park serving the proposed relocated railway station has been submitted to and approved in writing by the Local Planning Authority. These works shall be carried out as approved.

Reason: In the interests of effective car parking management in accordance with policies TR/1, TR/2 and TR/4 of the South Cambridgeshire Local Development Framework Development Control Policies (Adopted July 2007) and planning policy TI/3 of the draft South Cambridgeshire Local Plan (2018).

6. Flood plan – for emergencies in flooding conditions

The railway station shall not come into use until full details of a flood plan demonstrating how the station will be accessed for emergencies in flooding conditions has been submitted to and approved in writing by the Local Planning Authority. The plan shall be carried out as

approved.

Reason: In the interests of safe access and egress from the proposed relocated railway station in accordance with policies TR/1, TR/2 and TR/4 of the South Cambridgeshire Local Development Framework Development Control Policies (Adopted July 2007) and planning policy TI/3 of the draft South Cambridgeshire Local Plan (2018).

7. Sustainability

Notwithstanding the details provided within the Sustainability Statement ref. 328331/SU/A, no development shall commence, apart from enabling works, until a revised statement, detailing exactly which sustainability measures are to be introduced relating to the railway station have been submitted to and approved in writing by the Local Planning Authority. The approved measures shall demonstrate and embed the principles of climate change mitigation and adaption, and shall thereafter be maintained and remain fully operational in accordance with the approved maintenance programme, unless otherwise agreed in writing by the Local Planning Authority.

Reason: In the interests of mitigation and adaption to climate change in accordance with policies DP/1, NE/1 and NE/3 of the South Cambridgeshire Local Development Framework Development Control Policies (Adopted July 2007) and planning policy CC/1 of the draft South Cambridgeshire Local Plan (2018).

8. Signage

Prior to the erection of any signage and before the railway station comes into use, a detailed signage strategy shall be submitted to and approved in writing by the Local Planning Authority. This strategy shall detail the use of signs including direction signage, building signage and electronic notices that are required as part of the approved development. The signage scheme shall be implemented prior to the bringing into use of the approved development.

Reason: To provide signage for attractive, direct and safe walking and cycling routes within the development connecting key destinations. In accordance with policies DP/1, DP/2, DP/3 of the South Cambridgeshire Local Development Framework Development Control Policies (Adopted July 2007) and planning policies HQ/1 and TI/2 of the draft South Cambridgeshire Local Plan (2018).

9. Lighting

Prior to the installation of any artificial lighting, a detailed artificial lighting scheme and the significance of impact assessment shall be submitted to and approved in writing by the Local Planning Authority. The scheme / assessment shall consider and include details of any artificial lighting of the site such as street lighting, floodlighting, security, platform and external / internal building lighting and an assessment of lighting impact on any sensitive residential premises off site shall be undertaken. The scheme shall include layout plans / elevations with luminaire locations annotated; full isolux contour map / diagrams showing the predicted

luminance in the horizontal and vertical plane (in lux) at critical locations within the site, on the boundary of the site and at adjacent properties; hours and frequency of use; a schedule of equipment in the lighting design (luminaire type / profiles, mounting height, aiming angles / orientation, angle of glare, operational controls) and shall assess artificial light impact fully in accordance with the Institute of Lighting Professionals Guidance Notes for the Reduction of Obtrusive Light GN01:2011 having regard to Light Trespass / Intrusion (into windows), Luminaire Source Intensity, Building Luminance and Sky Glow Upward Light Ratio requirements. The artificial lighting scheme strategies must be sensitively designed for biodiversity (as detailed within the CEMP Biodiversity, EDS & LEMP).

The approved lighting scheme shall be installed, maintained and operated in accordance with the approved scheme details / measures unless the Local Planning Authority gives its written consent to any variation.

Reason: To protect local residents from light pollution / nuisance and safeguard the amenities of nearby residential properties and to be sensitively designed for biodiversity in accordance with policies NE/14 and ENV3 of the South Cambridgeshire Local Development Framework Development Control Policies (Adopted July 2007) and planning policy SC/9 of the draft South Cambridgeshire Local Plan (2018).

10. Ecology - Construction Environmental Management plan (Biodiversity)

No development shall commence until a construction environmental management plan (CEMP: Biodiversity) has been submitted to and approved in writing by the Local Planning Authority. The CEMP: Biodiversity shall include the following.

- a) Risk assessment of potentially damaging construction activities.
- b) Identification of biodiversity protection zones.
- c) Practical measures (both physical measures and sensitive working practices) to avoid or reduce impacts during construction (may be provided as a set of method statements).
- d) The location, timing and minimisation of sensitive works to avoid harm to biodiversity features.
- e) The times during construction when specialist ecologists need to be present on site to oversee works.
- f) Responsible persons and lines of communication.
- g) The role and responsibilities on site of an Ecological Clerk of Works (ECoW) or similarly competent person.
- h) Use of protective fences, exclusive barriers and warning signs.

The approved CEMP: Biodiversity shall be adhered to and implemented in full through the construction period, unless otherwise agreed in writing by the Local Planning Authority.

Reason: To protect and enhance biodiversity and the natural environment in accordance with policies DP/1, NE/6 and ENV3 of the South Cambridgeshire Local Development Framework Development Control Policies (Adopted July 2007) and planning policy NH/4 of the draft South Cambridgeshire Local Plan (2018).

11. Ecology - Landscape and Ecological Management Plan

The railway station shall not come into use until a Landscape and Ecological Management Plan (LEMP) has been submitted to and approved in writing by the Local Planning Authority. The LEMP shall address compensation, enhancements and restoration of habitats and shall include:

- a) Description and evaluation of features to be managed.
- b) Ecological trends and constraints on site that might influence management.
- c) Aims and objectives of management.
- d) Appropriate management options for achieving aims and objectives.
- e) Prescriptions for management actions.
- f) Preparation of the work schedule (including an annual work plan capable of being rolled over for the entire operational phase, such as 25 years).
- g) Details of the body or organisation responsible for implementation of the plan.
- h) Ongoing monitoring and remedial measures.

The LEMP shall also include details of the legal and funding mechanism(s) by which the long-term implementation of the plan will be secured by the developer with the management body responsible for its delivery. The plan shall also set out (where the results from monitoring show that conservation aims and objectives of the LEMP are not being met) how contingencies and/or remedial action will be identified, agreed and implemented so that the development still delivers the fully functioning biodiversity objectives of the originally approved scheme. The approved plan shall be implemented in accordance with the approved details.

Reason: To protect and enhance the landscape, biodiversity and the natural environment in accordance with policies DP/1, NE/6 and ENV3 of the South Cambridgeshire Local Development Framework Development Control Policies (Adopted July 2007). and planning policy NH/4 of the draft South Cambridgeshire Local Plan (2018).

12. Contaminated Land

No development shall commence until the following has been submitted to and agreed in writing by the Local Planning Authority:

- a) A detailed desk study and site walkover
- b) Following approval of (a), a detailed scheme for the investigation and recording of contamination and remediation objectives (which have been determined through risk assessment)
- c) Detailed proposals for the removal, containment or otherwise rendering harmless any contamination (the Remediation method statement)
- d) The works specified in the remediation method statement will be completed, and a Verification report submitted to and approved in writing by the Local Planning Authority, in accordance with the approved scheme.

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 DP/1 of the South Cambridgeshire Local Development Framework Development Control Policies (Adopted July 2007) and planning policy SC/11 of the draft South Cambridgeshire Local Plan (2018).

13. Water Quality, Flood Risk and Drainage

No development shall commence until a surface and foul water drainage scheme for the site, based on sustainable drainage principles and an assessment of the hydrological and hydro geological context of the development, has been submitted to and agreed in writing with the Local Planning Authority. The drainage strategy shall demonstrate that the surface water run-off generated up to and including the critical storm event (inclusive of climate change) will not exceed the run-off from the undeveloped site following the corresponding rainfall event. The submitted scheme shall also specifically relate to the protection of groundwater and include a management plan. The approved scheme shall be implemented in full prior to the bringing into use of the approved development and thereafter maintained in accordance with the approved scheme.

Reason: To ensure a satisfactory method of surface water drainage, to ensure future maintenance of the surface water drainage system, to prevent the increased risk of flooding on site and/or elsewhere, and to protect and prevent the pollution of controlled waters (particularly the Secondary aquifer and the river Cam; protected waterbodies under the EU Water Framework Directive) in line with the NPPF (paragraph 109), policies DP/1 and NE9 of the South Cambridgeshire Local Development Framework Development Control Policies (Adopted July 2007) and planning policies CC/8 and CC/9 of the draft South Cambridgeshire Local Plan (2018).

14. Construction Environmental Management Plan

No development shall commence until a site wide Construction Environmental Management Plan (CEMP) has been submitted to and approved in writing by the Local Planning Authority. The CEMP shall include the consideration of the following aspects of construction:

- a) Indicative site wide construction and phasing programme
- b) Contractors' access arrangements for vehicles, plant and personnel including the location of construction traffic routes to and from the site, details of their signing, monitoring, location of contractors' compound / offices and method of moving materials, building material plant and equipment storage around the site and enforcement
- c) Construction hours
 - i. Construction hours and days for work undertaken within the boundaries of the operational railway
 - ii. Construction hours and days for work undertaken within the remainder of the site
- d) Delivery times for construction purposes
- e) Outline Waste Management Plan (OWMP)
- f) Maximum noise mitigation levels for construction equipment, plant and vehicles
- g) Maximum vibration levels
- h) Dust suppression management and wheel washing measures including the deposition of all debris on the highway

- i) Site lighting
- j) Drainage control measures including the use of settling tanks, oil interceptors and bunds.
- k) Screening and hoarding details.
- l) Access and protection arrangements around the site for pedestrians, cyclists and other road users.
- m) Procedures for interference with public highways, including permanent and temporary realignment, diversions and road closures.
- p) External safety and information signing and notices.
- q) Liaison, consultation and publicity arrangements including dedicated points of contact.
- r) Consideration of sensitive receptors
- s) Prior notice and agreement procedures for works outside agreed limits.
- t) Complaints procedures, including complaints response procedures.
- u) Membership of the Considerate Contractors Scheme.
- v) Noise and Vibration (including piling) impact / prediction assessment, monitoring, recording protocols and consideration of mitigation measures for construction equipment, plant and vehicles in accordance with BS 5528, 2009 - Code of Practice for Noise and Vibration Control on Construction and Open Sites Parts 1 - Noise and 2 -Vibration (or as superseded) including the use of best practical means to minimise noise and vibration disturbance from construction works.

The approved plan and schemes shall be implemented in full throughout the construction phase of the development. The compliance of the CEMP shall be reviewed at monthly intervals.

Reason: To safeguard and protect the amenity of nearby residents from the adverse levels any operational noise and ensure that noise does not give rise to a significant adverse impact on the health and quality of life (amenity) of existing residential premises in accordance with policies, DP/1, DP/3, DP/6 and NE/15 of the South Cambridgeshire Local Development Framework Development Control Policies (Adopted July 2007) and planning policy SC/10 of the draft South Cambridgeshire Local Plan (2018)..

15. Control of noise from the station public address system

Any public address system that may be installed on the site shall only operate between 0500 and 2300 hours.

Reason: To safeguard and protect the amenity of nearby sensitive receptors in accordance with policies NE/15 and DP/6 of the South Cambridgeshire Local Development Framework Development Control Policies (Adopted July 2007) and planning policy SC/9 of the draft South Cambridgeshire Local Plan (2018).

16. Noise Complaint

Following written notification from the Local Planning Authority that a justified noise and / or vibration complaint relating to the approved use has been received from a local resident, the applicant or operator shall at their own expense, employ a suitably competent and qualified person/s to submit a scheme of noise/vibration monitoring that assesses and demonstrates

operational compliance with maximum permissible noise levels as predicted in the submitted Noise and Vibration Report, and this shall be submitted to and approved in writing by the Local Planning Authority.

The scheme of noise/vibration monitoring to demonstrate compliance with maximum permissible noise levels shall be based upon the methodology contained within British Standard (BS) 4142 and 6472 (or as superseded) and commensurate with the guidance contained within BS7445. Such an assessment/compliance scheme should encompass:

- Methodology for measurements
- Background noise/vibration levels
- Location for noise/vibration monitoring
- Timing of noise/vibration monitoring
- Frequency of monitoring
- Notification of results and compliance with maximum permissible noise levels as predicted in the submitted Noise and Vibration Report.

The assessment/compliance scheme assessment shall be commenced within 14 days of any notification from the Local Planning Authority, unless a longer time is approved in writing by the Local Planning Authority. A copy of the assessment report, together with all recorded noise/vibration measurements, meteorological data and audio files as appropriate obtained as part of the assessment shall be provided to the Local Planning Authority within a time period to be agreed with the Local Planning Authority as appropriate to each case.

Reason: To safeguard and protect the amenity of nearby sensitive residents in accordance with and Policies DP/3 and NE/15- Noise Pollution of the South Cambridgeshire Local Development Framework Development Control Policies (Adopted July 2007) and planning policy SC/10 of the draft South Cambridgeshire Local Plan (2018).

17. Travel Plan

The railway station shall not be brought into use until a Station Travel Plan (STP), (based upon the Framework Travel Plan submitted with the planning application) has been submitted to and agreed in writing with the Local Planning Authority. The STP will use SMART objectives and use surveys to monitor parking in the station car park and surrounding roads, monitor the take-up and use of cycle parking, including non standard size bicycles, and will provide a shuttle service between the village and the relocated railway station, It will put forward appropriate measures to deliver on the above. The Plan shall be implemented in accordance with the approved details.

Reason: In the interests of sustainable travel in accordance with policies DP/1, DP/2, DP/3, TR/1, TR/2 and TR/4 of the South Cambridgeshire Local Development Framework Development Control Policies (Adopted July 2007) and planning policies TI/2 and TI/3 of the draft South Cambridgeshire Local Plan (2018).

18. Cycle and Pedestrian Access

The railway station shall not be brought into use until the proposals to widen the existing

footways along Cody Road and the improvements to Bannold Drove in accordance with plan numbers DRG-0103_E Proposed Cody Road Footway Improvements and DWG-0104_C Proposed Bannold Drove Footway Improvements as listed in Condition 2 are completed and available for use by the public.

Reason: In the interests of highway safety and to mitigate the impact of travel to the development in accordance with policies DP/1, DP/2, DP/3, TR/1, TR/2 and TR/4 of the South Cambridgeshire Local Development Framework Development Control Policies (Adopted July 2007) and planning policy TI/2 of the draft South Cambridgeshire Local Plan (2018).

19. Traffic Management

The railway station shall not be brought into use until a Traffic Management Plan for all modes of transport including taxis and buses has been submitted to the Local Planning Authority for approval. It will create a servicing and delivery plan to manage the servicing of the station facilities and infrastructure by Network Rail and retail suppliers. The Traffic Management Plan as agreed shall be carried out in full accordance with the details as approved and shall be reviewed at any stage following a request by the Local Planning Authority if it considers there are traffic operational problems.

Reason: In the interests of highway safety and to monitor the impact of the development in accordance with policies DP/1, DP/2, DP/3 TR/1, TR/2 and TR/4 of the South Cambridgeshire Local Development Framework Development Control Policies (Adopted July 2007) and planning policy TI/2 of the draft South Cambridgeshire Local Plan (2018).

20. Archaeology

No development shall commence until a written scheme of investigation (WSI) for a programme of archaeological works has been submitted to and approved in writing by the Local Planning Authority. The WSI shall include:-

- a) The statement of significance and research objectives
- b) The programme and methodology of site investigation and recording and the nomination of a competent person(s) or organisation to undertake the agreed works
- c) The programme for post excavation assessment and subsequent analysis, publication and dissemination, and deposition of resulting material.

Reason: To secure the provision of archaeological excavation and the subsequent recording of any remains in accordance with policy CH/1 of the South Cambridgeshire Local Development Framework Development Control Policies (Adopted July 2007) and planning policy NH/14 of the draft South Cambridgeshire Local Plan (2018).

21. Amenity

The railway station shall not be brought into use until an emergency procedure strategy for access / egress to and from the station for disabled people in the event of mechanical fault or failure of the lifts provided at each platform has been submitted to the Local Planning

Authority for approval. The approved strategy shall be fully implemented prior to the station coming into use and maintained thereafter.

Reason: To ensure that adequate provision is made for disabled passengers in the event of mechanical fault or failure of the lifts in accordance with policy DP/2 of the South Cambridgeshire Local Development Framework Development Control Policies (Adopted July 2007) and planning policy HQ/1 of the draft South Cambridgeshire Local Plan (2018).

22. Amenity

The railway station will not be brought into use until details of off-gauge bicycle parking provision has been submitted to and agreed in writing by the Local Planning Authority. The approved details shall be implemented in full prior to bringing the development into first use.

Reason: In the interests of sustainable travel in accordance with policies DP/1, DP/2, DP/3, TR/1, TR/2 and TR/4 of the South Cambridgeshire Local Development Framework Development Control Policies (Adopted July 2007) and planning policy TI/3 of the draft South Cambridgeshire Local Plan (2018).

23. Public realm

The railway station will not be brought into use until details of public realm provision has been submitted to and agreed in writing by the Local Planning Authority. The approved details shall be implemented in full prior to the station coming into use.

Reason: In the interests of high quality design and amenity in accordance with policies DP/2 of the South Cambridgeshire Local Development Framework Development Control Policies (Adopted July 2007) and planning policy HQ/2 of the draft South Cambridgeshire Local Plan (2018).

Informatives

1. Enabling Works

Enabling works for the purpose of any of the above conditions are defined as earth movement, site preparation and piling (instalment of pile caps and ground beams).

This is because enabling works and piling will not prejudice the discharge of conditions worded as 'no development shall commence, except for enabling works'.

2. SuDS

Infiltration sustainable drainage systems such as soakaways, unsealed porous pavements or infiltration systems shall only be used where it can be demonstrated that they will not pose a risk to the water environment. SuDS should be constructed in line with good practice and guidance documents which should include the SuDS manual (CIRIA C753, 2015) and the Susdrain website.

3. Pollution prevention

Any facilities, above ground, for the storage of oils, fuels or chemicals shall be sited on impervious bases and surrounded by impervious bund walls. The volume of the

bunded compound should be at least equivalent to the capacity of the tank plus 10%. All filling points, vents, gauges and sight glasses must be located within the bund. The drainage system of the bund shall be sealed with no discharge to any watercourse, land or underground strata. Associated pipework should be located above ground and protected from accidental damage. All filling points and tank overflow pipe outlets should be detailed to discharge into the bund.

4. Fire hydrants

To ensure an adequate water supply is available for emergency use, fire hydrants should be provided in appropriate locations.

Background Papers:

The following list contains links to the documents on the Council's website and / or an indication as to where hard copies can be inspected.

South Cambridgeshire Local Development Framework Development Control Policies
(Adopted July 2007)

draft South Cambridgeshire Local Plan (2018)

Planning file S/0781/18/FL

Report Author:

Mike Huntington
Telephone Number:

Principal Planning Officer
01954 713180

Responses arising from Parish Council questionnaire	Appendix 1
Questionnaire	Response 232 responses
How often do you use the station	Daily 29% Once a month 42% Rest 29%
If the station were to move, how might it affect your usage	Use it more 11% Use it less 43% Make no difference 46%
How do you travel to the station	Usually walk 73% Usually cycle 18% Usually by car or dropped off 11%
If the station were to move, how might this change	Walk 38% Cycle 17% Car or drop off 45%
How do you feel about the relocation of the station	Strongly in favour 13% Mildly in favour 14% Mildly against 13% Strongly against 53% No feeling either way 7%
Here are some statements about the new station. Please indicate how strongly you feel about them	
The current station is in the wrong place and should be closed as soon as possible	Strongly in favour 11% Mildly in favour 10% Mildly against 10% Strongly against 62% No feeling either way 8%
If the platforms at the current station are extended to allow trains of 8 carriages there will be no need to relocate the station	Strongly in favour 53% Mildly in favour 18% Mildly against 9% Strongly against 13% No feeling either way 6%

The proposed new station will be very inconvenient for the residents of Waterbeach	Strongly in favour 53% Mildly in favour 15% Mildly against 16% Strongly against 13% No feeling either way 3%
The proposed access along Cody Road is not suitable	Strongly in favour 67% Mildly in favour 15% Mildly against 16% Strongly against 3% No feeling either way 10%
The new station should not be built until there are a significant number of houses occupied in the new town	Strongly in favour 44% Mildly in favour 14% Mildly against 14% Strongly against 15% No feeling either way 13%
The new station should not be built until there is direct access from the A10	Strongly in favour 66% Mildly in favour 14% Mildly against 7% Strongly against 7% No feeling either way 6%
The proposed access for cyclists and pedestrians (along Bannold Drove) is not suitable	Strongly in favour 47% Mildly in favour 13% Mildly against 13% Strongly against 9% No feeling either way 18%
There are a number of specific issues in the planning application which you may have views about. These are related to both the detailed facilities available at the station and other matters. Please let us have your views on the following (and feel free to add further matters if you wish)	
The current design of the station makes the disabled parking at the south end but access to the lift / bridge is at the north end. This should be	Strongly agree 52% Mildly agree 27% Mildly disagree 2% Strongly disagree 2% No view 17%

re-planned	
A payphone should be installed for vulnerable travellers who do not have access to a mobile phone	Strongly agree 50% Mildly agree 27% Mildly disagree 9% Strongly disagree 2% No view 13%
The proposed traffic calming in Way Lane is a vital component of the proposal	Strongly agree 54% Mildly agree 16% Mildly disagree 6% Strongly disagree 9% No view 15%

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Issues arising from residents' objections	Appendix 2
Issue	Response
Principle	
1) Premature, and dependent upon the Inspector's recommendations in the Local Plan	<p>Disagree - There have been no modifications to the draft Local Plan in relation to the railway station other than the addition of the words 'appropriate access arrangements by all modes' to serve the village and the new town.</p> <p>This proposal provides an appropriate access to the proposed new station from the village, and is in the optimum location to serve both the village and the new town.</p>
2) Only benefits the new town and not the existing residents	<p>Disagree - Network Rail are currently undergoing a process that will result in investment that will enable 8 carriage and eventually 12 carriage trains at a greater frequency – this will result in trains with greater capacity and this will be for the benefit of existing as well as future residents of the village and the new town.</p>
3) Line is already at capacity	<p>The application has been made in the context of increased capacity work on the line being undertaken by Network Rail (as part of the Governance for Railway Investment Projects - GRIP process).</p>
4) Is the applicant going to dismantle the existing station	<p>Yes</p>
5) If the station were going to go ahead without the new town going ahead then it will be stuck in the middle of nowhere	<p>The planning application, were it to be approved, is unlikely to go ahead without the new town going ahead.</p>
6) Developers should work together to provide access off the A10	<p>Access will eventually be provided off the A10, but access off Cody Road will be</p>

	used predominantly by village residents in the long term.
7) Concern that Cody Road will be opened up to access the new town development	Cody Road will not be used for motor vehicle access to the new town, but there will be cycle and pedestrian access.
8) Many of the problems with the existing station can be easily fixed, eg. parking and widening of platforms	The problems with the existing railway station cannot be easily fixed.
9) The station will mean that many of the new residents will commute to London so therefore the new houses will not be for the benefit of South Cambridgeshire	Some new residents will commute to London, just like some existing residents commute to London. The planning system cannot control where people work. Some of those people may use the train to commute to Cambridge, and it is hoped that some will also use the train to commute to the new Cambridge South station when it is delivered, as identified in the Cambridge Long Term Transport Strategy.
10) More users of the station will mean busier underground stations in London	This is not relevant to the determination of this application.
11) If the existing station is unsafe then Network Rail should be upgrading it at their cost, not using this as a justification for it to be relocated	Network Rail is not making this planning application. The principal justification for the relocation of the station is so that it can be better located to serve both the new town and the village.
Access to proposed new station	
1) Use of Cody Road for access is poor, passing through a busy built up residential area where families with small children live	Disagree - Cody Road has a less constrained access than Station Road, with less on street car parking and much less traffic. Station Road also incorporates through traffic to Horningsea and the A14 and access to it is also through a busy built up area. Access to the station from users outside the village who will use Denny End Road and Bannold Road (in the short term) will be using a wider and less busy road than

	<p>if they were using Station Road and Car Dyke Road. In the longer term the only users of Cody Road will be those from the village, as users from outside the village (other than those from Horningsea) will use the easier to access route directly off the A10</p> <p>Once the houses currently being built along Cody Road are complete, there will be a total of 30 dwellings along this stretch of road, and all these dwellings will have 2 off street car parking spaces. Although there is some on street car parking along Cody Road, the developments along this road have been designed so that this should not be the default position.</p> <p>This compares to Station Road, which has long stretches of on street car parking with most of the houses between the green and the station not served by any off-street car parking, with two way traffic only able to take place through the use of double yellow lines.</p> <p>It is therefore considered that Cody Road is not a poor choice of access for residents of the village to access the railway station, when compared to the current situation along Station Road</p> <p>Cody Road varies in width from 5.5 to 6m, and Station Road varies in width from 4.5 to 7.25m.</p>
<p>2) Cody Road is already a congested road and this has resulted in Stagecoach no longer using it for buses</p>	<p>It is not and will not be as congested as Station Road.</p>
<p>3) An increase in 73 vehicles per hour over the 3 hour peak 7-10am should be reassessed using a 2 hour peak between 7-9am to give a better understanding of</p>	<p>Disagree - Not justified. Commuter users of the railway station will generally use the station before 8am and after 6pm. In the medium term, user numbers will drop off as users from surrounding</p>

the real peak traffic flow.	villages will access the car park through the new town and off the A10
4) The Bannold Road / High Street / Denny End Road junction will become more dangerous – it needs to be redesigned	This junction will be re-designed in accordance with a scheme to be agreed between the Parish Council and the County Council to make it safer for pedestrians to cross.
5) Free parking will make it busier	If the car park is to be free then this will encourage people to use the car park as opposed to parking on the street, as currently happens with the existing station, with significant numbers of commuters parking their cars around the village green.
6) Will interrupt an ancient access route along Bannold Drove	The wider masterplan for the development of the new town will impact upon Bannold Drove, but in this application it is intended that the part of the drove south of the crossing will be enhanced.
7) May result in deterioration of the access to the sewage works	Disagree – there is nothing in the proposals to suggest that the access to the sewage works will deteriorate. As part of the wider masterplan for the development of the new town, the sewage works will need to be relocated, so will no longer need to use this access.
8) Fantasy that people will cycle to the proposed station in large numbers	Disagree. The applicant is providing more options so that should any user want to cycle to the station from other parts of the village, they will have that option and secure cycle parking will be provided at the station.
9) Routing cyclists and pedestrians along Way Lane and Cody Road is unsafe	Disagree. Cody Road is a lightly trafficked road serving a limited number of dwellings, with no through traffic. Cyclists and pedestrians are not being routed down Way Lane. If you live in the south eastern part of the village and want to walk or cycle to the relocated

	<p>railway station then that is the route you will probably take. The County Highways Officer has not raised any objections with regards to this.</p>
<p>10) There have been several minor accidents at the Cody Road / Bannold Road junction</p>	<p>The published accident reports do not show any accidents in this location.</p>
<p>11) Segregated cycle lanes should be provided on all major approaches to the site, including Bannold Road, Cody Road and other access points</p>	<p>Cycle traffic will not be significant enough to require a segregated on street cycle path. A separate route will be provided along Bannold Drove.</p>
<p>12) Personal safety for vulnerable people using the station late at night</p>	<p>Appropriate levels of street lighting will be provided.</p>
<p>13) Cycling access</p> <ul style="list-style-type: none"> • Object to the link road connecting to Cody Road, bringing traffic through a residential area and its impact on cycle users. • Support aspiration to make Way Lane a key pedestrian / cycle route • Support improvements to Bannold Drove to make it an important cycle access 	<p>Cody Road will be the main access to the relocated station for residents of the village. Users of the station from outside the village will use the main access from the A10.</p>
<p>Bannold Drove</p>	
<p>1) Impact of changing the character of the drove as a cycle path while still using it as a farm and sewage access track</p>	<p>The relatively low rate of use of the drove by farm and Anglian Water vehicles should not significantly impact upon the use of the drove as a cycle access to the proposed relocated station. The route is currently used as a bridleway without any apparent conflicts.</p>
<p>Shuttle service proposal</p>	
<p>1) Pick up from existing station and the village green will not help</p>	<p>Some of these residents will be nearer to the new railway station than they are to</p>

residents of the western and northern part of the village	the existing station.
2) Will this be free in perpetuity	Appropriate management of the car park will be put in place and secured through a planning condition.
Access to station off A10	
1) Create access from A10 to the new station	This forms part of the masterplan for the new town. The masterplan shows the principle access to the station will be from the A10.
Construction traffic	
1) Cody Road unsuitable for construction traffic	An appropriate route for construction traffic will be secured through the use of a Construction Management Plan (CEMP).
2) Construction traffic should go via the new town, not through the village, and developers should work together to enable this to happen	See above
3) It is not clear what the impact will be of construction traffic on local streets and services	See above
Visibility and design of proposal	
1) Opportunity for the proposal to include a significant green lung of open space, tree planting and screening between the new town and the village	There will be an area of green open space in front of the station and mature trees located alongside Bannold Drove are proposed to be retained. Other proposals include tree planting within the car park and alongside the new access road.
2) There should be some screen tree planting from walks along the Cam	The railway station will be a small component of the wider new town proposals and it is not intended that there will be any landscape proposals with the intention of screening views of

	the development from the River Cam.
3) Scale and size is overbearing on the open fenland landscape to the south, east and north of the proposed site	Disagree, it is not considered that the scale and size of the proposal is overbearing, particularly in the context of the wider new town proposal.
4) Design of lift towers is poor	It is not considered that the design of the lift towers is poor. Details of the materials used for the lift towers will be conditioned.
5) Close boarded fences along southbound platform prevents views of fen landscape	Agree – amended boundary treatments have been proposed.
Facilities at the proposed station	
1) The proposal seems to provide very poor facilities, there are no toilets and little shelter	The proposals have been accepted by Network Rail.
2) Current level crossing access to the southbound platform is better than the use of lifts and stairs	Level crossing access between platforms is not the preferred method of access between platforms.
3) Proposed access will cause issues for disabled users – the lift is at the very far end of the platform and the location of the car park will mean that there will be at least a 100m walk from the disabled car park to the London platform	When the proposed new town is developed and the platform is extended, the lift will not be at the far end of the platform, but will be at the centre of the station, providing the most beneficial location for the widest number of disabled users.
4) What happens when lifts are out of action	This can be dealt with by planning condition.
5) How long will the car park remain free	Appropriate management of the car park will be put in place and secured through a planning condition.
Access from users of proposed Cambridge Lakes development	The proposed Cambridge Lakes development does not depend upon the close proximity of the railway station.

	The proposed railway station will be less than 2km further away. The applicant has since withdrawn this application.
Impact on existing village	
1) Proposed speed humps and pinch points along Way Lane and Cody Road increase pollution and traffic noise. Way Lane serves the local primary school, and Capper Road has a nursery and doctor's surgery, both of which will be affected by increased traffic movement.	Speed humps and pinch points along Way Lane and Cody Road are not necessary to make the application acceptable in planning terms. Any new traffic calming measures that may be delivered through the planning application will be subject to discussion between the Parish Council and the County Council.
2) Detrimental effect upon householders who have chosen to live close to the existing railway station, some of whom are elderly and some of whom are non-drivers	The relocation of the railway station will be of benefit to a wider number of residents of the village and the new town.
3) Detrimental effect upon existing villager's health and mental wellbeing	The relocation of the railway station will be of benefit to a wider number of residents of the village and the new town.
4) Harm to amenity of residents on northern side of Capper Road – currently these households back onto open fields	This proposal has to be seen in the context of the draft local plan and the draft allocation for a new town here.
5) Increase in the level of noise and light pollution – the noise reducing berm does not take into account larger vehicles, eg, buses	It is not intended that there will be larger vehicles accessing the site.
6) Detrimental effect upon house prices	Not a relevant planning matter.
7) Community has the station as its core	Disagree - the existing station is not in the core of the village, and the proposed new location will be closer to a significantly large number of existing residents to the north and west of the

	village.
8) Should be proposing new pedestrian crossings at High Street	Any new traffic calming measures such as pedestrian crossings that may be delivered through the planning application will be subject to agreement between the Parish Council and the County Council.
Impact on existing crossings along railway	
1) There are no safety plans for the Bannold Road and Bannold Box level crossings	Not relevant to this planning application.
Existing station	
1) Lengthening the platforms on the existing station seems to be a sensible intermediate stage	Not relevant to the determination of this application.
1) Ample space to build a multi – storey car park on existing car park site and improve other facilities if required	Not relevant to the determination of this application.
2) Extend the car park onto the Network Rail maintenance yard	This is not possible as Network Rail require this land.
3) Relocate the north bound platform so that it faces the south bound platform	Not relevant to the determination of this application.
4) It is not an unsafe station, accidents have been a result of driver error, not the station	Not relevant to the determination of this application.
5) Build another railway station and keep the existing station	This is not possible as the stations will be too close together for signalling purposes.

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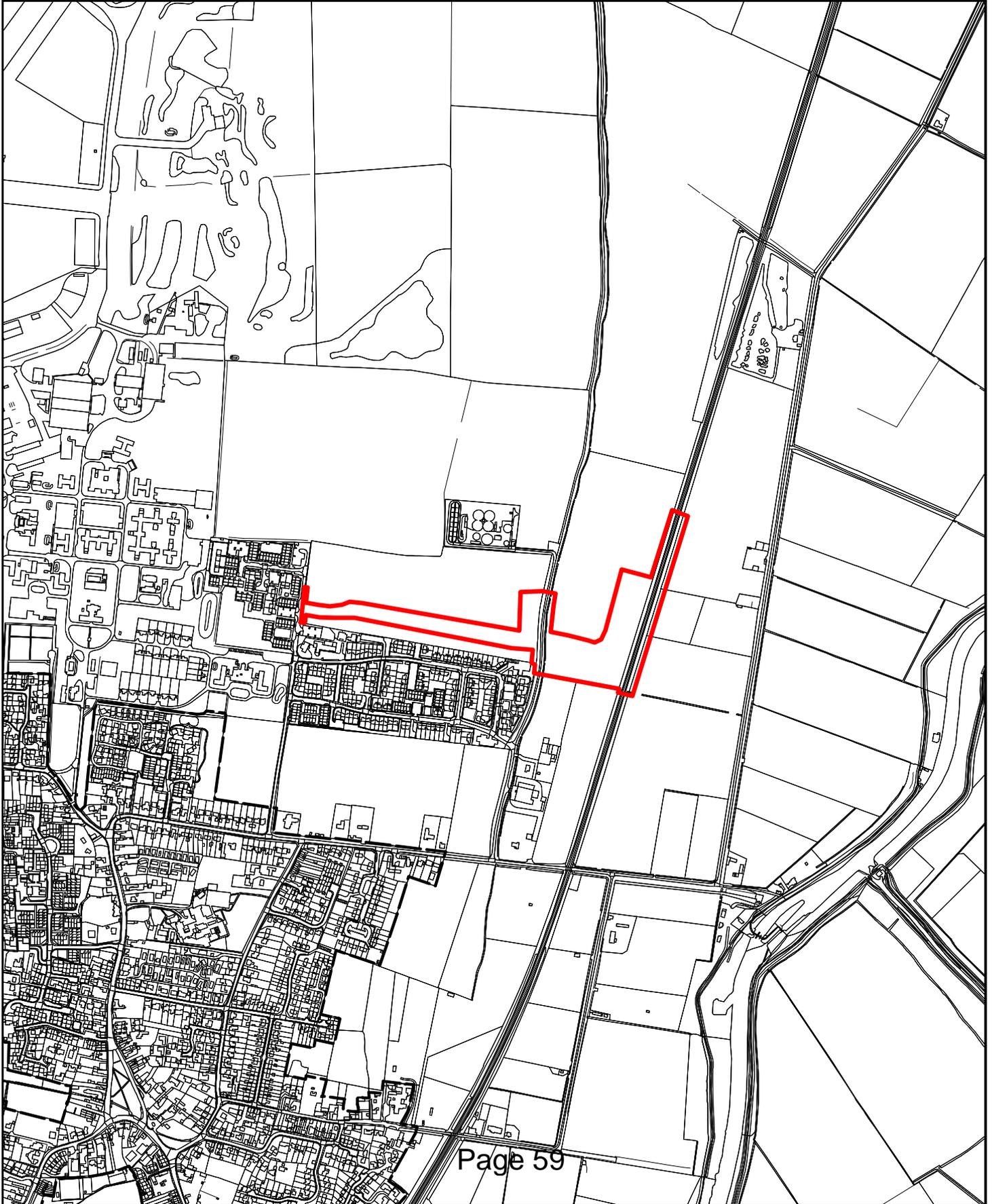
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Agenda Item 6

SOUTH CAMBRIDGESHIRE DISTRICT COUNCIL

REPORT TO: Planning Committee 12 September 2018
AUTHOR/S: Joint Director for Planning and Economic Development

Application Number: S/1178/18/FL

Parish(es): Arrington

Proposal: Part Demolition of Existing Buildings and Erection of Four New Buildings to Comprise Holiday Let Accommodation and Conversion and Extension of Existing Buildings to Provide Gym, Office, Garage and Laundry Ancillary to Holiday Let Accommodation

Site address: 17 Mill Lane

Applicant(s): **NAME REDACTED**

Recommendation: Approval

Key material considerations: Principle of Development
Character and Appearance of the Countryside
Highway Safety
Neighbour Amenity
Biodiversity
Trees/ Landscaping

Committee Site Visit: Yes

Departure Application: No

Presenting Officer: Karen Pell-Coggins, Senior Planning Officer

Application brought to Committee because: Request from Local Member and Arrington Parish Council and due to additional comments being received following further consultation.

Date by which decision due: 12 September 2018

Summary

1. This application was considered at the 11 July Planning Committee meeting where members gave officer delegated powers to approve the application subject to confirmation that consultation letters on the revised plans had been sent to all neighbours, thus giving them a proper opportunity to comment.
2. Unfortunately, letters were not sent to all neighbours. This process has now been carried out and the consultation period expired on 10 August 2018. In addition, certificate B has been submitted that provides details of the owners of the access from the A1198 and notice has been served on the owners.

3. At the time of report writing, five additional letters of representation have been received. Two letters of objection have been received from local residents that did not previously comment on the application. One letter of objection has been received from the previous owner of the applicant's property. Two letters of objection have been received from local residents that commented previously. Members will be updated of any further comments received after this report is published at the meeting itself. Additional considerations raised are set out in the planning assessment section of the report. Comments received in respect of refuse storage have resulted in an additional planning condition.
4. Please see **Appendix 1** for a copy of the original report. This report provides an update to reflect the additional material considerations raised. Officers do not consider that the additional material considerations raised are significant to change the original decision and recommend approval of the application.

Consultation

5. **Arrington Parish Council** – Comments on the revised information is awaited and members will be updated verbally at the meeting.
6. Originally recommended refusal and had the following comments: -

The private road which had a right of way to existing properties, which would be the only access to the proposed development. The access from the busy A1198 is a single track unadopted farm track over half a mile long with very poor surfaces and a lack of passing places. There is a dangerous corner by the old mill house with poor visibility leading to the farm yard where vehicles and pedestrians on the track may encounter large and heavy farm machinery. There have been a number of near misses recently at this location.

The proposed site can only be accessed by driving through the farm. The Farmer has a number plate recognition system installed and over a 24 hours period there had been 80 plus vehicle movements. In 2006, when an application for change of use was made permission was refused permission due to the traffic on the road and access from the A1198. There are no passing places for vehicles. Four holiday properties would substantially increase the traffic movements and make the road deteriorate further. There are no public footpaths so the road would be the only option for pedestrians.

A precedent had also been set by South Cambridgeshire District Council Planners who refused a planning application to use an existing annexe as a separate dwelling as it would be contrary to Policy SE8 in the Local Plan, Policy P1/2 in the Structure Plan, and advice in PPS7.

Formally requests that the application be considered by the planning committee.

7. **Local Highways Authority** – Comments originally and as amended that as Mill Lane is a private road and its existing access affords suitable inter vehicle visibility splays and width at the junction with the adopted public highway, no significant adverse effect upon the public highway should result from this proposal.

The inter visibility splays for a 50 miles per hour road is 2.4 metres x 160 metres which in a northerly direction goes to the access of Home Farm and in a southerly direction to No. 69 Ermine Street both of which can be seen from the entrance to Mill

Lane before the landscape falls away.

While the amount of traffic that a piggery would generate would probably be lower than the holiday lets, they could be year round and of a different nature e.g. Large tractors and trailers as opposed to single domestic vehicles. The number of movements advised is quite low and equates to one every seven minutes.

There would potentially be an increase in hazard due to the increase in traffic on to the A1198 but this is not seen as severe and the Local Highway Authority has no substantive grounds for requesting that the application is refused.

Applications for dwellings in the area were not refused on highway safety grounds and it is clear that a moderate increase in traffic without unduly increasing the hazard to the public highway is acceptable.

The traffic levels in relation to application S/1427/06/F included the existing and proposed uses and were not known. In addition, the speed limit at that time along the A1198 was 60 miles per hour.

Representations

8. Since the last Planning Committee, Two letters of objection have been received from local residents that did not previously comment on the application. One letter of objection has been received from the previous owner of the applicant's property. 13 letters of objection have been received from local residents that commented previously. Letters of objection have also been received from a planning consultant and the National farmers Union supporting one of the resident's comments. Seven letters of support have been received that commented previously. The following new concerns have been raised: -
- i) Previous proposals for dog kennels and dog grooming not supported due to noise potential.
 - ii) Disturbance to quiet enjoyment of public rights of way.
 - iii) Increase in risk of crime.
 - iv) Health and safety concerns as a working farm.
 - v) Moral objection to holiday lets on a working farm.
 - vi) Adequate parking, cycle and refuse storage facilities and access safe for road users and pedestrians.
 - vii) Slight loss of trees and hedges and damage to grass verges alongside access.
 - viii) Precedent for future developments.
 - ix) Right of way across applicants land.
 - x) Backland development and width of access.
 - xi) Accident risk from working farm.
 - xii) Efficient and effective operation of farmyard.
 - xiii) Annual shoot at nearby farm.
 - xiv) Need for business plan.
 - xv) Agricultural tie.
 - xvi) Use as residential dwelling.
 - xvii) Turning on private road.
 - xviii) Overdevelopment.

Planning Assessment

9. Planning Committee resolved to grant planning permission at the last meeting subject to safeguarding conditions including the withdrawal of permitted development rights.

10. The committee minutes state the following: -

“Committee members established that part only of Mill Lane had a hard surface but that space existed to accommodate vehicle passing spaces. The intention was that the lets should be short-term holiday lets only. It was confirmed that the proposed gym and retail facilities would be for the benefit only of those staying in the holiday lets. The applicant confirmed that he would be prepared to pay for the hard surfacing of the whole of Mill Lane, but pointed out this would need consent from the landowner. Members were informed that some residents of Mill Lane apparently had not been notified about the application.

*The Committee gave officers **delegated powers to approve** the application subject to:*

- 1. Officers being satisfied with the effectiveness of the public consultation;*
- 2. The removal of Permitted Development Rights;*
- 3. The Conditions and Informatives set out in the report from the Joint Director for Planning and Economic Development, with any minor amendments to these being agreed by officers in consultation with the Planning Committee’s Chairman and Vice-Chairman.”*

11. Members therefore only need to consider the additional issues raised as set out above in paragraph 8 as to whether these in themselves result in a material change to the original decision.
12. The new NPPF published on 24 July 2018 does not result in any material change to policy as paragraph 83 continues to encourage sustainable rural tourism that respects the character of the countryside.

Planning history of site

13. No precise details of the previous enquiry for the site are known. However, it is likely that a use for dog kennels would have resulted in noise levels over and above the proposed use as holiday accommodation. In addition, due to the commercial nature of the use, it is likely that it would have resulted in a greater amount of traffic using the access than would be generated by the proposed use.

Public rights of way

14. The nearest public right of way is at least 200 metres from the site, and the buildings form an inward looking courtyard form of development. As such, the development is not considered to detrimentally affect the quiet enjoyment of the right of way.

Risk of crime

15. The development is not considered to result in a significant increase in the risk of crime to the area as the proposal is limited in scale and will be managed by the owner who lives on site.

Working farm

16. The site is not part of a working farm. Whilst the access runs along the edge of a farmyard, it is separate from the main working area. This current arrangement will not change and visitors to the holiday lets can be warned about this in advance.

Parking, cycle and refuse Storage

17. The seven vehicle parking spaces on the site is considered appropriate as this would provide one space for each one bed unit and two spaces for the two bed unit. A cycle parking store has been provided with space for approximately four cycles that would equate to one space per unit. This is considered satisfactory. A condition would be attached to any consent to agree the location, size and design of a refuse store for the site. In addition, an informative would be added to ensure that the private access road remains unobstructed.

Trees/Landscaping

18. One tree would be lost that would be replaced through a landscaping condition attached to any consent. The development would not result in the loss of any trees and hedges that provide a significant contribution to the visual amenity of the area.

Grass verges

19. Any impact upon the grass verges adjacent to the access road due to the increased use of the road is a civil matter between the parties that own and use the track and is not a planning consideration that can taken into account in the determination of this application.

Precedent for future developments

20. Any planning consent granted for this application would not set a precedent that future developments would be acceptable as each application is determined upon its own merits.

Works to access road

21. The works to the access is a civil matter between the parties involved and would not affect the outcome of the application. The potential of asbestos on the road could be addressed through a condition of any consent for the resurfacing of the access to ensure that it is safe.

Right of Way across applicants land

22. The right of way across the applicants land would not be affected by the proposed development. Notwithstanding the above this is a legal matter rather than a planning consideration.

Backland development

23. The development is not considered to represent backland development that would require an access that measures 4.1 metres in width given that the access from the site is on to Mill Lane that is a quiet road where it passes the site with traffic travelling at low speeds and a vehicle waiting to access the site would not be detrimental to highway safety. The access on to the A1198 is existing and is considered to accord with Local Highways Authority standards given the existing level of traffic, limited increase of traffic as a result of the development, width of the access on to the A1198 and visibility splays. This matter is considered in more detail in the original report.

Accident risk from working farm

24. The applicants have a right of way along the access on Mill Lane. Whilst it is acknowledged that it is open to the farmyard due to the lack of any boundary treatment, it is on the edge of the farmyard and is not considered to result in an accident risk that would warrant refusal of an application given that employees already need to consider the use of the access. The applicant would make any visitors aware of the farmyard and the risks.

Efficient and effective operation of farmyard

25. The increase in vehicles using the access would be low and is not considered to adversely affect the efficient or effective operation of the farmyard given the existing level of traffic that uses the access.

Annual shoot at nearby farm

26. The development is not considered to be at significant risk from the annual shoot at a nearby farm as the participants would need to be aware of the users of the access. It would also only occur once a year.

Need for business plan

27. Policy ET/10 of the does not require a business plan to be provided for small scale holiday accommodation use given that this use is supported in the countryside to contribute to the rural economy and it is not diversification of a farm for a use that would otherwise not be supported in policy terms.

Agricultural tie

28. The site for the holiday let use is separate to the existing dwelling and the lawful use of the site is agricultural although the buildings are not currently in use. The bungalow was granted full planning permission under reference S/1361/76/F without an agricultural tie.

Use as residential dwelling

29. The application is not for use of the buildings as residential dwellings as this would be safeguarded by a condition attached to any consent. Holiday accommodation forms part of the leisure industry and is not the same as a residential dwelling in terms of the domestic impact from traffic and noise due to the nature of the use.

Turning on private land

30. Visitors to the holiday accommodation would be given directions to find the site and can be advised to not turn around on private land.

Overdevelopment

31. The proposal is for three one bed units and one two bed unit of holiday accommodation. This is small scale and acceptable in policy terms. It is not considered to result in overdevelopment of the site as the units are not permanent residential accommodation

Conclusion

32. It is considered that the additional consultation responses do not raise any new or

additional material planning considerations that warrant the planning committee coming to a different conclusion from that made at the July meeting. Having regard to applicable national and local planning policies, and having taken all relevant material considerations into account, it is considered that planning permission should be granted in this instance.

Recommendation

33. Approval subject to the planning conditions and Informatives as set out below, with the final wording of any amendments to these to be agreed in consultation with the Chair and Vice Chair prior to the issuing of planning permission:

Conditions

- i) The development hereby permitted shall be begun before the expiration of 3 years from the date of this permission.
(Reason - To ensure that consideration of any future application for development in the area will not be prejudiced by permissions for development, which have not been acted upon.)
- ii) The development hereby permitted shall be carried out in accordance with the following approved plans: Drawing number 01B, 02B, 04 and 10.
(Reason - To facilitate any future application to the Local Planning Authority under Section 73 of the Town and Country Planning Act 1990.)
- iii) The building shall only be used for holiday accommodation/bed and breakfast accommodation for a maximum of 28 days in any one stay and shall not be used for permanent residential accommodation.
(Reason – The development is for tourist accommodation only in accordance with Policy ET/10 of the adopted Local Development Framework 2007.)
- iv) The gym, office and garage hereby approved shall only used ancillary to the use of the holiday accommodation/ bed and breakfast accommodation and shall not be used for other residential or commercial purposes.
(Reason – The development is for tourist accommodation only in accordance with Policy ET/10 of the adopted Local Development Framework 2007.)
- v) No development above foundation level shall commence until details of the materials to be used in the construction of the external surfaces of the buildings hereby permitted have been submitted to and approved in writing by the Local Planning Authority. Development shall be carried out in accordance with the approved details.
(Reason - To ensure the appearance of the development is satisfactory in accordance with Policy DP/2 of the adopted Local Development Framework 2007.)
- vi) No development shall be occupied until full details of both hard and soft landscape works have been submitted to and approved in writing by the Local Planning Authority. The details shall include specification of all proposed trees, hedges and shrub planting, which shall include details of species, density and size of stock.
(Reason - To ensure the development is satisfactorily assimilated into the area and enhances biodiversity in accordance with Policies DP/2 and NE/6 of the adopted Local Development Framework 2007.)
- vii) All hard and soft landscape works shall be carried out in accordance with the approved details. The works shall be carried out prior to the occupation of any part of

the development or in accordance with a programme agreed in writing with the Local Planning Authority. If within a period of five years from the date of the planting, or replacement planting, any tree or plant 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.

(Reason - To ensure the development is satisfactorily assimilated into the area and enhances biodiversity in accordance with Policies DP/2 and NE/6 of the adopted Local Development Framework 2007.)

viii) No development shall take place until a scheme of ecological enhancement has been submitted to and approved in writing by the Local Planning Authority. The scheme shall include details of the features to be enhanced, recreated and managed for species of local importance both in the course of development and in the future. The scheme shall be carried out prior to the occupation of any part of the development or in accordance with a programme agreed in writing with the Local Planning Authority.

(Reason - To enhance ecological interests in accordance with Policies DP/1, DP/3 and NE/6 of the adopted Local Development Framework 2007.)

ix) No development approved by this permission shall be commenced, unless otherwise agreed, until:

a) The application site has been subject to a detailed desk study, including site walkover and preliminary Conceptual Site Model, to be submitted to and approved by the Local Planning Authority.

b) The application site has been subject to a detailed scheme for the investigation and recording of contamination and remediation objectives have been determined through risk assessment and agreed in writing by the Local Planning Authority.

c) Detailed proposals for the removal, containment or otherwise rendering harmless any contamination (the Remediation method statement) have been submitted to and approved in writing by the Local Planning Authority.

(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 DP/1 of the adopted Local Development Framework 2007.)

x) No development approved by this permission shall be commenced, unless otherwise agreed, until the works specified in the remediation method statement have been completed, and a verification report submitted to and approved in writing by the Local Planning Authority, in accordance with the approved scheme.

(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 DP/1 of the adopted Local Development Framework 2007.)

xi) If, during remediation and/or construction works, any contamination is identified that has not been considered in the remediation method statement, then remediation proposals for this material should be agreed in writing by the Local Planning Authority.

(Reason – To 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 DP/1 of the adopted Local Development Framework 2007.)

xii) No site or plant machinery shall be operated and no construction related deliveries taken or dispatched from the site except between 0800 hours and 1800 hours Mondays to Fridays and between 0800 hours and 1300 hours on Saturdays, and not at any time on Sundays and Bank Holidays.

(Reason - To minimise noise disturbance for adjoining residents in accordance with Policy NE/15 of the adopted Local Development Framework 2007.)

xiii) No development shall take place until a scheme for the siting and design of the screened storage of refuse has been submitted to and approved in writing by the Local Planning Authority. The screened refuse storage shall be completed before the use commences in accordance with the approved scheme and shall thereafter be retained.

(Reason - To provide for the screened storage of refuse in accordance with Policy DP/3 of the adopted Local Development Framework 2007.)

xiv) Notwithstanding the provisions of the Town and Country Planning (General Permitted Development) Order 2015 (or any order revoking and re-enacting that Order with or without modification), no development within Classes A of Part 1 of Schedule 2 of the Order shall take place on all units unless expressly authorised by planning permission granted by the Local Planning Authority in that behalf.

(Reason - To safeguard the amenities of neighbours in accordance with Policy DP/3 of the adopted Local Development Framework 2007.)

xv) No development shall take place until details of the resurfacing of the access from points a to b on the attached plan has been submitted to and approved in writing by the Local Planning Authority. The screened refuse storage shall be completed before the use commences in accordance with the approved scheme and shall thereafter be retained.

(Reason - To safeguard the amenities of neighbours in accordance with Policy DP/3 of the adopted Local Development Framework 2007.)

Informatives

i) The applicant is reminded that, under the Wildlife and Countryside Act 1981, as amended (section 1), it is an offence to remove, damage, or destroy the nest of any wild bird while that nest is in use or being built. Planning consent for a development does not provide a defence against prosecution under this act.

ii) Trees, scrub and buildings are likely to contain nesting birds between 1st March and 31st August inclusive. Trees, scrub, and buildings are present on the application site and are assumed to contain nesting birds between the above dates, unless a recent survey has been undertaken by a competent ecologist to assess the nesting bird activity on site during this period and has shown it is absolutely certain that nesting birds are not present.

iii) Works should proceed with caution and in the event of bats or evidence of them being found, work must stop immediately and advice taken on how to proceed lawfully from one of the following: a bat consultant, the UK Bat Helpline: 0845 1300228, Natural England: 0300 0603900, or the Cambridgeshire Bat Group www.cambsbatgroup.org.uk

- iv) The access along Mill Lane shall remain open and unobstructed at all times.
- v) There shall be no burning of any waste or other materials on the site, without prior consent from the environmental health department.
- vi) Before the existing property is demolished, a Demolition Notice will be required from the Building Control section of the council's planning department establishing the way in which the property will be dismantled, including any asbestos present, the removal of waste, minimisation of dust, capping of drains and establishing hours of working.
- vii) The applicant should take all relevant precautions to minimise the potential for disturbance to neighbouring residents in terms of noise and dust during the construction phases of development. This should include the use of water suppression for any stone or brick cutting and advising neighbours in advance of any particularly noisy works. The granting of this planning permission does not indemnify against statutory nuisance action being taken should substantiated noise or dust complaints be received. For further information please contact the Environmental Health Service.

Background Papers:

The following list contains links to the documents on the Council's website and / or an indication as to where hard copies can be inspected.

- South Cambridgeshire Local Development Framework Development Control Policies DPD 2007
- South Cambridgeshire Local Development Framework Supplementary Planning Documents (SPD's)
- South Cambridgeshire Local Plan Submission 2014
- Planning File References S/1178/18/FL, S/1427/06/F, S/0328/05/F, S/0378/03/F

Report Author: Karen Pell-Coggins Senior Planning Officer
Telephone Number: 01954 713230

Appendix 1 Previous Planning Committee Report

SOUTH CAMBRIDGESHIRE DISTRICT COUNCIL

REPORT TO: Planning Committee 11 July 2018
AUTHOR/S: Joint Director for Planning and Economic Development

Application Number: S/1178/18/FL
Parish(es): Arrington
Proposal: Part Demolition of Existing Buildings and Erection of Four New Buildings to Comprise Holiday Let Accommodation and Conversion and Extension of Existing Buildings to Provide Gym, Office, Garage and Laundry Ancillary to Holiday Let Accommodation
Site address: 17 Mill Lane
Applicant(s): **NAME REDACTED**
Recommendation: Approval
Key material considerations: Principle of Development
 Character and Appearance of the Countryside
 Highway Safety
 Neighbour Amenity
 Biodiversity
 Trees/ Landscaping
Committee Site Visit: 10 July 2018
Departure Application: No
Presenting Officer: Karen Pell-Coggins, Senior Planning Officer
Application brought to Committee because: Request from Local Member and Arrington Parish Council
Date by which decision due: 13 July 2018 (Extension of Time agreed)

Planning History

1. **Site**

S/0502/96/F - Extensions and Garage - Approved
 S/1361/76/F - Erection of Bungalow - Approved
 S/0816/76/O - Erection of Bungalow to Replace Existing Dwelling – Approved

Mill Lane

2. S/1427/06/F - Change of Use of Agricultural Buildings to Light Industrial (Class B1c) and Storage (Class B8) - Withdrawn
 S/0328/05/F – Removal of Condition 1 of Planning Permission S/0288/89/F to Allow

use of Annexe as Separate Dwelling - Appeal Dismissed (countryside reasons)
S/0378/03/O - Dwelling - Appeal Dismissed (countryside reasons)

Environmental Impact Assessment

3. The application does not fall under Schedule 1 of the Town and Country Planning (Environmental Impact Assessment) Regulations 2017 and would not exceed the criteria in section 10b of Schedule 2 of the regulations. The application does not therefore require the submission of an Environmental Impact Assessment.

National Guidance

4. National Planning Policy Framework 2012
National Planning Practice Guidance

Development Plan Policies

5. **South Cambridgeshire Local Development Framework Core Strategy DPD 2007**
ST/7 Infill Villages
6. **South Cambridgeshire Local Development Framework Development Control Policies DPD 2007**
DP/1 Sustainable Development
DP/2 Design of New Development
DP/3 Development Criteria
DP/7 Development Frameworks
ET/10 Tourist Facilities and Visitor Accommodation
NE/6 Biodiversity
NE/7 Sites of Biodiversity or Geological Importance
TR/1 Planning for More Sustainable Travel
TR/2 Car and Cycle Parking Standards
7. **South Cambridgeshire LDF Supplementary Planning Documents (SPD):**
Biodiversity SPD - Adopted July 2009
Landscape in New Developments SPD - Adopted March 2010
Trees & Development Sites SPD - Adopted January 2009
District Design Guide SPD - Adopted March 2010
8. **Submission Local Plan 2014**
S/7 Development Frameworks
S/11 Infill Villages
HQ/1 Design Principles
E/20 Tourist Accommodation
NH/4 Biodiversity
NH/5 Sites of Biodiversity or Geological Importance
TI/2 Planning for Sustainable Travel
TI/3 Parking Provision

Consultation

9. **Arrington Parish Council** – Recommends refusal and has the following comments: -

The private road which had a right of way to existing properties, which would be the only access to the proposed development. The access from the busy A1198 is a single track unadopted farm track over half a mile long with very poor surfaces and a

lack of passing places. There is a dangerous corner by the old mill house with poor visibility leading to the farm yard where vehicles and pedestrians on the track may encounter large and heavy farm machinery. There have been a number of near misses recently at this location.

The proposed site can only be accessed by driving through the farm. The Farmer has a number plate recognition system installed and over a 24 hours period there had been 80 plus vehicle movements. In 2006, when an application for change of use was made permission was refused due to the traffic on the road and access from the A1198. There are no passing places for vehicles. Four holiday properties would substantially increase the traffic movements and make the road deteriorate further. There are no public footpaths so the road would be the only option for pedestrians.

A precedent had also been set by South Cambridgeshire District Council Planners who refused a planning application to use an existing annexe as a separate dwelling as it would be contrary to Policy SE8 in the Local Plan, Policy P1/2 in the Structure Plan, and advice in PPS7.

Formally requests that the application be considered by the planning committee.

10. **Ecology Officer** – Comments that the site is a series of agricultural buildings within an old farmyard complex. The site is surrounded by arable farmland with some wooded boundaries and hedges, and a drainage ditch runs across the front of the property and to the west of the property. The application site sits within the Impact Risk Zone for the Eversden and Wimpole Woods SSSI/SAC, which states that any non householder application outside or on the periphery of a settlement which effects semi-natural habitat, farmland, or rural buildings and structures will require a consultation to be sent to Natural England. This application appears to fill those criteria. There are no non-statutory protected sites in the vicinity that are likely to be affected by the application. Species records from the area appear to be limited, but do suggest a historic bat roost in the neighbouring property, and that water voles have been seen in the adjacent ditch in the past.

The applicant has submitted a Bat Survey – Preliminary Bat Roost Assessment (Arbtech, December 2017). The report has found no evidence of roosting bats in any of the structures to be affected by the development, and suggested that breeding birds may be a constraint during the breeding season. This is accepted. Informatives are recommended in relation to the removal of any buildings or vegetation in the bird breeding season.

Applications should look to maintain, enhance, restore or add to biodiversity. Opportunities should be taken to achieve a positive gain through the form and design of development. This should include the incorporation of bat and bird nesting boxes within the development, use of native planting mixes and wild grasses, the inclusion of green and brown roofs, the inclusion of green walls, or the inclusion of features such as log piles, insect hotels and hedgehog connectivity. Recommends a condition in relation to ecological enhancement.

11. **Trees and Landscapes Officer** – Has no objections and comments that no trees on or adjacent to the site would be significantly detrimentally affected by this proposal.
12. **Drainage Officer** – Has no objections subject to a condition in relation to surface and foul water disposal.

13. **Environmental Health Officer** – Requests conditions in relation to the hours of use of site machinery and construction related deliveries during works and the burning of waste. Also suggests informatives with regards to noise and disturbance to neighbours, during development, a demolition notice and pile driven foundations.
14. **Contaminated Land Officer** – Comments that the site comprises agricultural land/buildings including a piggery and the proposal is for a sensitive end use (residential). There was no evidence in the report of any site specific information. However, it did identify the need for an intrusive investigation which is agreed. Requires a condition in relation to a detailed investigation into contamination.
15. **Local Highways Authority** – Comments that as Mill Lane is a private road and its existing access affords suitable inter vehicle visibility splays and width at the junction with the adopted public highway, no significant adverse effect upon the public highway should result from this proposal.

The inter visibility splays for a 50 miles per hour road is 2.4 metres x 160 metres which in a northerly direction goes to the access of Home Farm and in a southerly direction to No. 69 Ermine Street both of which can be seen from the entrance to Mill Lane before the landscape falls away.

While the amount of traffic that a piggery would generate would probably be lower than the holiday lets, they could be year round and of a different nature e.g. Large tractors and trailers as opposed to single domestic vehicles. The number of movements advised is quite low and equates to one every seven minutes.

There would potentially be an increase in hazard due to the increase in traffic on to the A1198 but this is not seen as severe and the Local Highway Authority has no substantive grounds for requesting that the application is refused.

Applications for dwellings in the area were not refused on highway safety grounds and it is clear that a moderate increase in traffic without unduly increasing the hazard to the public highway is acceptable.

The traffic levels in relation to application S/1427/06/F included the existing and proposed uses and were not known. In addition, the speed limit at that time along the A1198 was 60 miles per hour.

16. **Natural England** – Has no comments.

Representations

Local Member

17. Has concerns in relation to highway issues, the change of use to one of a commercial nature and the effect to the landscape and countryside surrounding.

Letters

18. 9 letters of representation have been received that **object** to the application on the following grounds: -
 - i) Increase in traffic on to the A1198 with poor visibility and a sharply undulating road.
 - ii) Increase in traffic on a private, single track access that is used by a significant amount of traffic and large agricultural machinery with a blind bend, one passing space, no footpaths and through a farmyard. Possible blockages to access.

- Disturbance to homes, young children and animals.
- iii) Increased in delivery vehicles and general activity from premises.
- iv) Increase in damage to track.
- v) Poor accessibility to services for daily needs and reliance on cars.
- vi) Increase in traffic would increase sense of urbanisation and erode the rural character and appearance of the countryside.
- vii) New buildings would not blend into landscape.
- viii) Undermine business of the Hardwicke Arms hotel.
- ix) Set a precedent for future similar developments.
- x) Historically restricted to one dwelling per plot.

19. 7 letters of representation have been received that **support** the application on the following grounds: -
- i) Good asset to the area that would give a different accommodation option and would enhance tourism.
 - ii) Increase trade for local businesses and boost the economy.
 - iii) Removal of current buildings that create an eyesore.

Applicants

20. The applicants have submitted the following in support of the application: -
- i) Would be happy to resurface the road and install speed reducing measures between the farm and the site to improve condition of Mill Lane.
 - ii) A mirror has already been placed at the bend to improve visibility for traffic using Mill Lane.
 - iii) Mill Lane is used by residents walking dogs and they step on to the verge to avoid motor vehicles.
 - iv) All residents of the holiday lets will be made aware of the working farm and navigating the area by foot.
 - v) The road has a good line of sight in each direction along the road where approaching vehicles can be seen and wait to pass. Although there is only one passing place, there is adequate space at the corners to pass and next to the farm.
 - vi) Some local produce will be held on site alongside provision of services that may otherwise require residents of the holiday lets to make journeys.
 - vii) The public footpath has been recently cleared.

Site and Surroundings

21. The site is located outside the Arrington village framework and in the countryside. No. 17 Mill Lane is a single storey bungalow that has an access driveway to its south eastern side leading to a detached garage to the rear. Beyond the garage and garden, there is a range of agricultural and storage buildings together with agricultural land. Access to the site is off Ermine Way (A1198) via a single width private road. The site is situated within flood zone 1 (low risk).

Proposal

22. The proposal seeks permission for the replacement of the existing buildings on the eastern boundary of the site with four holiday let units, conversion of the existing large building along the western boundary to a gym, office and garage and extension of the existing small building on the eastern boundary to a laundry room to provide ancillary facilities for the holiday lets. The existing digger store on the eastern boundary would be partially retained. Seven parking spaces would be provided. One small tree would be removed.

Planning Assessment

23. The key issues to consider in the determination of this application relate to the principle of development and the impacts of the development upon the character and appearance of the countryside, highway safety, neighbour amenity, biodiversity and trees/landscaping.

Principle of Development

24. The existing buildings on the site subject of the application were formerly used for agricultural and storage purposes. They are not in a particularly good state of repair.
25. The change of use, conversion or appropriate replacement of existing buildings not requiring large extension outside village frameworks to overnight visitor accommodation is supported in policy terms under policy ET/10 in order to boost the rural economy.
26. The development would result in the replacement of existing buildings without large extensions and is therefore considered acceptable in principle due to the demand in the area for visitor accommodation in the area due to the proximity to Cambridge and its small scale.
27. The provision of tourist accommodation that may be potential competition to an existing village facility whilst regrettable is unfortunately not a planning consideration that can be taken into account in the determination of this application.
28. A condition would be attached to any consent to control the use and limit the occupation of the building to holiday lets/ bed and breakfast accommodation only for a maximum period of 28 days in any one stay to ensure that it could not be used for permanent residential purposes. A condition would also be attached to any consent to ensure that the gym, office and garage are only used ancillary to the holiday lets/ bed and breakfast accommodation and not for residential or commercial purposes.
29. The proposal would therefore accord with Policy ET/10 of the LDF.

Character and Appearance of the Countryside

30. The existing buildings are low in scale and simple in form and design with an agricultural character and appearance.
31. The scale of the holiday let units would be greater than the existing in terms of the height of the buildings. However, the overall footprint and volume of the buildings would be substantially lower than the existing buildings on the site that are proposed to be demolished and they would be low in scale. The development is not therefore considered to result in large extensions that would result in a visually intrusive development that would seriously harm the openness and rural character and appearance of the countryside.
32. The holiday lets would be modern and simple in form and design. Although they are not considered to directly reflect the agricultural nature of the existing buildings, they are considered satisfactory and would not result in unacceptable domestic character and appearance that would harm rural character and appearance of the countryside.
33. A condition would be attached to any consent to agree the use of appropriate materials.

34. The proposal is not considered to result in an increase on domestic activity around the site and an increased sense of urbanisation that would erode the rural character of the countryside due to the leisure use and limited increase in traffic. The development is materially different to a residential use and is considered appropriate in rural locations.
35. The proposal would therefore comply with Policies DP/2 and DP/3 of the LDF.

Highway Safety

36. Mill Lane is a single width partly unmade private road with some bends and no footpaths that is located off the A1198. The A1198 is a busy straight but undulating road with speed limit of 50 miles per hour where it passes Mill Lane.
37. The development would result in an increase in traffic generation to and from the site.
38. The development is estimated through the use of TRICS data to result in traffic generation of 14 movements in a 15 hour period that would equate to less than one per hour. In the am peak, the development would generate less than one car per hour and the evening peak, 4 movements in total. This would generate a low level of traffic that is likely to be seasonal.
39. However, this needs to be compared to the existing traffic generation. Although the buildings are not currently used for agricultural purposes, they could be repaired and revert to their lawful use without planning permission. This would generate a low level of traffic including agricultural vehicles throughout the year.
40. The existing access serves 9 dwellings including farms and generates 80 to 100 movements per day from the evidence submitted by local residents.
41. The development would not significantly increase traffic to and from the site given that the estimated traffic levels are very low when compared to existing traffic levels using the access. The development is not therefore considered to adversely affect the capacity and functioning of the public highway and be detrimental to highway safety.
42. The access width and vehicular visibility splays at the point where the private track meets the A1198 are acceptable as they accord with Local Highways Authority standards.
43. The increase in traffic is not considered to have an adverse impact upon vehicle and pedestrian users of the private road due to the limited increase in traffic levels and low speed of traffic using the road.
44. Although the road is narrow with no footpaths, has limited passing places and consists of two sharp bends, vehicles would see traffic approaching along the straight sections of the road at long distances and move to one side where possible and wait for it to pass before continuing their journey. At the bends, vehicles would be more cautious and be travelling at lower speeds. Pedestrians would be more aware of vehicles if they are using a road and would move on to the grass verge when traffic approaches.
45. The narrow width of the road and low increase in traffic is not considered to result in significant blockages that would restrict access for nearby residents. There is ample space on the site to accommodate all vehicles in connection with the use.

Appendix 1

46. The road is used by agricultural machinery and it passes a farmyard. Vehicles and pedestrians using the road would be aware of potential large agricultural vehicles given the rural location and presence of farms along the private road.
47. The speed bumps and surface of the road particularly the unmade section would reduce speeds further.
48. Any impact on the surface of the road through its increased use in relation to its maintenance is a civil matter between the parties that own and use the track and is not a planning consideration that can taken into account in the determination of this application.
49. Whilst the proposal is situated a significant distances from services and facilities and would result in sole reliance upon the motor vehicle, the number of trips would be limited due to the nature of the leisure use and the lack of need to travel for education and employment purposes. Basic shopping supplies would be available on site.
50. The village of Arrington and Wimpole Hall are within reasonable walking and cycling distance of the site for the occupiers of the holiday lets.
51. The proposal would therefore comply with Policies TR/1 and DP/3 of the LDF.
52. Seven parking spaces would be provided on the site for the holiday let units that is considered satisfactory.
53. The proposal would therefore comply with Policy TR/2 of the LDF.

Neighbour Amenity

54. The development is not considered to adversely affect the amenities of neighbours through an unacceptable increase in the level of noise and disturbance due to the low increase in the level of traffic generated and the distance from neighbouring dwellings.
55. The new buildings would be low in scale and set off the boundary from the nearest neighbours.
56. A condition would be attached to any consent to control the hours of operation of site machinery and construction related deliveries to protect neighbours from noise and disturbance during demolition and construction.
57. The proposal would therefore comply with Policy DP/3 of the LDF.

Biodiversity

58. The site is located within the risk impact zone of the Eversden and Wimpole Woods Site of Special Scientific Interest (local importance)/Special Area of Conservation (national importance).
59. The interest features of these designated sites are a mixture of ancient coppice woodland (Eversden Wood) and high forest woods likely to be of more recent origin (Wimpole Woods). A colony of barbastelle bats is associated with the trees in Wimpole Woods. These trees are used as a summer maternity roost where the female bats gather to give birth and rear their young. Most of the roost sites are within tree crevices. The bats also use the site as a foraging area. Some of the woodland is also used as a flight path when bats forage outside the site.

60. The development is not considered to adversely affect these sites of biodiversity importance due to the significant distance from the site and lack of bat roost features in the buildings.
61. The site comprises a number of agricultural and storage buildings. A bat survey has been submitted with the application. An assessment of the buildings has been carried out to determine if they are suitable for roosting bats.
62. The buildings are considered to have negligible potential to support bats and no evidence of bats has been found on site. There was also no evidence of breeding birds. The demolition of the existing buildings are not considered to result in the loss of any habitats for protected species. However, informatives would be attached to any consent to ensure that the buildings and vegetation are not removed during the bird breeding season.
63. A condition would be attached to any consent secure ecological enhancement measures to add to biodiversity.
64. The proposal would therefore comply with Policies NE/6 and NE/7 of the LDF.

Trees and Landscaping

65. The proposal would result in the removal of one tree. This is not considered to be significantly important to the visual amenity of the area and is considered acceptable.
66. A landscaping condition would be attached to any consent to agree compensatory planting on order to soften the impact of the development upon the countryside.
67. The proposal would therefore comply with Policy NE/6 of the LDF.

Other Matters

68. A condition would be attached to any consent to secure a detailed investigation and remediation of any contamination found on the site to protect the health of future occupiers and groundwater.
69. The conditions requested in relation to surface and foul water disposal are not considered necessary given that these matters are covered under building regulations.
70. Each application will be considered on its own merits and any consent given would not set a precedent for future developments.
71. The issue raised by the Parish Council in relation to the development not being in accordance with Policy SE/8 in the Local Plan, Policy P1/2 in the Structure Plan and advice in PPS7 are not relevant to this proposal as they refer to development of dwellings. These policies and guidance are also out of date.

Conclusion

72. Having regard to applicable national and local planning policies, and having taken all relevant material considerations into account, it is considered that planning permission should be granted in this instance.

Recommendation

73. Approval subject to the planning conditions and Informatives as set out below, with the final wording of any amendments to these to be agreed in consultation with the Chair and Vice Chair prior to the issuing of planning permission:

Conditions

- i) The development hereby permitted shall be begun before the expiration of 3 years from the date of this permission.
(Reason - To ensure that consideration of any future application for development in the area will not be prejudiced by permissions for development, which have not been acted upon.)
- ii) The development hereby permitted shall be carried out in accordance with the following approved plans: Drawing number 01B, 02B, 04 and 10.
(Reason - To facilitate any future application to the Local Planning Authority under Section 73 of the Town and Country Planning Act 1990.)
- iii) The building shall only be used for holiday accommodation/bed and breakfast accommodation for a maximum of 28 days in any one stay and shall not be used for permanent residential accommodation.
(Reason – The development is for tourist accommodation only in accordance with Policy ET/10 of the adopted Local Development Framework 2007.)
- iv) The gym, office and garage hereby approved shall only used ancillary to the use of the holiday accommodation/ bed and breakfast accommodation and shall not be used for other residential or commercial purposes.
(Reason – The development is for tourist accommodation only in accordance with Policy ET/10 of the adopted Local Development Framework 2007.)
- v) No development above foundation level shall commence until details of the materials to be used in the construction of the external surfaces of the buildings hereby permitted have been submitted to and approved in writing by the Local Planning Authority. Development shall be carried out in accordance with the approved details.
(Reason - To ensure the appearance of the development is satisfactory in accordance with Policy DP/2 of the adopted Local Development Framework 2007.)
- vi) No development shall be occupied until full details of both hard and soft landscape works have been submitted to and approved in writing by the Local Planning Authority. The details shall include specification of all proposed trees, hedges and shrub planting, which shall include details of species, density and size of stock.
(Reason - To ensure the development is satisfactorily assimilated into the area and enhances biodiversity in accordance with Policies DP/2 and NE/6 of the adopted Local Development Framework 2007.)
- vii) All hard and soft landscape works shall be carried out in accordance with the approved details. The works shall be carried out prior to the occupation of any part of the development or in accordance with a programme agreed in writing with the Local Planning Authority. If within a period of five years from the date of the planting, or replacement planting, any tree or plant 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.

Appendix 1

(Reason - To ensure the development is satisfactorily assimilated into the area and enhances biodiversity in accordance with Policies DP/2 and NE/6 of the adopted Local Development Framework 2007.)

viii) No development shall take place until a scheme of ecological enhancement has been submitted to and approved in writing by the Local Planning Authority. The scheme shall include details of the features to be enhanced, recreated and managed for species of local importance both in the course of development and in the future. The scheme shall be carried out prior to the occupation of any part of the development or in accordance with a programme agreed in writing with the Local Planning Authority.

(Reason - To enhance ecological interests in accordance with Policies DP/1, DP/3 and NE/6 of the adopted Local Development Framework 2007.)

ix) No development approved by this permission shall be commenced, unless otherwise agreed, until:

a) The application site has been subject to a detailed desk study, including site walkover and preliminary Conceptual Site Model, to be submitted to and approved by the Local Planning Authority.

b) The application site has been subject to a detailed scheme for the investigation and recording of contamination and remediation objectives have been determined through risk assessment and agreed in writing by the Local Planning Authority.

c) Detailed proposals for the removal, containment or otherwise rendering harmless any contamination (the Remediation method statement) have been submitted to and approved in writing by the Local Planning Authority.

(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 DP/1 of the adopted Local Development Framework 2007.)

x) No development approved by this permission shall be commenced, unless otherwise agreed, until the works specified in the remediation method statement have been completed, and a verification report submitted to and approved in writing by the Local Planning Authority, in accordance with the approved scheme.

(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 DP/1 of the adopted Local Development Framework 2007.)

xi) If, during remediation and/or construction works, any contamination is identified that has not been considered in the remediation method statement, then remediation proposals for this material should be agreed in writing by the Local Planning Authority.

(Reason – To 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 DP/1 of the adopted Local Development Framework 2007.)

xii) No site or plant machinery shall be operated and no construction related deliveries taken or dispatched from the site except between 0800 hours and 1800 hours

Appendix 1

Mondays to Fridays and between 0800 hours and 1300 hours on Saturdays, and not at any time on Sundays and Bank Holidays.

(Reason - To minimise noise disturbance for adjoining residents in accordance with Policy NE/15 of the adopted Local Development Framework 2007.)

Informatives

i) The applicant is reminded that, under the Wildlife and Countryside Act 1981, as amended (section 1), it is an offence to remove, damage, or destroy the nest of any wild bird while that nest is in use or being built. Planning consent for a development does not provide a defence against prosecution under this act.

ii) Trees, scrub and buildings are likely to contain nesting birds between 1st March and 31st August inclusive. Trees, scrub, and buildings are present on the application site and are assumed to contain nesting birds between the above dates, unless a recent survey has been undertaken by a competent ecologist to assess the nesting bird activity on site during this period and has shown it is absolutely certain that nesting birds are not present.

iii) Works should proceed with caution and in the event of bats or evidence of them being found, work must stop immediately and advice taken on how to proceed lawfully from one of the following: a bat consultant, the UK Bat Helpline: 0845 1300228, Natural England: 0300 0603900, or the Cambridgeshire Bat Group www.cambsbatgroup.org.uk

iv) There shall be no burning of any waste or other materials on the site, without prior consent from the environmental health department.

v) Before the existing property is demolished, a Demolition Notice will be required from the Building Control section of the council's planning department establishing the way in which the property will be dismantled, including any asbestos present, the removal of waste, minimisation of dust, capping of drains and establishing hours of working.

vi) The applicant should take all relevant precautions to minimise the potential for disturbance to neighbouring residents in terms of noise and dust during the construction phases of development. This should include the use of water suppression for any stone or brick cutting and advising neighbours in advance of any particularly noisy works. The granting of this planning permission does not indemnify against statutory nuisance action being taken should substantiated noise or dust complaints be received. For further information please contact the Environmental Health Service.

Background Papers:

The following list contains links to the documents on the Council's website and / or an indication as to where hard copies can be inspected.

- South Cambridgeshire Local Development Framework Development Control Policies DPD 2007
- South Cambridgeshire Local Development Framework Supplementary Planning Documents (SPD's)
- South Cambridgeshire Local Plan Submission 2014
- Planning File References S/1178/18/FL, S/1427/06/F, S/0328/05/F, S/0378/03/F

Appendix 1

Report Author:

Karen Pell-Coggins
Telephone Number:

Senior Planning Officer
01954 713230

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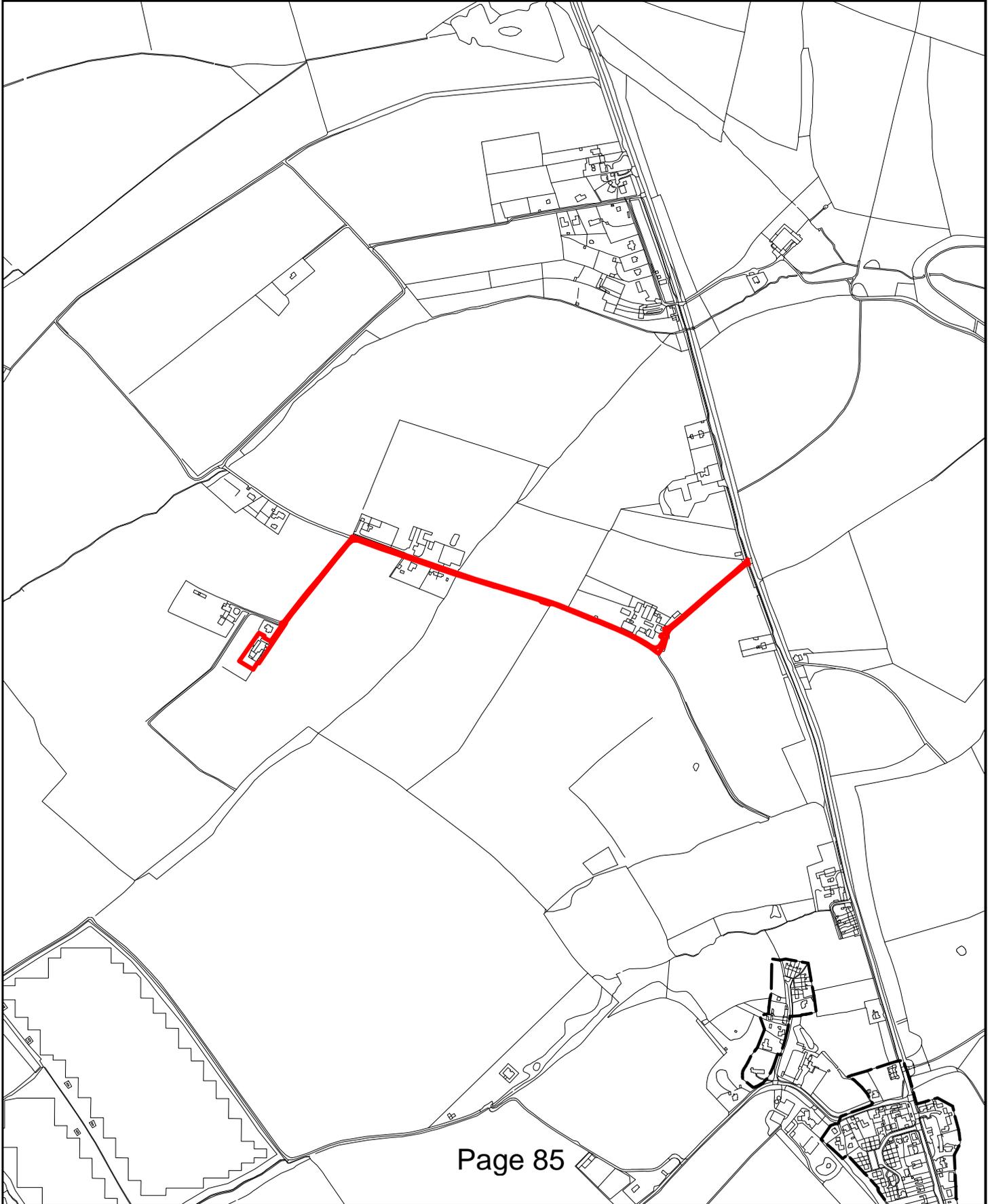
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Date of plot: 22/06/2018



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Agenda Item 7

SOUTH CAMBRIDGESHIRE DISTRICT COUNCIL

REPORT TO: Planning Committee 12 September 2018
AUTHOR/S: Joint Director for Planning and Economic Development

Application Number: S/2606/18/FL
Parish(es): Fulbourn
Proposal: Conversion of existing garage into guest bedroom
Site address: 6, Caraway Road, Fulbourn, Cambridge CB21 5DU
Applicant(s): Mrs Sarah Chubb
Recommendation: Approval
Key material considerations: Impact upon the character and appearance of the area, residential amenity and parking provision.
Committee Site Visit: No
Departure Application: No
Presenting Officer: Luke Waddington, Planning Officer
Application brought to Committee because: The applicant is an employee of South Cambridgeshire District Council
Date by which decision due: Extension of time agreed to 12 September 2018

· **Planning History**

1. S/1383/15/FL – Single Storey Rear Extension – Approved
S/0989/17/FL – Side Extension for New Staircase – Refused – Appeal Dismissed
S/3791/17/FL – Side Extension for New Staircase – Approved

· **Planning Policies**

2. *National Planning Policy Framework 2018 (NPPF)*
Planning Practice Guidance

South Cambridgeshire LDF Development Control Policies DPD, 2007

3. DP/1 Sustainable Development
DP/2 Design of New Development
DP/3 Development Criteria
DP/7 Development Framework
TR/2 Car Parking Standards

South Cambridgeshire LDF Supplementary Planning Documents (SPD):

4. District Design Guide SPD - Adopted March 2010

South Cambridgeshire Local Plan Submission - March 2014

5. S/7 Development Frameworks
HQ/1 Design Principles
TI/3 Parking Provision

! Consultations

6. **Fulbourn Parish Council** – Supports with no further comments given.

! Representations

7. Two representations have been received raising concerns regarding any potential increase in height and length of the garage, and any potential intrusion of the structure onto neighbouring property.

! Planning Assessment

Impact upon the Character and Appearance of the Area:

8. The application site is located within the Village Framework of Fulbourn. The dwelling is two storeys in height, brick-built and semi-detached. In the south eastern corner of the site is a single detached brick garage, which abuts the shared boundaries with numbers 4 Caraway Road and 16 March's Close. A single storey rear extension is attached to the main dwelling.
9. The proposed garage conversion would not result in an increase in the overall length, width or height of the detached garage. It is proposed to affix timber battens to the exterior of the garage and to replace the garage door with timber doors. These alterations would result in a change in appearance to the exterior of the garage. However given that the garage is positioned toward the rear of the site and is only visible from the street scene in glimpses, these alterations are not considered to result in an adverse impact to the character and appearance of the nearby area.
10. It is also proposed to add double doors to the side elevation and a small overhanging roof element to the front of the garage, over the front doors. Again, due to their modest scale and because of the limited visibility from the public realm, these alterations are not considered to result in a significant adverse impact upon the character and appearance of the garage, or upon that of the nearby area.
11. Taking the above into account the proposal is considered to comply with Policy DP/2 of the adopted Local Development Framework.

Residential Amenity:

12. Given that the proposals would not involve an increase in height, width or length of the garage building, it is not considered that they would result in a significant increase in overbearing impact or loss of light towards neighbouring dwellings, over that already incurred by the existing garage. The proposed glazed doors would face inwards towards the centre of the application site and would not result in any overlooking

impact towards neighbouring properties. The proposed development would be sited within the red line boundary of the site and would not encroach upon neighbouring property.

13. Taking the above into account the proposed development is not considered to result in a significant adverse impact upon residential amenity and would comply with Policy DP/3 of the Local Development Framework.

Parking:

14. The proposed garage conversion would result in the loss of an off street car parking space. However, ample space would remain to the front of the dwelling to compensate for this. The area to the front of the dwelling would be able to accommodate two vehicles based on a parking space measuring 2.5 x 5 metres. As such it is considered that the remaining parking provision within the site would be sufficient to satisfy the requirements of Policy TR/2 of the Local Development Framework.

Recommendation

15. Approve subject to:

Conditions

16. Planning conditions as set out below, with the final wording of any amendments to these to be agreed in consultation with the Chair and Vice Chair prior to the issuing of planning permission
 - (a) The development hereby permitted shall be begun before the expiration of 3 years from the date of this permission.
(Reason - To ensure that consideration of any future application for development in the area will not be prejudiced by permissions for development, which have not been acted upon.)
 - (b) The development hereby permitted shall be carried out in accordance with the following approved plans: 6CR-1016-P001 (Site Location Plan Scale 1:1250), and 6CR-1017-SD-100.
(Reason - To facilitate any future application to the Local Planning Authority under Section 73 of the Town and Country Planning Act 1990.)

Background Papers:

The following list contains links to the documents on the Council's website and / or an indication as to where hard copies can be inspected.

- South Cambridgeshire Local Development Framework Core Strategy (adopted January 2007)
- South Cambridgeshire Local Development Framework Development Control Policies (adopted July 2007)
- South Cambridgeshire Local Plan Submission 2014
- Planning File Ref: (S/2606/18/FL)

Report Author:

Luke Waddington
Telephone Number:

Planning Officer
01954 713211

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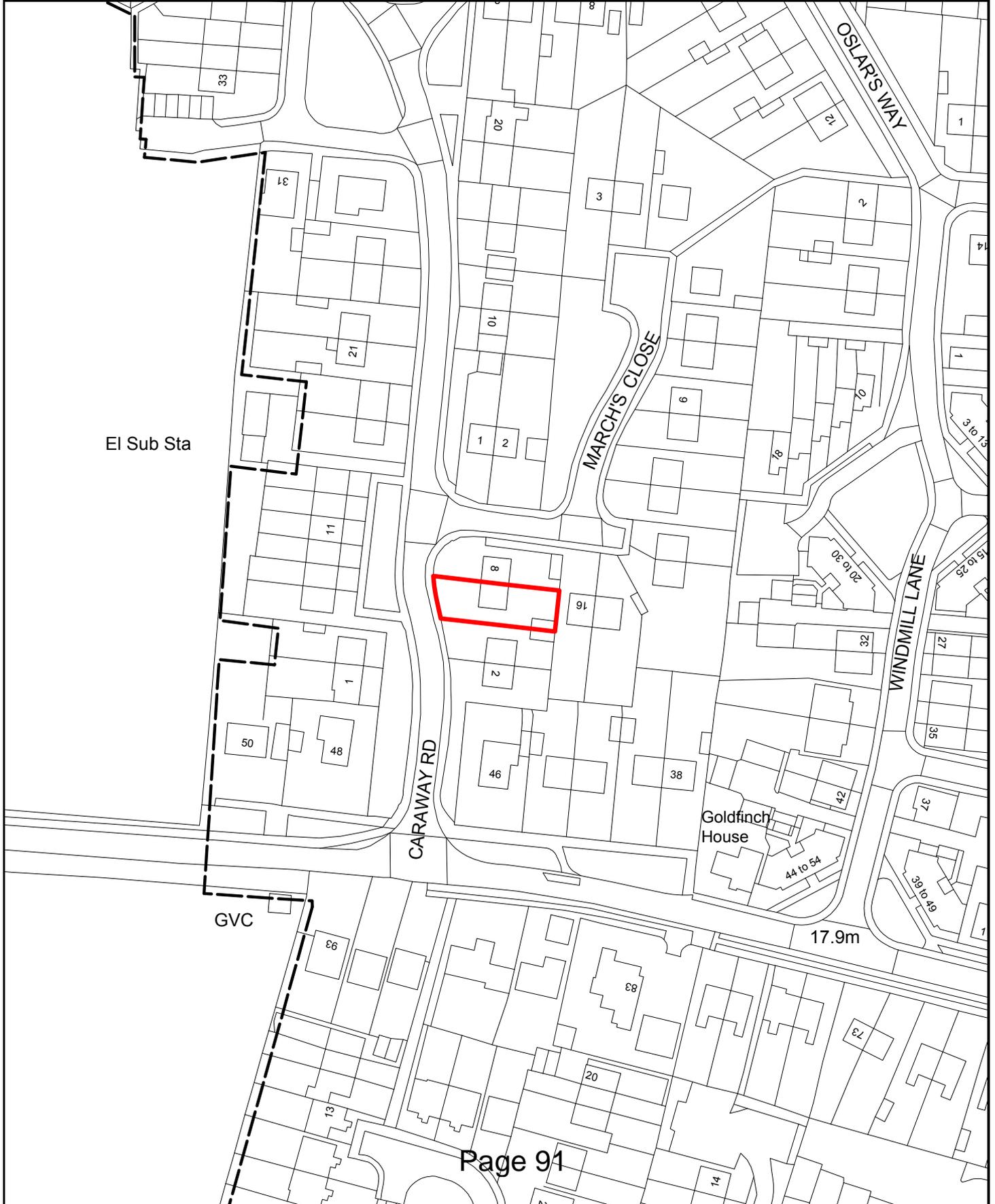
Time of plot: 14:00

Date of plot: 21/08/2018



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Agenda Item 8



REPORT TO: Planning Committee

12 September 2018

LEAD OFFICER: Joint Director of Planning & Economic Development

Enforcement Report

Purpose

1. To inform Members about planning enforcement cases, as at 28th August 2018. Summaries of recent enforcement notices are also reported, for information.

Executive Summary

2. There are currently 92 active cases (Target is maximum 150 open cases, Stretch target 100 open cases).
3. Details of all enforcement investigations are sent electronically to members on a weekly basis identifying opened and closed cases in their respective areas along with case reference numbers, location, case officer and nature of problem reported.
4. Statistical data is contained in Appendices 1, and 2 to this report.

Updates to significant cases

5. Updates are as follows:

(a) Cottenham - Smithy Fen:

Work continues on Setchel Drove, following the placement of a number of static caravans on four plots in breach of the current planning consent and High Court Injunction applicable to each plot. Formal letters have been issued to those reported owners and occupants on Setchel Drove, covering the breaches of planning control and breach of the High Court Injunction - Copies of the Injunction and Housing leaflets, covering those that may be threatened with homelessness or eviction has been issued – Given the complexity and number of departments within the organisation that may be involved in any future action the Councils Tasking & Coordination group are facilitating a joint approach with Planning, Environmental Health, Housing, Benefits & Council Tax, and Legal.

Following a full survey of the site, including Needs assessments preparation was made for the issue of twenty two (22) Breach of Condition Notices

covering five plots in Water Lane, one plot in Orchard Drive, four plots in Pine Lane, three plots in Park Lane, and nine plots in Setchel Drove, who have been found to breach their planning permission.

A compliance inspection carried out after the 31 July 2017 confirmed that 54% of the plots previously identified as being in breach of their planning permission in relation to planning conditions are now complying with them. Work is currently underway to identify the persons continuing to breach planning and to instigate prosecution proceedings against them. Investigation now complete and prosecution files relating to ten (10) plots, which are still in breach of the notice have been submitted to the council's legal team for summons. Cambridge Magistrates Court are now currently processing the application for Summons. All cases have now been heard and where breaches were identified Cambridge Magistrates levied fines totalling £72,566.57p – A further inspection and survey of the site has now been carried out on the 26th June 2018 which revealed that 12 plots are currently in breach of planning control. Further prosecutions will now be considered /carried out in addition to two further breaches of Condition Notices issued and one prosecution in the High Court for breaching the current site Injunction. A further High Court Injunction is also to be considered.

(b) Whaddon – 9A Bridge Street

Without planning permission the erection of a six metre high pole for CCTV equipment. Enforcement Notice SCD-ENF-094/17/A was issued with a compliance date of 25th November 2017 to remove the pole and CCTV equipment. The notice has not been complied with and a file was submitted to the Councils Legal office to issue a Summons. The date of the summons was set for 10am 15th March 2018 however the accused did not attend and the Court issued a Warrant for his arrest. Case continues - No further information at this time.

(c) Girton – 86 Cambridge Road

Retrospective planning application S/2662/17/FL for the erection and installation of front entrance timber gates refused. Planning enforcement notice issued reference SCD-ENF 0466/17. During the course of the installation a significant TPO tree was severely damaged. Owner interviewed under caution - Prosecution file raised. Current listing for Cambridge Magistrates Court 22nd February 2018 cancelled due to owner being in Australia. Legal dealing. Planning Appeal submitted reference APP/W0530/D/17/3191399
The planning Inspectorate having considered the application dismissed the appeal. Formal application to remove the gates to be made. The unauthorised gates have now been removed. The prosecution in regard to the damage to the TPO tree has been rescheduled for October 2018

(d) Gothic House 220 High Street Cottenham

The property which is a grade 2 Listed building is unoccupied and in a serious state of disrepair which not only affects the fabric of the building but is also considered an immediate danger to the Public. A s215 Amenity Notice was issued in order to address the immediate concerns with a compliance date of 19 May 2018. Which due to circumstances was extended to 19th June 2018
An inspection carried out on the 21 June 2018 revealed that no works had

commenced and the situation remained outstanding. A prosecution file was raised and a date to attend Cambridge Magistrates Court was set for the 9th August 2018. The owners of the property appeared before the Court and admitted the charge and were fined £907.00p with costs totalling £150.00p and Victim surcharge of £90.00p The grand total being £1147.00p. Work has now commenced to comply with the s215 Notice – Monitoring continues

(e) 73 High Street West Wrating

Following reports that the amenity of the above property including the main building which was a Public House known as the Lamb Inn and had been closed for many years a s215 Notice was issued to address the unacceptable amenity issue. The compliance period given was to complete the works by no later than 19th June 2018 however the building caught fire during the early hours of Friday 8 June 2018 before works had commenced and the building was destroyed leaving only the outer walls standing. The site has been fenced off to prevent access to unauthorised persons. The owners have submitted an application to demolish the building due to its condition and safety to the Public. – Situation to be monitored.

(f) Car Wash – 11 Ermine Way, Arrington

A multi-agency review is currently underway following reports that the operators of the above valeting operation are discharging carwash effluent and septic tank effluent which is affecting neighbouring properties.

Initial investigation has been carried out by the County Council who have discovered a pipe that appeared to connect a septic chamber to the highway drain. They have also identified works to the highway drain that will need to be carried out. Officers from the Environment agency are also investigating along with planning enforcement and Environmental health teams. Investigations continue at this time.

(g) 147 St. Neots Road, Hardwick

A fire which took place several years ago and severely damaged the building on the site and although heavily screened by high hedging has remained unrepaired and a general eyesore to the neighbouring properties and the general Public passing the site. The owner of the land who has stated that he will demolish the building however the Neighbouring business unit has not given its authority for the National Grid to disconnect the live main gas supply which it shares with number 147 St Neots Road. Given the time that has elapsed and opportunity for the parties concerned to resolve the Gas termination to no 147 the Council is reviewing its powers under s79 in order that arrangements can be made with the relevant statutory undertakers for the disconnection of the gas supply, electricity and water as applicable, and the building demolished.

- 6 Enforcement Investigations for July 2018 reflect a 65.4% increase when compared to the same period in 2017. Eighty six (86) cases in total for the July period versus fifty two (52) cases in 2017

The number of cases investigated year to date July 2018 totals 403 which when compared to the same period in 2017 (331 cases) represents a 21.7% increase.

A review of the 73 cases closed in July 2018 revealed that 27 cases were found not to be in breach of planning control, 12 complied, 4 were permitted development and 6 were not expedient to enforce. The remaining 24 cases were as a result of express consent already granted, consent on appeal and express consent granted – Time Limited and retrospective planning applications submitted..

Effect on Strategic Aims

- 7.. South Cambridgeshire District Council delivers value for money by engaging with residents, parishes and businesses. By providing an effective Enforcement service, the Council continues to provide its residents with an excellent quality of life.

Background Papers:

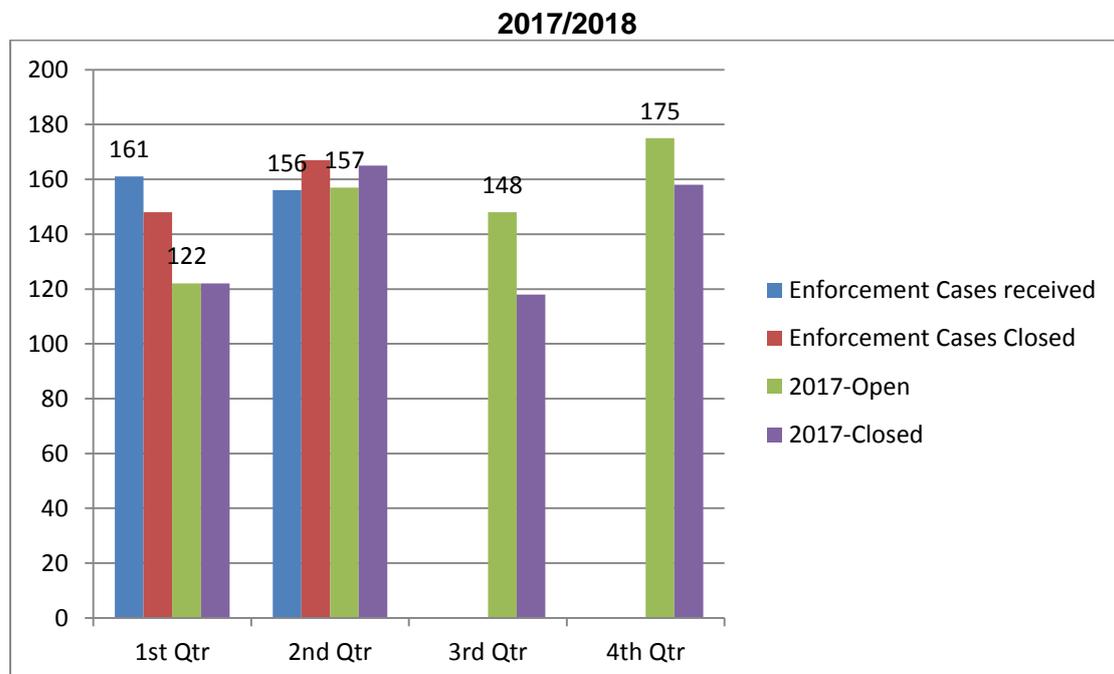
The following background papers were used in the preparation of this report:

- **Appendices 1 and 2**

Report Author: Charles Swain Principal Planning Enforcement Officer
Telephone: (01954) 713206

Enforcement Cases Received and Closed

Month – 2018	Received	Closed
July 2018	86	73
August 2018	-	-
September 2018	-	-
1 st Qtr. 2018	161	148
2 nd Qtr. 2018	156	167
3 rd Qtr. 2018	-	-
4 th Qtr. 2018	-	-
1 st Qtr. 2017	122	122
2 nd Qtr. 2017	157	165
3 rd Qtr. 2017	148	118
4 th Qtr. 2017	175	158
2018 - YTD	317	315
2017 - YTD	602	563
2016 - YTD	565	563
2015 - YTD	511	527
2014 -YTD	504	476



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Appendix 2

A breakdown of the cases investigated during July is as follows

Low priority - Development that may cause some harm but could be made acceptable by way of conditions e.g. Control on hours of use, parking etc.
Two (2) cases were investigated.

Medium Priority -Activities that cause harm (e.g. adverse affects on residential amenity and conservation areas, breaches of conditions)
Eighty (80) cases were investigated.

High Priority (works which are irreversible or irreplaceable (e.g. damage to, or loss of, listed buildings and protected trees, where highways issues could endanger life)
Four (4) cases were investigated.

The enquiries received by enforcement during the July period are broken down by case category as follows.

Adverts	x 01
Amenity	x 01
Breach of Condition	x 33
Breach of Planning Control	x 07
Built in Accordance	x 06
Change of Use	x 06
Conservation	x 00
High Hedge	x 00
Condition	x 00
Listed Building	x 04
Other	x 16
Unauthorised Development	x 12
Permitted Development	x 00
Monitoring	x 00
<u>Total Cases reported</u>	<u>86</u>

Agenda Item 9



REPORT TO: Planning Committee

12 September 2018

LEAD OFFICER: Joint Director for Planning and Economic Development

Appeals against Planning Decisions and Enforcement Action

Purpose

1. To inform Members about appeals against planning decisions and enforcement action, and proposed hearing and inquiry dates, as of 24th August 2018 Summaries of recent decisions of importance are also reported, for information.

Statistical data

2. Attached to this report are the following Appendices:
 - Appendix 1 - Decisions Notified by the Secretary of State
 - Appendix 2 – Appeals received
 - Appendix 3 - Local Inquiry and Informal Hearing dates scheduled

Contact Officer: Stephen Kelly Joint Director for Planning and Economic Development for Cambridge and South Cambridgeshire

Telephone Number:: 01954 713350

Report Author: Ian Papworth Technical Support Team Leader (Appeals)
Telephone Number: 01954 713406

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Appendix 1

Decisions Notified By The Secretary of State

Reference	Address	Details	Decision	Date	Planning Decision
S/4481/17/OL	Oakdene House, Station Road, Longstanton	Outline Planning Permission for the Erection of 2no. dwellings, garages and associated infrastructure and landscaping with all matters reserved except for access	Dismissed	21/08/2018	Refused
S/3800/17/OL	Land adjacent to Redlands, Station Road, Longstanton	Outline planning permission for two detached dwellings and ancillary access arrangements with all matters reserved apart from access	Dismissed	21/08/2018	Refused
S/1935/17/FL	The Piggery, South West of Haden Way, Willingham	Proposed Bungalow to replace the piggery	Dismissed	21/08/2018	Refused
S/3242/17/OL	Land adjacent Redcroft, Station Road, Longstanton	Outline planning permission for the erection of two detached dwellings and ancillary access arrangements with all matters reserved except for access	Dismissed	22/08/2018	Refusal

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Appeals Received

Reference	Address	Details	Date Appeal lodged
S/4008/17/FL	Land adjacent to 22 Church End Gamlingay	Erection of detached two bedroom dwelling	2/8/18
S/4407/17/OL	Land to the rear of 26 Newington, Willingham	Application for outline planning permission for a proposed Dwelling with all matters reserved.	10/8/18
S/1494/18/FL	Land adjacent to 8A, Little Heath, Gamlingay	Erection of detached bungalow	12/8/18
S/0822/18/FL	Land rear of 89, Whitwell Way, Coton, Cambridge, Cambridgeshire, CB23 7PW	Erection of dwelling and garage	09/08/2018
S/4548/17/OL	Land at Oakington Road, Cottenham	Outline planning permission for the erection of up to 23 residential units, including affordable housing provision, public open space and associated access, infrastructure and landscaping with all matters reserved except for access	20/08/2018
S/4550/17/FL	Land at Meadow Drift, Elsworth	Erection of 16 dwellings including affordable dwellings, a school car park and drop off area, ecological mitigation area and new allotments, with associated alterations to	21/08/2018

Appendix 2

		highway and pedestrian access.	
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Appendix 3

Local Inquiry and Informal Hearing dates scheduled

- **Local Inquiries**

Reference	Name	Address	Planning decision or Enforcement?	Date confirmed/proposed
S/2844/14/FL	Sawston Joinery Ltd	Langford Arch, London Road Pampisford	Planning Decision	27/11/2018 Confirmed
S/1213/16/OL	Hawstar Developments Ltd	Welding Alloys Ltd, The Way, Fowlmere	Planning Decision	12/02/2019 for 5 days Confirmed

- **Informal Hearings**

Reference	Name	Address	Planning decision or Enforcement?	Date confirmed/proposed
S/3873/17/OL	Mr A Ashley	Land at Mill Lane, Sawston	Planning Decision	TBC
S/0525/17/FL	Mr Simon Somerville-Large	Field north of Home Close and west of Moat Way, Land north of Fen Drayton Road, Swavesey	Planning Decision	30/10/2018 for 1 day
S/1059/17/FL	Burling Brothers Limited	Land adjacent to 79 Willingham Road, Over	Planning Decision	TBC
S/2647/15/OL	Carter Jonas	Land to the East of Old Pinewood Way and Ridgeway Papworth	Planning Decision	TBC
S/2757/17/FL	Mr C Blundell	Land to the West of Chrishall Road, Fowlmere	Planning Decision	TBC

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