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4 June 2019

To: Chairman – Councillor John Batchelor

All Members of the Planning Committee - Councillors Henry Batchelor (substitute for Pippa Heylings), Dr. Martin Cahn, Peter Fane, Bill Handley, Brian Milnes, Judith Rippeth, Deborah Roberts, Peter Topping, Heather Williams 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 JUNE 2019 at 10.00 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

**Mike Hill**

Interim Chief Executive

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## 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

Councillor Pippa Heylings sent Apologies for Absence and appointed Councillor Henry Batchelor to be her substitute. 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**

**1 - 4**

To authorise the Chairman to sign the Minutes of the meeting held on 8 May 2019 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/0350/19/FL - Duxford (Land south of A505 and west of SMT Great Britain**

**5 - 48**

Proposed erection of two new car dealerships / showrooms for occupation by Lancaster Porsche and Aston Martin (sui generis) incorporating (i) the sale of new and used cars plus parts storage and sales (ii) new means of access from the A505 including provision of a protected right turn lane into the site when approaching from the west, (iii) totem signs, (iv) servicing and MOT areas, (v) washing and car preparation / valet areas, (vi) display, staff and customer car parking, (vii) new internal circulation roads, cycle paths and footpaths, and (viii) hard and soft landscaping including provision of a 1.5m high mound on the western site boundary.

**6. S/0974/19/FL - Over (30 Hilton Street)**

**49 - 54**

Conversion of existing garage and first floor side extension.

**MONITORING REPORTS**

**7. Enforcement Report**

**55 - 66**

**8. Appeals against Planning Decisions and Enforcement Action**

**To Follow**

Report to follow



## **GUIDANCE NOTES FOR VISITORS TO SOUTH CAMBRIDGESHIRE HALL**

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#### **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.

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## **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'.

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# Agenda Item 4

## **SOUTH CAMBRIDGESHIRE DISTRICT COUNCIL**

Minutes of a meeting of the Planning Committee held on  
Wednesday, 8 May 2019 at 10.30 a.m.

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

Councillors:	Dr. Martin Cahn	Sue Ellington (substitute)
	Peter Fane	Bill Handley
	Brian Milnes	Judith Rippeth
	Deborah Roberts	Heather Williams
	Nick Wright	

Officers in attendance for all or part of the meeting:

Julie Ayre (Planning Team Leader (East)), John Koch (Planning Team Leader (West)), Karen Pell-Coggins (Principal Planning Officer), Ian Senior (Democratic Services Officer), Aaron Sands (Senior Planning Officer) and William Trotter (Planning Enforcement Officer)

### **JOHN KOCH - PLANNING TEAM LEADER (WEST)**

The Chairman announced that John Koch would be retiring on 10 May 2019 after 20 years' service to South Cambridgeshire District Council. The Committee joined the Chairman in giving Mr. Koch a round of applause.

#### **1. APOLOGIES**

There were no Apologies for Absence.

#### **2. DECLARATIONS OF INTEREST**

Councillor John Batchelor declared a Non-disclosable Pecuniary Interest in Minute 5 (S/2487/18/RM - Linton (Land to the North and South of Bartlow Road)). Councillor Batchelor's son, Councillor Henry Batchelor, had a business relationship with the developer. In view of the legal advice he had received, Councillor John Batchelor would withdraw to the public gallery, take no part in the debate, and would not vote. However, South Cambridgeshire District Council's Monitoring Officer had granted Councillor John Batchelor a dispensation allowing him to address the Committee as a local Member.

#### **3. RECORDED VOTING**

Upon the proposal of Councillor Brian Milnes, seconded by Councillor Judith Rippeth, the Committee unanimously agreed that all substantive votes at the current Planning Committee meeting should be recorded by name and / or number and name

#### **4. MINUTES OF PREVIOUS MEETING**

The Committee authorised the Chairman to sign, as a correct record, the Minutes of the meeting held on 10 April 2019 subject to the following:

Minute 8 - S/4099/17/OL – Agritech

Councillor Judith Rippeth had left the meeting prior to this item and did not vote. The final part of the Minute should therefore read as follows:

“(Councillors John Batchelor, Cahn, Fane, Heylings, Milnes, Topping. Heather Williams and Wright voted in favour. Councillor Bradnam abstained. Having left the meeting prior to this item, Councillor Judith Rippeth did not vote.”

The numbers voting should be adjusted accordingly.

**5. S/2487/18/RM - LINTON (LAND TO THE NORTH AND SOUTH OF BARTLOW ROAD)**

Members visited the site on 9 April 2019.

Consideration of this application was begun, and adjourned until after Item 6 on the agenda to enable Committee members to read additional written information. Councillor Sue Ellington had left the meeting by the time consideration of this item resumed.

Councillor John Batchelor declared a Non-disclosable Pecuniary Interest because his son, Councillor Henry Batchelor, had a business relationship with the developer. In view of the legal advice he had received, Councillor John Batchelor withdrew to the public gallery, took no part in the debate, and did not vote. However, South Cambridgeshire District Council's Monitoring Officer had granted Councillor John Batchelor a dispensation allowing him to address the meeting as a local Member.

Councillor Pippa Heylings took the Chair and, by affirmation, Councillor Brian Milnes was appointed as Vice-Chairman for this item.

The case officer updated the report.

Geoffrey Pearse (objector), Christopher Moore (applicant's agent), Councillor Enid Bald (Linton Parish Council) and Councillor John Batchelor (a local Member) addressed the meeting.

Committee members were disappointed that the applicant had decided not to submit the proposal to South Cambridgeshire District Council's Design Enabling Panel. After further debate, and by six votes to one with two abstentions, the Committee **refused** the application contrary to the recommendation in the report from the Joint Director of Planning and Economic Development. Members agreed the reasons for refusal as being the adverse impact on character and appearance of the area, inadequate landscaping, and the failure to distribute the affordable housing units throughout the development.

(Councillor Fane voted to approve the application. Councillors Cahn, Milnes, Rippeth, Roberts, Heather Williams and Wright voted to refuse. Councillors Handley and Heylings abstained. Councillors John Batchelor and Ellington did not vote.)

**6. S/0277/19/FL - LONGSTANTON (THE RETREAT, FEWS LANE)**

Members visited the site on 7 May 2019.

The case officer reported that the Local Highways Authority had requested a Condition relating to the surface material for Fewes Lane. In paragraph 4 of the report, application S/1498/15/FL related to The Elms and the Beeches rather than The Oaks and The Beeches.

Daniel Fulton (objector) and Gerry Caddoo (supporter) addressed the meeting.

After a short debate, the Committee unanimously **approved** the application subject to



1. the Conditions and Informatives referred to in the report from the Joint Director of Planning and Economic Development;
2. An additional Condition relating to the surface treatment of Fews Lane as discussed in paragraphs 47 and 48 of the said report; and
3. the final wording of Conditions and Informatives being agreed by officers in consultation with the Chairman and Vice Chairman prior to the issuing of planning permission.

## **7. S/4276/18/FL - CAMBOURNE (38 ANSON ROAD)**

Members visited the site on 7 May 2019.

Mark Hoorn (objector) addressed the meeting. The case officer read out statements from Guoying Qi (objector) and Councillor Ruth Betson (a local Member).

Members identified and debated the following issues:

- Overdevelopment of the site.
- The impact on the character of the area and the street scene.
- Detrimental effect on amenity of the neighbouring residential properties, including in respect of overbearing impacts and overshadowing of neighbouring property.
- Adverse impact on the quality of life and amenity of the application site, through the loss of external amenity space.
- Whether the development sets a precedent for similar development of other properties in the area .
- The applicant's fall-back position with regards to permitted development rights.

The case officer confirmed permitted development rights were intact for the property, with an exception in relation to the conversion of the garage, and advised that the assessment had taken into account the potential impacts of a single storey extension erected utilising those rights. The case officer also confirmed the Local Planning Authority was the determining body with regards to parking and loss of parking spaces, and that the Local Highway Authority had not objected, but had noted there may be impacts from the loss of parking to be considered.

However, the Vice-Chairman said it would be difficult to defend refusal based on adverse impact in terms of residential amenity of neighbouring property or visual impacts, and the Local Highways Authority had not objected to the proposed development in terms of highway safety due to the loss of parking.

By six votes to four, the Committee **approved** the application subject to the Conditions referred to in the report from the Joint Director of Planning and Economic Development, the final wording of which would be agreed by officers in consultation with the Chairman and Vice Chairman prior to the issuing of planning permission.

(Councillors John Batchelor, Cahn, Fane, Handley, Heylings and Wright voted to approve the application. Councillors Milnes, Rippeth, Roberts and Heather Williams voted for refusal. Councillor Ellington was not present and did not vote.)

## **8. ENFORCEMENT REPORT**

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

**9. APPEALS AGAINST PLANNING DECISIONS AND ENFORCEMENT ACTION**

The Committee **received and noted** a report on appeals against planning decisions and enforcement action.

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**The Meeting ended at 2.35 p.m.**

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# Agenda Item 5

## SOUTH CAMBRIDGESHIRE DISTRICT COUNCIL

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<b>REPORT TO:</b>	Planning Committee	12 June 2019
<b>AUTHOR/S:</b>	Joint Director for Planning and Economic Development for Cambridge and South Cambridgeshire	

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<b>Application Number:</b>	S/0350/19/FL
<b>Parish(es):</b>	Duxford (but also adjacent to Whittlesford boundary)
<b>Proposal:</b>	Proposed erection of two new car dealerships / showrooms for occupation by Lancaster Porsche and Aston Martin (sui generis) incorporating (i) the sale of new and used cars plus parts storage and sales (ii) new means of access from the A505 including provision of a protected right turn lane into the site when approaching from the west, (iii) totem signs, (iv) servicing and MOT areas, (v) washing and car preparation / valet areas, (vi) display, staff and customer car parking, (vii) new internal circulation roads, cycle paths and footpaths, and (viii) hard and soft landscaping including provision of a 1.5m high mound on the western site boundary
<b>Site address:</b>	Land south of A505 and west of SMT Great Britain, Duxford, Cambridge, CB22 4QX
<b>Applicant(s):</b>	Jardine Motors Group
<b>Recommendation:</b>	Delegated Refusal, subject to final comments from the Local Highways Authority
<b>Key material considerations:</b>	Principle of development Economic and social role of the proposal Impact on character of the area and landscape Biodiversity and trees Design and appearance Residential amenity Highway safety and impact on network
<b>Committee Site Visit:</b>	Yes
<b>Departure Application:</b>	Yes (advertised) 13 February 2019
<b>Presenting Officer:</b>	Rebecca Ward (Principal Planning Officer)
<b>Application brought to Committee because:</b>	Significant departure from the Local Plan, Parish Council objections and significant local interest
<b>Date by which decision due:</b>	14 June 2019

## **Executive Summary**

1. Jardine Motors (Lancaster) have applied to the Local Planning Authority for the relocation of two car dealerships, Porsche and Aston Martin, from their current 0.8 hectare site in Harston to a 1.77 hectare greenfield site on the edge of Whittlesford Bridge. The reasons for the re-location are that the current site is too small to enable the business to operate efficiently and effectively. The applicants suggest that the delivery of the two new-dealership buildings, workshop and office spaces and other associated facilities would enable the business to continue operation in the district and within a competitive industry.
2. In terms of compliance with the Local Plan, the application site is located outside of the village development framework and in the open countryside. There are no other policies in the Local Plan that would support development of this scale/nature and therefore the proposal is considered to be a departure from adopted policy S/7' Development Frameworks'.
3. Notwithstanding this position, officers have considered the scheme against criterion E/13 'New Employment Development on the Edges of Villages' given the applicant has relied on this position through the supporting documents. The officer assessment concludes that the proposal would fall short of meeting most of the criterion including an inadequate sequential site search. As such, even if it was concluded the policy was a relevant one to the nature of the proposal, it would still fail to meet the tests of the policy.
4. Given the site's location in the countryside, the scheme has been considered against the relevant character and landscape policies. The assessment concludes that as a result of the development there will be significant harm to the character of the area and the local landscape character. The proposed mitigation would not overcome the harm. The assessment also concludes that there will be an unacceptable loss of 'very good' Grade 2 agricultural land.
5. Regard has been given to third party representations, however, matters relating to increase of traffic and movement have been considered acceptable in principle by the statutory consultees. An update to members will be provided once the final consultations have been received on the design of the access. Other matters such as archaeology, ecology have also been considered acceptable subject to conditions.
6. In terms of the planning balance, the assessment concludes that the significant level harm would be caused to the environmental role of sustainable development would not be outweighed by the moderate economic and low level social benefits of the proposed development. The development is therefore not considered to be a sustainable one that the National Planning Policy Framework (2019) seeks to support. Officers therefore recommend to the Planning Committee that the application is refused.

## **Relevant Planning History**

7. Pre-application (July 2017) -The proposal would not be supported because it comprises a large-scale employment proposal in the countryside, wherein there is a negative policy presumption against unnecessary development and a clear objective of protecting the countryside for its own sake.

There are no planning applications of relevance to the application site, however, the

following applications are relevant and have been mentioned through the supporting documents:

S/2777/17/OL Land to the north of A505 - Outline application for up to 20 dwellings with all matters reserved for subsequent approval - Refused and dismissed at appeal

S/0238/16/OL and S/2584/17/RM Moorfield Road - Erection of up to 18 dwellings and associated infrastructure and works - Approved

S/1726/12/FL Land to the east of the Volo Depot - Development of new facilities for Welch's Transport Group incorporating storage and distribution building, vehicle sales, service, MOT and repair building, associated offices, customer car, staff car, truck and crane parking - Approved

S/1406/83/F Volvo BM Headquarters - Approved

### **National Guidance**

8. National Planning Policy Framework 2019 (NPPF)  
Planning Practice Guidance
9. **South Cambridgeshire Local Plan Submission – Adopted September 2018**
  - S/1 Vision
  - S/2 Objectives of the Local Plan
  - S/3 Presumption in Favour of Sustainable Development
  - S/5 Provision of New Jobs and Homes
  - S/6 The Development Strategy to 2031
  - S/7 Development Frameworks
  - S/10 Group Villages
  - CC/1 Mitigation and Adaptation to Climate Change
  - CC/3 Renewable and Low Carbon Energy in New Developments
  - CC/4 Water Efficiency
  - CC/6 Construction Methods
  - CC/7 Water Quality
  - CC/8 Sustainable Drainage Systems
  - CC/9 Managing Flood Risk
  - HQ/1 Design Principles
  - HQ/2 Public Art and New Development
  - NH/2 Protecting and Enhancing Landscape Character
  - NH/3 Protecting Agricultural Land
  - NH/4 Biodiversity
  - NH/8 Mitigating the impact of development adjoining the Green Belt
  - E/13 New Employment Development on the Edges of Villages
  - E/23 Retail in the countryside
  - SC/2 Health Impact Assessment
  - 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
  - TI/10 Broadband
10. **South Cambridgeshire LDF Supplementary Planning Documents (SPD):**

Open Space in New Developments SPD - Adopted January 2009  
Trees & Development Sites SPD - Adopted January 2009  
Landscape in New Developments SPD - Adopted March 2010  
Biodiversity SPD - Adopted July 2009  
District Design Guide SPD - Adopted March 2010

## Consultation

11. **Duxford Parish Council** - Object on grounds of landscape and traffic. In summary the following points have been raised, however, a full copy can be found in appendix 1:
  - The development would represent "Ribbon Development" along the A505.
  - The loss of valuable Grade 2 "Excellent" farm land. (ref Agricultural Land Classification)
  - Loss of open landscape that has previously been designated "Area of Best Landscape" and has been twice commented as a reason not to develop on by planning inspectors during appeals that were rejected in this area. See appeals E1/W0530/2/4/06 for S/1335/89/O and APP/W0530/A/00/1044479 for S/0385/99/O.
  - Any additional traffic to the A505 is to be avoided until significant improvement has been made to the local road network.
12. **Whittlesford Parish Council** - Objects to the application. In summary the following points have been raised, however, a full copy can be found in appendix 2:
  - The site is not designated for any type of development in period to 2031.
  - Loss of high quality agricultural land
  - Protection of green belt
  - Traffic
13. **Hinxton Parish Council** - Hinxton Parish Council wishes to register an objection to the application. In summary the following points have been raised, however, a full copy can be found in appendix 3 : The development would have an unacceptable and unmitigated impact on the landscape and on traffic.

The proposal would be contrary to the SCDC's recently adopted Local Plan, Policy NH/2 'Protecting and Enhancing Landscape Character', in which it is stated 'Development will only be permitted where it respects and retains, or enhances the local character and distinctiveness of the local landscape and of the individual National Character Area in which it is located'.

The proposal would be contrary to the newly adopted Local Plan Policy T1/2 which states that: '3. Developers will be required to demonstrate they will make adequate provision to mitigate the likely impacts (including cumulative impacts) of their proposal...'
14. **Ickleton Parish Council** - Ickleton Parish Council voted numinously to object to this Application and strongly recommends refusal. In summary the following points have been raised, however, a full copy can be found in appendix 4:
  - The site has not been allocated for development. Proposal would be contrary to the Development Strategy set out at Policy S/6, particularly point 4.
  - Policy S/7 is relevant, as the site is not within any development framework, neither is there a need for this business to be located in the countryside.
  - The site is part of an open area of Chalklands Landscape Character. This has

been designated as an “Area of Best Landscape.” Development of this site would intrude into open countryside.

- That opposite site incidentally has been the subject of a planning application (Ref, S/277/17/OL) for housing. This was rejected by SCDC, the rejection being subsequently upheld on appeal.
- In 2016 Volvo Construction was refused permission (Ref S/2296/16/AD) to erect a standalone illuminated pylon sign on their site boundary adjacent to the A505 in the east corner. The sign would have been 7.25m high, 4.7m wide and 0.57m in depth. It was considered to be inappropriate and detrimental to the visual character of the countryside.
- Policy HQ/1 Design Principles of the Local Plan 2018 would be breached by approving this application. Whatever the merits of the design of the Porsche and Aston Martin landmark buildings that are sought for the site, it cannot possibly be claimed that they preserve or enhance the character of the local rural landscape, or that they conserve or enhance important natural assets or their setting.
- We reject any comparison with the Welch’s and Volvo sites and any contention that the proposals would be nothing more than a continuation of those developments.
- Policy NH/3 Protecting Agricultural Land would be breached by approving this Application. The site has been farmed organically for several years, and is Best and Most Versatile agricultural land, an irreplaceable resource of national importance.
- The Application relies heavily on Policy E/13 which permits new employment development on the edges of villages. The site is neither adjoining nor very close to any development framework. It is so remote from the development framework of Duxford that the Applicant must refer to the development framework of Whittlesford Bridge when invoking Policy E/13.
- The proposal would have an unacceptable adverse impact on the character and appearance of the area and is not in scale with the location (Policy E/13 f). 8.53 is not relevant as this proposal is neither small scale nor sensitive.
- We find the criteria adopted in framing the search for other sites and the reasons for ruling out other locations in favour of this one to be so contrived as to invite ridicule. There are absolutely no reasons why this concern cannot relocate to a “respectable” business park site and continue to thrive. It does not need a site adjacent to a major highway for publicity purposes – Porsche and Aston Martin cars are hardly impulse buys, and potential customers will seek their local dealer out.
- The objectives of Policies S/2 and S/3 of the Adopted Local Plan are clearly not met in relation to this site, which can only be accessed via the A505. This is a busy and dangerous highway with no footway or cycle path on the side where this development would be located.
- Ickleton Parish Council is concerned over the potential for cumulative developments in this locality to have an adverse impact upon the flying operations at Duxford Airfield, and in particular on the Air Shows at IWM Duxford.

15. **Pampisford Parish Council** - Pampisford Parish Council objects to this application.

See appendix 5 :

- This is a greenfield site, containing good agricultural land
- The proposed application is not in the South Cambridgeshire Local Plan as a site for employment
- There could be safety issues in respect to the approach to Duxford Airfield, it is on the flight path
- Access across the A505 is not possible at this point, so all traffic coming from

the M11 will need to travel passed the site as far A505/A1301 roundabout, to then return on the other carriageway. The congestion on the A505 is such that for much of the working day this will be very slow.

- 5. U-turns at the Moorfield Road junction could be dangerous and should not be included as possible

16. **Sawston Parish Council** - Although this is an application for Duxford Parish Council we wanted to comment as we feel it will have an impact on Sawston and the surrounding villages. We discussed this at our meeting last night and wish to make the following objections/comments see appendix 6:

- Concern with the ever increasing Highways issues, increased traffic (the increased traffic from the proposed developments around this area have not been taken into account)
- Impact on the countryside
- Not within the development framework
- Concerns over further traffic constraints on the A505 corridor
- Not agricultural related

17. **Urban Design Officer** - Objection. Officers are not in a position to support the proposals from an urban design perspective, as they do not fully meet paragraph 127 of the '*National Planning Policy Framework*' (2018) (NPPF) and policy HQ/1 (Design principles) (d) and (h) of the '*South Cambridgeshire Local Plan*' (2018). The proposals are not considered satisfactory for the following reasons:

1. The siting of the two car showrooms in relation to the A505 road in terms of building line / set back distances and how this differs from the siting of the neighbouring Volvo building.
2. The height of proposals in relation to the context of the lower neighbouring building when considering the position of the proposed buildings at a sensitive.
3. Concern about the dark, blank appearance of the south elevation of the Aston Martin car showroom when viewed from the south of the site.
4. Concern about the long parking bays lacking planting strips at intervals to provide relief and soften the impact of parked cars and to make the site more inviting and attractive for customers and employees.

18. **Landscape Officer** - Objection (see memo dated 12 March 2018). In summary, the proposal would adversely harm rather than positively contribute to the rural character and visual / visual amenity of the area. The proposed development would be contrary to Policies HQ/1 Design Principles and Policy NH/2: Protecting and enhancing landscape character.

The development would not respect and retain, or enhance the local character and distinctiveness of the local landscape. There would be an unacceptable adverse impact on the character and appearance of the area, which is defined by the existing rural character with large low lying arable fields.

19. **Tree Officer** – To be confirmed.

20. **Ecology Officer** – Final comments to be confirmed

21. **Sustainability Officer** - No objections. I've now read through the Energy Efficiency and Sustainable Development Report provided by the applicant in association with the above mentioned application. The applicant appears to have a good understanding of the relevant policies relating to energy and carbon emissions and suggests they will



use the energy hierarchy in their approach to reducing these. The applicant proposes to include solar photovoltaics and air source heat pumps (for both heating and cooling), in a bid to meet the minimum 10% carbon reduction required by local plan policy CC/3.

To ensure the development meets the appropriate standards (including BREEAM 'very good', the following conditions to ensure policy compliance: carbon reduction statement and BREEAM pre-construction, BREEAM post-construction.

22. **Archaeology Officer** - No objections (comments dated 14 May 2019). The site has been subject to an archaeological trial trench evaluation, undertaken in accordance with a written scheme of investigation agreed with the Historic Environment Team (Historic Environment Record reference ECB5522). No further site works are required. However, we recommend that the reporting and post excavation requirements are secured through the inclusion of a negative condition.
23. **Anglian Water** - No in principle objections (see memo dated 8 March 2019). Assets affected: No assets owned by Anglian Water or those subject to an adoption agreement within the development site boundary.

Waste Water treatment: The foul drainage from this development is in the catchment of Sawston Water Recycling Centre that will have available capacity for these flows.

Used Water Networks: The development will lead to unacceptable risk of flooding downstream. Anglian Water will need to plan effectively for the proposed development, if permission is granted. The applicant has not identified a connection point or discharge rate if a pumping regime is to be implemented as our topography survey suggests. We therefore request a condition requiring an on-site drainage strategy.

24. **Contaminated Land Officer** - No objection. The site appears to be relatively low risk in terms of contamination, having never previously been developed, and is not being developed into a sensitive end-use. However there is an existing Volvo depot to the east that may be a source of potential contamination and as such, it is recommended that a Phase I Desk Study be carried out to assess potential risks from contamination associated with the proposed redevelopment. If this information is not made available prior to determination of the planning application, please attach a condition to the decision notice for full contaminated land survey.
25. **Local Highways Authority Development Management** - To be confirmed
26. **Local Highways Authority Transport Assets Team** - Holding objection (see memo dated 11 March 2019). Insufficient detail has been presented to make a sound assessment. The below issues related to the Transport Statement will need to be addressed before the transport implications of the development can be fully assessed.
- Proposal Description: Details of site set back requested for A505 widening
  - Traffic Data: Accident data should be sought from CCC accident data records
  - Assessment Scenarios and Traffic Growth: Site access junction assessment required
  - Mitigation: To be agreed
27. **Highways England** - No objections.
28. **Natural England** - No comments.

29. **Environmental Health Officer** - No comments received.
30. **Lead Local Flood and Water Authority** - Objection see memo dated 13 May 2019 and 31. The LLFA have considered the Flood Risk Assessment and SuDs strategy, GD Partnership Limited WE/18011 dated 29/03/2019 and Site Plan, Jardine Motors Group P211 dated 23/02/2017.
- According to the Surface Water Drainage Strategy displayed in the FRA, a swale fed by a pipe is proposed to convey surface water in to the existing ditch to the south-east of the site. However, the proposed pipe and swale lies outside of the red-line boundary for this site. If the area of land is not owned by the developer permission must be gained from the third-party landowner in order to develop on this stretch of land.
  - Significant surcharging and/or flood risk during 1 in 2 year event is unacceptable
  - Two sets of Micro-drainage calculations have been provided of the Flood Risk Assessment and SuDS strategy. It is not clear what each set of calculations refers to.
31. **Drainage Engineer** - No objections. The proposal is considered to be acceptable subject to condition for a detailed surface water and foul water drainage scheme.
32. **Environment Agency** - No objections (See memo dated 5 March 2019). The site is above a principal aquifer a secondary aquifer and is located within a groundwater source protection zone. The application should include planning conditions for the disposal of foul drainage, surface water and scheme to treat and remove suspended solids from surface run-off.
33. **Designing Out Crime Officer** - Supports this Application.
34. **Campaign to Protect Rural England** - CPRE Cambridgeshire & Peterborough objects to this application. The proposed site is not designated for development in the South Cambridgeshire Adopted Local Plan 2018 ("the Local Plan 2018"). The proposed site adjoins the Green Belt and no attempt has been made to minimise the impact on the Green Belt. Development would breach of Policy NH/8 of the Local Plan 2018.

The proposed site is part of a wider open area of Chalklands Landscape Character which is designated an "Area of Best Landscape". CPRE is concerned that the development would set a precedent for further intrusion into this area of open countryside to the south of the A505 and towards Duxford village. The site is part of a valued landscape and should therefore be protected in accordance with the NPPF and Policy NH/2. It is not an urban area as the applicant tries to characterise it in its submission.

The proposed site consists of best and most versatile farmland. Its permanent loss would be a breach of Policy NH/3: "Protecting Agricultural Land" of the Local Plan 2018 and the guidance provided by Section 15 of the NPPF.

The proposed development is significantly outside the Development Frameworks of the nearest villages, Duxford and Whittlesford, and presents a risk of encouraging further development towards Duxford which would interrupt the open views towards the village. This is not consistent with Policy S/7: "Development Frameworks" of the Local Plan 2018. The proposed development is not consistent with Policy E/13 of the

Local Plan 2018, New Employment Development on the Edges of Villages.

It is in any case almost inconceivable that customers for expensive cars will travel to and from the site in other than a private car. There will be significant car traffic generated by the need for test drives. The Imperial War Museum has made arrangements with riparian landowners to forbid public access to ground to the south of the runway during flying displays. The southern zone is considerably safer than the land directly under the flight path where development is proposed.

### **Representations**

35. Approximately 13 letters of objection have been received. The letters can be viewed on the Council's website. The following comments have been raised:

Highways and Network:

- Impact to the local highway network due to increase in vehicle movements to and from the site. Congestion is already evident in the area in the morning peak hour.
- Cumulative impact of the development alongside proposals for Whittlesford Transport Hub, Genome Campus, Agritech, Uttlesfords New Village should be considered to identify any improvements to infrastructure.
- Highway safety concerns with the proposed access from the A505.
- Proposal encourages the use of the private car and not inline with sustainability.
- No footway-cycleway access to the application site

Local Plan/sequential test:

- Site is not a sustainable location for this type of employment
- Site is not designated in the Local Plan for proposed use
- Sequential test has not exhausted.
- Additional sites that should be considered include: Wyvale (Melbourn), Sawston Trade Park and Sawston carshow-room should be considered.
- Volvo and Welch's should not set precedent.
- Alternative smaller sites should be considered. The facilities could be split to find a better site.

Character of the area and other linked matters:

- Impact on the character and appearance of the area and the chalkland landscape.
- Impact on biodiversity on and around the site.

### **Site and Surroundings**

36. The application site as defined on the submitted plan extends to 1.77 hectares and comprises open undeveloped agricultural land. The application site is located to the south-eastern edge of Whittlesford Bridge. It is within the Duxford Parish boundary, however, is adjacent to the Whittlesford Parish boundary.
37. The site lies outside of any settlement development framework boundary, but lies close (and to the south) of Whittlesford Bridge boundary. The site is therefore in the countryside for planning purposes. The site is within a Flood Zone 1 low risk (not within a Flood Zone 2 or 3) and is not in the setting of any heritage assets.
38. To the north of the application site is the A505, which is a trunk road that carries vehicles between the M11 and the A11 along with localised journeys. Beyond this is

an open undeveloped land. To the south is a field edge tree-belt along beyond which is open undeveloped agricultural land.

39. To the east of the site is the Volvo SMT (Services Machinery Trucks) GB Customer Support Centre. There is some existing tree coverage to the shared boundary with the Volvo SMT. The SMT provides workshop space for the serving of the machinery, storage building for machinery parts, and small sales/yard area and office floor space for general administration functions of the company. As per planning history, Volvo appears to have been located on the site since 1980s.
40. To the east of the Volvo site, is a site occupied by Welchs Transport Ltd. Welchs operates a general haulage and logistics business from the site and have been located there since January 2015 when the facility was built following the grant of planning permission.

### **Proposal**

41. Jardine Motors (now trading as Lancaster) who have submitted the application originated as a family run car dealership in East Anglia. The company now represents 20 manufactures, operating in more than 70 locations across the UK. Other sites in close proximity to Cambridge include; Bury St Edmunds, Letchworth and Peterborough.
42. In particular, they have been operating from a site in Harston. The two dealerships currently on the Harston site are Porsche and Aston Martin. The applicant has confirmed that the site is no longer fit for there business needs being to small and they need to re-locate to expand and adapt to the changing business model. There current site in Harston is therefore been marketed for an alternative employment uses, albeit this is not part of this application. The company proposes to relocated to this larger application site to accommodate the needs of the dealerships.
43. The Porsche garage will be a building of 3,195 sqm (Gross Internal Floor Area) including a mezzanine area of 855 sqm (GIA). The smaller dealership will be occupied by Aston Martin and will be a building of 1,843 sqm (GIA). The proposal also includes a structure for dry preparation/valet and wash bays of 260sqm (GIA) which will be used by both dealerships. There will be 287 parking spaces on the site and within the site there will be compound areas which will be bounded by 2.4m screens to control access.
44. The site will be accessed from the A505 at its north-western point and a perimeter road will run down the western boundary. The access will include a protected right turn lane into the site when approaching from the west. The exit from the site will be left turn only. The proposal also includes hard and soft landscaping through the site and landscape buffer of approx. 10.5m to the western boundary.

The application was amended on 29 April 2019 the following changes were made:

- The 1.5m high mound on the western boundary has been removed
- A wider corridor of planting is proposed along the western perimeter that will create a woodland belt
- The provision of woodland trees and hedgerow planting on the southern and eastern boundary.
- Reduction in car parking
- Additional footpath/cycleway link
- Update Highways assessment

- Update Landscape note
- Update flood risk assessment
- Update archaeology assessment
- Updated contamination assessment

### **EIA Screening**

45. The proposed development would be considered as 'Schedule 2' development under the EIA regulations. The application has not been screened for EIA development in advance of submission. However, based on consultation responses to the application the nature of the impacts would be comparable to most urban development projects as such it would not require a Environmental Statement to be submitted.

### **Planning Assessment**

#### **Economic and Social Role**

#### **Environmental role**

#### **Sustainability of the location**

82. Adopted policy TI/2 Planning for sustainable travel states that development must be located and designed to reduce the need to travel, particularly by car, and promote sustainable travel appropriate to its location, site has sufficient integration and accessibility by walking, cycling or public and community transport and for larger developments of this nature, maximise opportunities for sustainable travel.
83. Whittlesford is identified as a Group Village under policy S/10 of the adopted Local Plan. The proposed development will bring approximately 70 jobs to the immediate locality; albeit the Planning Statement confirms that many of these positions are expected to be filled by existing staff members. Appendix 1 of the Planning Statement shows the employee distribution list with employees living in various locations through the district and into neighbour authorities.
84. In terms of the wider network catchments, Whittlesford Bridge is served by a regular rail service between Ely, Cambridge and London. The station is located 10 min walk/ 4 min cycle from the site. A bus service (city 7) operates an hourly service from Duxford Road, Whittlesford. The bus stop is a short walk from the site. For these reasons, it would be reasonable to conclude that due to the location of the site future employees have reasonable access to sustainable forms of travel.
85. Whilst this might be the case for employees who travel to the site on a regular basis, given the principle behind the proposal as a car dealership the majority of customers are likely to travel to the site by private vehicle. As such, there are some shortfalls in achieving this policy but on balance the proposal would generally accord with policy TI/2.

#### **Impact on the landscape character, visual amenity of the area**

86. One of the six key objectives of the Local Plan policy S/2 is to 'protect the character of South Cambridgeshire including its built and natural heritage. New development should enhance the area and protect and enhance biodiversity' and 'to deliver new developments that is high quality and well designed with distinctive character that reflects the location'. Policy S/7 goes on to support development within village frameworks and on brownfield sites in order to protect the countryside from gradual

encroachment.

87. Policy NH/2 seeks to ensure that all new development protects and enhances the local character and distinctiveness of the local landscape and character area of which it is located. Policy HQ/1 seeks to ensure development responds to the local context and respecting local distinctiveness, compatible in its locations
88. The application is accompanied by a Landscape Visual Appraisal (as amended on April 2019) and Site location plan 02 Rev C, Site plan 03 Rev L, Indicative landscape principles 8224-L01 Rev B, Block Plan 11 Rev C (amended). The applicant concludes that the proposal would not result in any unacceptable long-term harm on the landscape character and visual amenity of the area.
89. The site comprises an open agricultural field, located within a largely rural area. It is relatively level with open countryside to the south and west of the site. This site along with adjacent fields positively adds to the open and rural character of the area. Along with the woodland belts to the east and south.
90. The site lies in an area which has no national or local designation and as such does not fall within the scope of the valued landscapes under Paragraph 170a of the revised Framework. At national level, the site lies within the National Character Area defined as 87 East Anglian Chalk by Natural England. The East of England Landscape Framework identified a broad range of landscape character types with the site lying in the 'lowland village chalk lands'. At a local level, the proposed development would be located in Landscape Character Area B: Chalklands (South Cambridgeshire District Council Design Guide SPD, 2010).
91. This area is defined by large arable fields and strong rural character with a distinctive landform of smooth rolling chalk hills and gently undulating chalk plateau. Villages in this area typically have strong historic linear forms typically abutted by fields or woodlands that contribute to the rural character of the area, although this is disrupted by major transport corridors such as the A505 and M11.
92. Given the typography of the site and the immediate surroundings, the site is not highly visible in the wider landscape, however, on a more local level, given the scale of development, the proposal would represent a substantial encroachment of built development in the countryside. Officers consider that the open field, together with the adjoining fields provide a significant contribution to the character and appearance of this part of the village and an important contribution to the rural landscape setting. An inspector came to a similar conclusion on the adjacent site which was for 22 dwellings dismissed on 29 August 2019 (APP/W0530/W/18/3195084).
93. The detailed drawings indicate the erection of two new car dealerships / showrooms with landscaping upon the western boundary and vehicular access off the A505. The proposals will be illuminated in the evenings for both security and marketing purposes. The proposal also includes mass parking areas and marketing signs. The applicant has included some landscape mitigation works inclusive of;
- Ornamental shrub planting upon the northern boundary
  - 5m landscape buffer to the southern edge
  - 5m landscape buffer to the western edge
  - Additional tree planting through the site
94. The positive contribution the open land has to the character of the area would be largely lost by the proposed development and given the specific nature of the use

would result in urbanisation of the countryside which would not be satisfactory mitigation by the soft landscaping.

95. For the same reasons, the proposal would also alter the intrinsic nature of the area and causing a significant harmful effect on the local landscape character. Whilst mitigation has been proposed around some edges of the development to assist in integrating the proposal into the character of area, these proposal would not overcome these adverse effects. In addition the applicant confirms in paragraph 3.13 of the Planning Statement that the dealerships site needs to have some 'visual prominence'. The applicant in this statement therefore accepts that at a local level it will be an obvious new development.
96. The proposed development would therefore be contrary to policy S/2 'Objectives', S/7 'Development Frameworks', HQ/1 'Design Principles' and policy NH/2 'Protecting and enhancing landscape character' which seeks to ensure all new development is of a high quality design that preserves or enhances the character of the area, respects the local context and local distinctiveness and would not have an unacceptable adverse impact on the village and landscape character.
97. The proposal would also conflict with the aims of the NPPF (2019) which should seek to secure high quality design (paragraph 124) that are sympathetic to the local character and landscape setting (paragraph 127). The harm is considered to be significant given the scale of the scheme, however, this will need to be weighed against the economic and social benefits of the proposed scheme in the planning balance.

#### **Loss of Agricultural Land**

98. The land is in agricultural production and is part of a wider area of land classified as Grade 2 'Very Good' by Natural England on the Land Classification map. This land is designated the best and most versatile agricultural land below Grade 1 'Excellent'.
99. In terms of loss of agricultural land, policy NH/3 of the adopted Local Plan states that planning permission will not be granted for development which would lead to the irreversible loss of Grade 1, 2 or 3a agricultural land unless the site is allocated in the Local Plan or there are sustainability considerations and the need for the development are sufficient to override the need to protect the agricultural value of the land.
100. The proposal would clearly fail to protect a significant area of Grade 2 value soil as the development would result in the loss of some of the best and most versatile agricultural land permanently from the district. The planning balance in the conclusion of this report will ultimately assess the sustainability of the site and whether there are sufficient material considerations to allow built development on the application site.

#### **Biodiversity**

101. The application is accompanied an Preliminary Ecological Appraisal (PEA) (PJC Consultancy, January 2019) and a GCN eDNA Assessment (PJC Consultancy, May 2018) in support of this application.
102. The documents have identified the arable field margins to the north and east of the site, and the dense scrub on the western boundary as important areas of habitat with the field margins qualifying as Habitats of Principle Importance. The reports also identify that reptiles, breeding birds, and commuting bats are likely to be constraints to works. The eDNA assessments confirmed there are no Great Crested Newts currently within the waterbody to the east of the development; however the aforementioned

habitats could be suitable for their terrestrial.

103. The Councils Ecologist has reviewed the details and is in general agreement with the assessments provided, however, did raise concerns with the indicative Landscape Principles plan (FPCR, January 2019) as the report did not take into account any of the recommendations of the PEA into account. The Landscape Principles plan has since been amended to include ecological features in accordance with the PEA and there are no further objections from the Ecological Officer.
104. The proposal would therefore accord with NPPF (2018) paragraph 170, 174, and 175, and the Adopted South Cambridgeshire District Council Local Plan Policy NH/4, which requires development to enhance, restore and add to biodiversity with opportunities should be taken to achieve a net gain in biodiversity through the form and design of development.

### **Layout, Design and Appearance**

105. The layout, design and appearance of the buildings have been mostly designed around the general operations of a car dealership. This includes forecourt for sale vehicles to the front of the site, parking areas to the rear and two dealership showrooms. The Urban Design Officer has raised objections to the application on the grounds that the layout of the buildings do not;
  - respond to the set back distances to the siting of the Volvo Head Quarters on the adjacent site
  - concern that the dark, blank appearance of the south elevation of the Aston Martin Showroom when viewed from the south of the site
  - concern about the long parking bays lacking planting strips
106. In terms of the siting of the buildings, they will be located forward of the main building of the Volvo Head Quarters. Whilst having a softer frontage to the A505 would be preferable with features such as a pond, the nature of the use requires road-side presence. In any instance whether the building is located in this position or further back on the site is not going to make a material impact to the scheme as it would still negatively encroach into the countryside.
107. The design/appearance of the buildings are utilitarian. They offer a simple practical design for the functioning of a car dealership. In isolation the design/appearance is not unacceptable for its intended use, however, in the context of the local area the proposal is not considered to make a positive contribution because the proposal would still negatively encroach into the countryside.
108. As mentioned in the character section of this report, the proposal as a whole would not therefore comply with policies HQ/1 that seeks to ensure the delivery of high quality development that is sensitive to its surroundings.

### **Flood Risk and Drainage**

109. The application is accompanied by a Flood Risk Assessment and Surface Water Drainage Strategy by GDP dated 8 January 2019 and amended 29 March. The application site is in a Flood Zone 1 and therefore is considered as having low probability of flooding.
110. The proposed scheme involves the development of greenfield land into a partially hard-paved site. The proposed drainage system will include a porous sub-base underneath the external car



parking and display areas and the access road. Surface water generated from the site will be stored in the sub-base and restricted via a Hydrobrake to 2.7 l/s. This system will then convey water through a swale and discharge surface water into the ditch located to the south of the site. The showroom buildings will have raised FFL, hence ensuring no ingress of surface water during an extreme flooding event.

111. Insufficient information has been submitted to demonstrate to the satisfaction of the Lead Local Flood and Water Authority that the development will not increase the risk of flooding on-site and elsewhere. This is because according to the micro-drainage modelling, surcharging and flood risk will occur during a 1 in 2 year event. This is unacceptable to the LLFA and would increase the risk of flooding elsewhere. The proposal does not therefore comply with the requirements of policy CC/8 which requires developments to have an appropriate sustainable surface water drainage system.

112. In terms of foul water, Anglian Water has confirmed that the Sawston Recycling Centre has capacity to treat the flows of the development site. The applicant has not identified a connection point or discharge rate if a pumping regime is to be implemented and therefore AW have request a planning condition is included for a foul water drainage strategy. Officers consider the condition is reasonable and necessary and will be applied to any decision notice to ensure the scheme accords with policy CC/7 of the Local Plan.

### **Highway Safety**

113. The application is supported by a Transport Statement by TPA and technical note dated April 2019.
114. A new junction on the A505 is proposed as part of the development proposal, providing access for vehicles entering from and egressing to, the A505. The proposed access junction incorporates a ghost right-turn, restricting right-turning from the site. In addition, as part of the development proposal, single-lane duelling with central reservation island is proposed on the A505 adjacent to the proposed junction, facilitating right-turns into the application site. A new 3m wide cycleway/footway will stretch along the frontage of the site and join up with Moorfield Road.
115. Given that the site location does not currently generate vehicle trips, the quantum of trips associated with the proposed development will be additional to the local highway network. The overall increase in the number of trips on the wider highway network would be the difference between the total number of trips to the site and those associated with the existing dealership.
116. The Local Highways Authority and Highways England have considered the suitability of the access, junctions within the village, junctions onto the A505 and the slip-road onto M11 taking into account this increase in commercial floor space (and together with other permitted schemes in the area). They consider the identified traffic generation will be insignificant and will likely be imperceptible. However, final comments are awaited and an update to members will need to be provided, The proposal would therefore comply with 109 of the National Planning Policy Framework which seeks ensure development has an acceptable impact on highway safety and would not cause a severe unacceptable residual cumulative impact on the road network.

### **Impact to Residential Amenity**

117. Whilst there will be an noticeable intensification to the site and this intensification is

likely be experienced from the closest properties, there is considered to be suitable separation and mitigation treatments to not cause significant or adverse impact on residential amenity existing properties along Moorfield Road or Royston Road to warrant the scheme for refusal in accordance with policy HQ/1, SC/10 and SC/12 of the adopted Local Plan.

### **Other Matters**

118. Matters relating to archaeology, archaeology, and contaminated land have been considered by the Councils representative consultants and the details are considered to be acceptable subject to the imposition of planning conditions.
119. The applicants mention the Welch's site and identify that this was given consent based on the circumstances of the company. The application was decided in 2015. The original Welch's site in Stapleford had ongoing environmental issues (noise and movement down small terraced lanes) and had been allocated in the Local Plan for housing. The considerations were therefore material different to the application we now have before us.

### **Planning Balance and Conclusion**

120. Paragraph 8 of the NPPF requires the social, economic and environmental objectives of sustainability to be considered together.
121. The appellant considers that the proposal would provide social and economic benefits through providing construction jobs, provision of new and re-located jobs in the district and the financial spend that would result some of which might go into the local economy. These economic benefits weigh in favour of the proposal and to which officers have attached moderate weight to given the employment numbers generated.
122. In environmental terms, the appellant states that the scheme's design, landscaping, ecological enhancement, noise mitigation measures and the accessibility to services by other means of transport than the car would amount to environmental benefits and would help reduce emissions and mitigate climate. However, given the nature of the use for a car dealership, generation of additional movements, its location on a greenfield site and loss of agricultural land only limited weight should be given to any of the benefits suggested.
123. By virtue of there location, scale, bulk and mass together with the substantial areas of hardstanding for car parking, the development would encroach into the current open undeveloped countryside. The proposal would be excessively prominent in its location, resulting in the loss of open, rural countryside and cause harm to the visual amenity of the area. This harm would therefore be significant. The mitigation proposed would fail to overcome this harm. As such the development would not conserve the landscape and scenic beauty of the countryside. Additional environmental harm is also caused as the proposal does not currently present a sustainable surface water drainage scheme and as proposed this could cause flood risk elsewhere.
124. Whilst the NPPF places great weight on the economic benefits that a scheme might bring, the NPPF also places great weight on the conserving environmental aspects. Overall the development would cause significant harm to the area's character and appearance, in addition to flood risk, this harm would conflict with the environmental dimensions of sustainable development and conflict with policies E/13, HQ/1, NH/2, and NH/3 of the adopted Local Plan.

125. Accordingly the material considerations presented by the applicant do not in this instance outweigh the conflict with the policies in the development plan when read as a whole. The application is therefore recommended for refusal.

### **Recommendation**

126. Refusal for the following reasons;

1. The proposed development would be located outside of the village development framework and within the open countryside. The proposed site has not been allocated in the Local Plan, Neighbourhood Plan, nor is the scale of the development supported by other policies in the Local Plan. The development is therefore contrary to Policies S/2, S/5, S/7 and E/13 of the South Cambridgeshire District Council Local Plan (2018) which amongst other matters seek to protect the character of South Cambridgeshire including its natural heritage and deliver new developments that are high quality with distinctive character that reflects there location.
2. The proposal for a two car dealerships by virtue of there location, scale, bulk and mass together with the substantial areas of hardstanding for car parking, the development would encroach into the current open undeveloped countryside. The proposal would be excessively prominent in its location, resulting in the loss of open, rural countryside and cause harm to the visual amenity of the area. The mitigation proposed would fail to overcome this harm. For these reasons, the development would fail to preserve or enhance the local character of the area and would have an unacceptable adverse impact on the countryside and landscape character. The development is therefore contrary to paragraphs 8 and 170 of the National Planning Policy Framework (2019); Policies S/2, S/7, E/13, HQ/1 and NH/2 of the South Cambridgeshire Local Plan (2018).
3. The site comprises 1.77 hectares of grade 2 'very good' agricultural land that is currently in agricultural production. The proposed development would represent a significant loss of 'the best and most versatile agricultural land' as defined in the National Planning Policy Framework. The application does not demonstrate that sustainability considerations and the need for development in this location are sufficient to override the need to protect the agricultural value of the land. Consequently, the development would cause significant and irreversible loss of agricultural land and farmland biodiversity contrary to: paragraphs 11 and 170 of the National Planning Policy Framework (2019); Policy NH/3 of the South Cambridgeshire Local Plan (2018).

### **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 Plan 2018
- South Cambridgeshire Local Development Framework Supplementary Planning Documents (SPD's)
- Planning File Reference: S/0350/19/FL

### **Report Author:**

Rebecca Ward  
Telephone Number:

Principal Planning Officer  
01954 713236



## Appendix 1

S/0350/19/FL – comments received – 15/2/19

Dear **Rebecca**,

With huge apologies for my incorrect email this morning; please see below the objections from Duxford Parish Council in respect of the Porsche / Aston Martin car dealership on the A505, as unanimously agreed upon at their meeting held on 14th February 2019:

These notes are to accompany our objection to the proposed A505 Garage development. I found references in a couple of planning appeals where the inspector says the open landscape is a reason not to develop. The only copies I can find are just scans of the text, so I've just referenced them here, rather than quoting them.

**Please tick the "Send to planning committee" tick box too, please.**

**We object on grounds of landscape and traffic:**

**Landscape.**

1. The development would represent "Ribbon Development" along the A505.
2. The loss of valuable Grade 2 "Excellent" farm land. (ref Agricultural Land Classification map Eastern Region - ALC008)
3. Loss of open landscape that has previously been designated "Area of Best Landscape" and has been twice commented as a reason not to develop on by planning inspectors during appeals that were rejected in this area. See appeals E1/W0530/2/4/06 for S/1335/89/O and APP/W0530/A/00/1044479 for S/0385/99/O.

**Traffic.**

1. Any additional traffic to the A505 is to be avoided until significant improvement have been made to the local road network.
2. The Radar Speed survey in the transport plan was performed between 10am and 3pm on a Saturday and so is hardly representative.
3. Their traffic survey in their transport plan was meant to be over a week but the equipment broke after three days, so is incomplete.
4. They propose a pedestrian and cycle path in to the site, but it ends on the verge of the A505, with no connection to any of the local foot or cycle paths.

Please can this application be referred to the committee.

With many, many thanks and warmest best wishes,

Joanne

Mrs Joanne Depradines-Smith  
Clerk to Duxford Parish Council

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CB23 6EA  
[www.scambs.gov.uk](http://www.scambs.gov.uk)  
0345 045 5215



South  
Cambridgeshire  
District Council

Parish Clerk,  
Whittlesford Parish Council  
103, Duxford Road  
Whittlesford  
Cambridge  
Cambridgeshire  
CB22 4NJ

Planning and New Communities

Contact: Rebecca Ward

Tel: 03450455215

Email: [planningcomments@scambs.gov.uk](mailto:planningcomments@scambs.gov.uk)

Our Ref: S/0350/19/FL

Your Ref:

Date 07 February 2019

*This letter (with no plans attached) has been emailed to the Parish Council prior to sending out in the post, and for information, to the Ward Members*

Dear Sir/Madam

**Proposal:** Proposed erection of two new car dealerships / showrooms for occupation by Lancaster Porsche and Aston Martin (sul generis) incorporating (i) the sale of new and used cars plus parts storage and sales (ii) new means of access from the A505 including provision of a protected right turn lane into the site when approaching from the west, (iii) totem signs, (iv) servicing and MOT areas, (v) washing and car preparation / valet areas, (vi) display, staff and customer car parking, (vii) new internal circulation roads, cycle paths and footpaths, and (viii) hard and soft landscaping including provision of a 1.5m high mound on the western site boundary

**Application Ref:** S/0350/19/FL

**Location:** Land south of A505 and west of SMT Great Britain, Duxford, Cambridge, CB22 4QX

**Applicant:** Mike Newton, Jardine Motors Group

Attached is a copy of the above application for your retention.

We welcome any comments your Parish Council wishes to make, but would ask that they are made using either the online web form available, or on the form below and returned **no later than 21 days from the date of this letter**. After the expiry of this period, the District Council may determine the application without receipt of your comments.

#### EXPLANATION OF APPLICATION SUFFIX

OL	Outline	LD	Lawful Development Certificate
FL	Full	PA	Prior Notification of Agricultural Development
RM	Reserved Matters	PD	Prior Notification of Demolition Works
LB	Listed Building Consent	PT	Prior Notification of Telecommunications Development
CA	Conservation Area Consent	HZ	Hazardous Substance Consent
AD	Advertisement Consent	DC	Discharge of Conditions
VC	Variation or Removal of Condition		

Below is a link for your convenience to view all copies of documents, plans and forms in respect of the above proposal. As the website updates overnight, these will be available to view the following day from the date of this letter. Please note your comments will be placed on the website.

<http://plan.scambs.gov.uk>

Should the Parish Council wish to request that the application be considered by the District Council's Planning Committee, **please state the material considerations and planning reasons**. Examples of material considerations can be found below. The Chairman of the District Council Planning Committee will respond to all reasonable requests.

The Parish Council: - (Please delete appropriately)

~~Supports~~

Objects

~~Has no recommendation~~

Comments:

*See attached sheet*

The Parish Council ~~does/does not~~ request that the application be referred to the District Council Planning Committee \*(please delete)

Planning reasons:

Note: Where a Parish Councils requests that an application is determined by Planning

Committee there is real value and importance in Parish Council representatives attending Planning Committee to support their comments. Please note that the Parish Council can be represented at Planning Committee by any of its Councillors or the Parish Clerk (with the approval

Signed...

Date

*15/2/19*

Clerk to the Parish Council or Chairman of the Parish Meeting

Guidance:

What are Material Considerations?

#### EXPLANATION OF APPLICATION SUFFIX

OL	Outline	LD	Lawful Development Certificate
FL	Full	PA	Prior Notification of Agricultural Development
RM	Reserved Matters	PD	Prior Notification of Demolition Works
LB	Listed Building Consent	PT	Prior Notification of Telecommunications Development
CA	Conservation Area Consent	HZ	Hazardous Substance Consent
AD	Advertisement Consent	DC	Discharge of Conditions
VC	Variation or Removal of Condition		



## **Whittlesford Parish Council objections to Planning Application S/0350/19/FL ( Jardine Motors Group)**

The above Application was unanimously rejected by Whittleford Parish Council at the meeting on 12<sup>th</sup> February 2019 and the following reasons are cited.

1. According to the recently adopted South Cambridgeshire Local Plan of 2018 (SCDC-LP 2018) the proposed site is not designated for any type of development in the period to 2031.
2. It is well outside the Development frameworks of Duxford and Whittlesford and does not therefore satisfy the requirements of Policy S/7 of SCDC-LP 2018.
3. The proposed development of the site would result in the permanent loss of high quality agricultural land which is in conflict with Policy NH/3 of the SCDC-LP 2018.
4. The proposed development would be in breach of Policy NH/8 (SCDC-LP 2018) as there has been no attempt made to mitigate the impact of the development on the adjoining Green Belt.
5. New Employment Development on the Edges of Villages (Policy E/13) SCDC-LP 2018. The proposals in the Application do not meet the conditions of the above Policy.
6. The proposals in the Application do not address the requirements of Policies S/2 and S/3 of SCDC-LP 2018. The site can only be serviced by the A505, a notoriously busy and dangerous road with no pavement or cycleway and no direct entrance to the site. The site has no direct public transport for the projected 70 jobs (10 more later); the train station at Whittlesford Parkway and the nearest bus stop are at least 1km distant. The only realistic way of accessing this location is by car.
7. In the interests of future road safety the Parish Council strongly opposes the construction of any further accesses and egresses at this location onto the A505 in its present form. The suggested right turn for east-bound traffic from the A505 onto the site is totally out of the question. If such an access and egress were to be constructed it could well scupper any future plans for dualling the A505.

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Who are you

Mandatory fields are in bold

**Title**

Prof.

Appendix 3

Forename / Initial (optional)

William

**Surname**

Brown

Company Name (if applicable) (optional)

Hinxton Parish Council

Telephone number (optional)

Email address (optional)

**House Name / Number**

1 High Street

**Street**

Hinxton

**Town / City**

Safrfron Walden

**County**

United Kingdom

**Postcode**

CB10 1QY

**Your ref no:** NKWKT BHT

## Comment Details

### Please enter the planning reference number

S/0350/19/FL

### Please tell us the address of the application you are commenting on

A505 proposed car dealership Whittlesford Parkway

Commenter Type (optional)

Nature of comment (optional)

Please limit your comments to 2 paragraphs. For longer representations please add as attachments.

Please ensure that no personal details (for example names, phone numbers) are included in your comment. For advice and guidance on how to compile your comment please visit our [website](#).

You can also add photos and any other relevant documents.

### Your comments

I attach the comments of Hinxton Parish Council in my capacity as its Chair

UPLOAD FILE(S)

Duxford  
garage

-

submitted.docx

## Declaration

Please open the PDF below to review all of your answers, if the answers displayed are correct please tick the declaration box.

**Open a read only view of the answers you have given (this will open in a new window)**

*Please note the preview of your PDF may not work with some browsers. We are working with our suppliers to resolve this issue. You will be emailed a copy of your form once it has been submitted.*

## Declaration

Please tick the box below to confirm that the information you have provided on the form is accurate, and then click submit to send us your comment.

Please note that your comment may take up to three working days to show on our website.

☒ I declare that the information I have provided on this form is accurate

## Hinxton Parish Council's objections to Application S/0350/19/FL: Porsche/Aston Martin dealership on A505

Hinxton Parish Council wishes to register its objections to the application to build car dealership showrooms and servicing workshops on the south side of the A505 close to Whittlesford Parkway. The development would have an unacceptable and unmitigated impact on the landscape and on traffic.

### Landscape

The proposal would be contrary to the SCDC's recently adopted Local Plan, Policy NH/2 'Protecting and Enhancing Landscape Character', in which it is stated *'Development will only be permitted where it respects and retains, or enhances the local character and distinctiveness of the local landscape and of the individual National Character Area in which it is located'*.

The proposed site is currently a gently sloping field of good (Grade 3a) arable which forms part of an open bowl of farming land between Whittlesford Parkway, Duxford village and Duxford airfield and is visible for a considerable distance. It is proposed to erect two large, warehouse-sized buildings 8m in height, surrounded by over 300 car-park spaces. The buildings would be intentionally ostentatious with substantial signage and lighting at night for advertising purposes. Much of the attraction of the site to the developer is precisely that the buildings would not 'enhance' but would stand out from an otherwise unspoilt rural landscape.

In expressing our opposition we cannot do better than quote from the rejection in November 2017 by South Cambridgeshire District Council of application S/2777/17/OL, which was for 'up to 20' domestic dwellings at Royston Road, Whittlesford, literally just across the A505, perhaps 20 metres from the proposed dealership site. The rejection decision said that the development would be 'an alien feature in an otherwise open, gently undulating rural landscape of the Chalklands Landscape Character area' and would 'have an unacceptable adverse visual impact on the local rural character...'. (Decision letter, Reason 1)<sup>1</sup>.

This 'gently undulating rural landscape' is of significance over a wide area, being an important feature of both the major east-west route of the A505 and the north-south route between Cambridge and Saffron Walden. It is of particular importance in defining the identities of the nearby villages. The proposal would have a cumulatively degrading impact. This is because, by extending commercial buildings further west from the existing buildings of Welch's Transport and Volvo and into open farmland, it would facilitate future development of a strip of such premises for the remaining kilometre to Junction 10 on the M11, permanently blighting an attractive aspect of southern approaches to Cambridge.

### Traffic

The proposal would be contrary to the newly adopted Local Plan Policy T1/2 which states that: *'3. Developers will be required to demonstrate they will make adequate provision to mitigate the likely impacts (including cumulative impacts) of their proposal...'*. The traffic analysis in this application is wholly inadequate, given that the proposed site is positioned on a particularly strategic part of the South Cambridgeshire traffic network. It fails to acknowledge the relevant recent traffic studies for Granta Park, Sawston Trade Park, SmithsonHill business park and Wellcome Genome Campus. It does acknowledge the extreme congestion on the A505 at morning and evening peaks and also the particular difficulties of the A505 in this area where it is single carriageway in each direction and acts as a bottleneck. But far from making 'adequate provision to mitigate the likely impacts', the proposal is likely to exacerbate them in four distinct ways:

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<sup>1</sup> 'Refusal of Planning Permission', 3 November 2017, letter to Beacon Planning Ltd from Stephen Kelly, Joint Director for Planning and Economic Development for Cambridge and South Cambridgeshire

- i. The site traffic will enter and exit directly onto the A505 at fresh points, adding to and increasing sources of delay on the highway
- ii. Traffic entering the site from the west on the northern carriageway will be required to cross over the southern carriageway via a gap in a traffic island, also leading to delays on the main highway and creating new safety risks
- iii. By building beside the A505 just where it is at its narrowest, it will constrain future options for making essential improvements in this national east-west artery through dual carriageways. We understand that the Peterborough and Cambridgeshire Combined Authority is this year launching an enquiry into improving the A505; prejudicing the outcome by approving this application could have far-reaching long-term costs.
- iv. As is the nature of car dealerships, potential customers will have to be taken on short test drives. These will in practice be round the by-roads of Duxford, Ickleton, Whittlesford and Hinxton. The choices are limited, and the safety and pollution implications for these communities, already damaged by 'rat-running' are serious. The shortest test drive from the proposed site would be past Duxford Primary School.

### Conclusion

The planning application should be rejected. The damage it would inflict on the landscape and the unmitigated adverse impact it would have on local traffic would be too serious.

William Brown

Chair and on behalf of Hinxton Parish Council

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SCDC Planning

Case Officer: Rebecca Ward

Proposal: Erection of two new Car Dealerships etc.

References: S/0350/19/FL

Location: Land south of A505 and west of SMT Great Britain Duxford CB22 4QX

Applicant: Jardine Motors Group

Please see the attached document that sets out Ickleton Parish Council's grounds for OBJECTING to this Application.

Terry Sadler

Parish Councillor

cc Parish Clerk

## ***ICKLETON PARISH COUNCIL***

**Chairman:** Mrs Sian Wombwell, Rectory Farm, Grange Road, Ickleton, Saffron Walden, Essex CB10 1TA. [REDACTED]. [REDACTED]

**Address for correspondence:** The Parish Clerk, Mrs Peta Stevens, 17 Mill Lane, Ickleton, Saffron Walden, Essex CB10 1SW.

Tel: [REDACTED]. E-mail: [petastevens17@gmail.com](mailto:petastevens17@gmail.com)

26 February 2019

Planning Team  
South Cambridgeshire District Council

By email attachment to [PlanningComments@scambs.gov.uk](mailto:PlanningComments@scambs.gov.uk)

Case Officer: Rebecca Ward

Dear Rebecca

**Proposal:** Erection of two new Car Dealerships/Showrooms for Occupation by Lancaster Porsche & Aston Martin etc., etc.  
**Ref:** S/0350/19/FL  
**Location:** Land south of A505 & west of SMT Great Britain Duxford CB22 4QX  
**Applicant:** Mike Newton, Jardine Motors Group

Please note that Ickleton Parish Council voted unanimously to OBJECT to this Application and strongly recommends refusal.

This Application is not consistent with national and local policies on the natural environment, specifically those that seek to protect the countryside.

1. The site has not been allocated for development of any kind in the Adopted Local Plan 2018, and approval of the proposal would be contrary to the Development Strategy set out at Policy S/6, particularly point 4.
2. Policy S/7 is relevant, as the site is not within any development framework, neither is there a need for this business to be located in the countryside. The proposal is a glaring instance of ribbon development.
3. Section 15 of the National Planning Policy Framework (NPPF) Para. 170 says that planning policies and decisions should contribute to and enhance the natural and local environment by a) protecting and enhancing valued landscapes....; b) recognising the intrinsic character and beauty of the countryside, and the wider benefits from natural capital and ecosystem services – including the economic and other benefits of the best and most versatile agricultural land...  
The site may not be in a designated landscape, but it is most definitely located in the wider countryside. This is emphatically a rural area, even though it is intersected by busy transport routes. We reject the numerous instances within the Application that attempt to

characterise the locality as having urban characteristics. It does not. The site does not have a surrounding built environment as claimed in the Application, and the proposed development would be anything but sympathetic to its surroundings.

The Local Plan 2018 follows the NPPF in having Policy NH/2 Protecting and enhancing Landscape Character. The site is part of an open area of Chalklands Landscape Character. This has been designated as an “Area of Best Landscape.” Development of this site would intrude into open countryside and would set a precedent for further development creep to the south of the A505 and on the site opposite.

That opposite site incidentally has been the subject of a planning application (Ref, S/277/17/OL) for housing. This was rejected by SCDC, the rejection being subsequently upheld on appeal. SCDC referred to the proposals as an alien feature in an otherwise open, gently undulating rural landscape having an adverse visual impact on the local rural character. The Appeal Inspector described the site as providing a significant contribution to the visual quality and the openness of the area, and an important contribution to the rural landscape setting of the village – to be largely lost by the development, which would significantly urbanise the open and undeveloped nature of the site. Precisely the same comments apply to the proposals now under consideration for this site to the south of the A505. The sites have in common that they are highly visible from a number of public vantage points. Both Applications featured earth bunds as attempts to mitigate impact on surrounding landscape; those bunds are in fact alien and incongruous introductions.

In 2016 Volvo Construction was refused permission (Ref S/2296/16/AD) to erect a stand-alone illuminated pylon sign on their site boundary adjacent to the A505 in the east corner. The sign would have been 7.25m high, 4.7m wide and 0.57m in depth. Planning Officer comments at the time were that the area is predominantly rural in nature, and the sign was refused because by virtue of its excessive height, siting, size, scale, mass and bulk it was considered to be excessively prominent in street scene views and would result in harm to the visual amenity and character of the area. It was considered to be inappropriate and detrimental to the visual character of the countryside.

Precisely the same could be said of the present proposals, which are obviously greater in size, etc. and would do proportionately more harm to the surrounding countryside.

Significant harm would result to the rural character and appearance of the area if the proposals are allowed contrary to Policy NH/2.

4. Policy HQ/1 Design Principles of the Local Plan 2018 would be breached by approving this application. Whatever the merits of the design of the Porsche and Aston Martin landmark buildings that are sought for the site, it cannot possibly be claimed that they preserve or enhance the character of the local rural landscape, or that they conserve or enhance important natural assets or their setting. They would achieve precisely the opposite. Local distinctiveness is not respected. The proposals are incompatible in terms of scale, mass, form, siting, design, texture and colour in relation to the surrounding area.

We reject any comparison with the Welch’s and Volvo sites and any contention that the proposals would be nothing more than a continuation of those developments. The former is set behind mature natural screening at a level below that of the surface of the A505. The latter, as well as having been a brownfield site, is set within a bend of Moorfield Road Duxford that enabled the development not to intrude into the open landscape as would the current proposal. In addition, with the Volvo site the buildings are set well back from the

A505 and there is a significant area of landscaping up to the highway. The buildings in the present Application by contrast are placed close to the front of the site, on the highest part of the field where it meets the A505.

We consider that, owing to the site's prominent position and the nature of the proposed activities (including the floodlit secure compound) approval would breach Policy SC/9 Lighting Proposals of the Local Plan.

5. Policy NH/3 Protecting Agricultural Land would be breached by approving this Application. The site has been farmed organically for several years, and is Best and Most Versatile agricultural land, an irreplaceable resource of national importance.
6. The Application relies heavily on Policy E/13 which permits new employment development on the edges of villages. However, none of the requirements of this Policy are met and the Applicant strains credulity beyond breaking point in saying they are. The site is neither adjoining or very close to any development framework. It is so remote from the development framework of Duxford that the Applicant must refer to the development framework of Whittlesford Bridge when invoking Policy E/13.

It is incorrectly claimed that the site directly to the north of the Application site is a residential area. It is an agricultural field in respect of which permission to develop for housing has been refused. An adjacent site to this field that is being developed for housing is not adjacent to the Application site and in any event the sites are separated by the A505.

The proposal would have an unacceptable adverse impact on the character and appearance of the area and is not in scale with the location (Policy E/13 f). 8.53 is not relevant as this proposal is neither small scale nor sensitive.

We find the criteria adopted in framing the search for other sites and the reasons for ruling out other locations in favour of this one to be so contrived as to invite ridicule. There are absolutely no reasons why this concern cannot relocate to a "respectable" business park site and continue to thrive. It does not need a site adjacent to a major highway for publicity purposes – Porsche and Aston Martin cars are hardly impulse buys, and potential customers will seek their local dealer out.

## 7. Traffic and Transport

- i. The objectives of Policies S/2 and S/3 of the Adopted Local Plan are clearly not met in relation to this site, which can only be accessed via the A505. This is a busy and dangerous highway with no footway or cycle path on the side where this development would be located. There is no direct public transport. In practice, all access with very few exceptions will be by car or commercial vehicles.
- ii. In the interests of highway safety, no vehicular access on and off the A505 at this point should be permitted. The A505 already operates beyond its design capacity, is subject to congestion particularly in peak periods, and journey delay is already at unacceptable levels. Increased vehicle movements on this road will result in more congestion and more rat running through the villages of Ickleton, Duxford and Sawston, and permission should not be granted for developments that will encourage this.
- iii. The proposed arrangements for a right-hand turn crossing the westbound carriageway at a gap in a traffic island would add to congestion and introduce a further element of risk on the highway. In addition, eastbound traffic leaving the site would be obliged to head

west initially, thus disproportionately adding to traffic movements on this already over-burdened highway.

- iv. No major development should be permitted on this section of the A505 until the much-heralded full review of this highway has been carried out and there are firm commitments to implementing identified improvements and to the funding thereof. Granting permission for this proposal may constrain options for future improvements. This should be avoided.
- v. In the event of the District Council being minded to approve the Application, conditions should be attached preventing HCVs accessing or leaving the site from using unclassified rural roads in and connecting villages in the locality, and test drives of vehicles should also be prohibited from taking place on the same roads, so that local residents are protected from such activities that would be generated by this business.

#### 8. Potential of cumulative Developments on IWM Activities

Ickleton Parish Council is concerned over the potential for cumulative developments in this locality to have an adverse impact upon the flying operations at Duxford Airfield, and in particular on the Air Shows at IWM Duxford. IWM Duxford is of national significance and is unique in providing static and dynamic exhibits.

We note that at Para. 36 of Chapter 8 of the Local Plan IWM Duxford is to be given special consideration within the context of protecting the quality of the surrounding landscape in this sensitive site on the edge of the Cambridge Green Belt. We assume such consideration will lead to refusal of this Application in addition to all the reasons cited above.

Yours sincerely

*(Signed)*

Terry Sadler  
Parish Councillor  
On behalf of Ickleton Parish Council

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Who are you

Mandatory fields are in bold

Appendix 5

**Title**

Mrs

Forename / Initial (optional)

Belinda

**Surname**

Westwood

Company Name (if applicable) (optional)

Pampisford Parish Council

Telephone number (optional)

07941088544

Email address (optional)

clerk@pampisford.org.uk

**House Name / Number**

1

**Street**

High Street

**Town / City**

Pampisford

**County**

Cambridgeshire

**Postcode**

CB22 3ES

## Comment Details

### Please enter the planning reference number

S/0350/19/FL

### Please tell us the address of the application you are commenting on

Duxford

Commenter Type (optional)

Consultee

Nature of comment (optional)

Please limit your comments to 2 paragraphs. For longer representations please add as attachments.

Please ensure that no personal details (for example names, phone numbers) are included in your comment. For advice and guidance on how to compile your comment please visit our [website](#).

You can also add photos and any other relevant documents.

### Your comments

Pampisford Parish Council objects to this application 1. This is a greenfield site, containing good agricultural land 2. The proposed application is not in the South Cambridgeshire Local Plan as a site for employment 3. There could be safety issues in respect to the approach to Duxford Airfield, it is on the flight path 4. Access across the A505 is not possible at this point, so all traffic coming from the M11 will need to travel passed the site as far A505/A1301 roundabout, to then return on the other carriageway. The congestion on the A505 is such that for much of the working day this will be very slow. 5. U-turns at the Moorfield Road junction could be dangerous and should not be included as possible

UPLOAD FILE(S)



## Declaration

Please open the PDF below to review all of your answers, if the answers displayed are correct please tick the declaration box.

**Open a read only view of the answers you have given (this will open in a new window)**

*Please note the preview of your PDF may not work with some browsers. We are working with our suppliers to resolve this issue. You will be emailed a copy of your form once it has been submitted.*

## Declaration

Please tick the box below to confirm that the information you have provided on the form is accurate, and then click submit to send us your comment.

Please note that your comment may take up to three working days to show on our website.

☒ I declare that the information I have provided on this form is accurate

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**From:** Jo Keeler <  
**Sent:** 27 February 2019 12:12  
**To:** Ward Rebecca < >  
**Cc:**  
**Subject:** S/0350/19/FL

Dear Rebecca

Although this is an application for Duxford Parish Council we wanted to comment as we feel it will have an impact on Sawston and the surrounding villages.

We discussed this at our meeting last night and wish to make the following objections/comments:

- Concern with the ever increasing Highways issues, increased traffic (the increased traffic from the proposed developments around this area have not been taken into account)
- Impact on the countryside
- Not within the development framework
- Concerns over further traffic constraints on the A505 corridor
- Not agricultural related

We hope you can take our comments into consideration when you are discussing.

Kind regards  
Jo

Mrs Jo Keeler  
Sawston Parish Clerk  
Monday-Friday 8.30am – 2pm (Closed to public Thursday)

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Time of plot: 10:10

Date of plot: 20/05/2019



**South  
Cambridgeshire  
District Council**

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# Agenda Item 6

## SOUTH CAMBRIDGESHIRE DISTRICT COUNCIL

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**REPORT TO:** Planning Committee

12 June 2019

**AUTHOR/S:** Joint Director of Planning and Economic Development

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**Application Number:** S/0974/19/FL

**Parish(es):** Over Parish Council

**Proposal:** Conversion of existing garage and first floor side extension

**Site address:** 30 Hilton Street, Over, Cambridge, CB24 5PU

**Applicant(s):** Mr Paul McEneaney

**Recommendation:** Delegated Approval

**Key material considerations:** Residential amenity, visual impact and heritage asset impact

**Committee Site Visit:** Not required

**Departure Application:** No

**Presenting Officer:** Tom Gray, Planning Officer

**Application brought to Committee because:** The applicant is a household member of an employee of South Cambridgeshire District Council

**Date by which decision due:** 10<sup>th</sup> May 2019 (extension of time given until 14<sup>th</sup> June 2019)

### 1. Planning History

S/1095/87/F – One House – Approved

### 2. Planning Policies

National Planning Policy Framework – February 2019

South Cambridgeshire Local Plan, Adopted September 2018

Policy S/3 Presumption in Favour of Sustainable Development

Policy S/7 Development Frameworks

Policy HQ/1 Design Principles

Policy NH/14 Heritage Assets

South Cambridgeshire Local Plan Supplementary Planning Documents (SPD)

### 3. Consultation

**Over Parish Council** has no objections.

**Historic Buildings Officer** has no objection. There is no objection to the conversion of the garage. The fenestration proposed appears to be a good fit with the existing ground floor fenestration. The first floor side extension is inappropriate form which will detract from the host building, and will be jarring when viewed from King Street and when facing the property on Hilton Street. The render in particular will distinguish it from the predominantly brick host building, to negative effect. However, the property is not within a conservation area. Further, due to set back of the proposed first floor extension and location on the south-east elevation, there will be no material impact on the streetscape or setting of the adjacent listed building (28 Hilton Street, Grade II). The proposal will not harm the significance of the listed building and therefore no objection can be raised on heritage grounds.

### 4. Representations

None received.

### 5. Planning Assessment

Visual impact:

6. The proposed first floor side extension is subservient to the existing dwelling with a lower ridge height and set back from the principal elevation. Although the proposed extension would consist of a flat-roof projection and thereby introducing a new form into the street scene, the proposal would be of an appropriate scale and would use similar matching materials including render and sash fenestrations.
7. The visual impact on the street scene would be reduced by the proposed extension being set back from the principal elevation and an appropriate choice of materials would be in-keeping with the render on the principal elevation. Therefore, the proposal is considered to preserve the character of the local area and complies with Policy HQ/1 of the South Cambridgeshire Local Plan 2018.
8. The proposed conversion of the garage to habitable space would consist of replacing the existing garage door with windows similar in appearance to the existing dwelling. These alterations are not considered to result in visual harm upon the local area.

Impact upon the setting of a Listed Building:

9. Due to the set-back nature and siting of the proposed first floor side extension being positioned away from the Grade II Listed Building of No.28 Hilton Street, there would be no material impact upon the setting of this adjacent Listed Building.
10. Given the use of in-keeping materials, the proposed conversion of the garage would not result in an adverse material impact upon the setting of this adjacent Listed Building. Therefore, the proposal complies with Policy NH/14 of the South Cambridgeshire Local Plan 2018.



Neighbour amenity:

11. The proposed side extension would have a rear-facing window. There are no windows proposed on the side elevation facing No.32. Given the positioning of the proposed window, it is not considered that any new views would be afforded towards the amenity area of this neighbouring property. Therefore, there would be no significant overlooking with respect to No.32 nor other neighbouring dwellings.
12. Due to the subservient nature and siting of the proposed extension, being positioned below the ridge height and to the side of the existing dwelling, it is not considered that the proposal would result in significant overshadowing or loss of light impacts upon No.32.
13. Given the modest size, height and siting of the proposed extension, it is not considered that there would be no significant overbearing impacts on the neighbouring property of No.32.

Parking

14. The proposal would consist of the conversion of a garage. Policy TI/3 of the South Cambridgeshire Local Plan states an indicative car parking provision of 2 spaces per dwelling. There is sufficient hardstanding towards the front of the property to accommodate two parking spaces in accordance with this policy.

15. **Recommendation**

Officers recommend that the Committee approve the application, subject to:

16. Conditions

- (a) Time Limit (3 Years) (SC1)
- (b) Drawing Numbers (SC95)
- (c) Materials as stated in the application form

**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 Plan 2018
- South Cambridgeshire Local Plan Supplementary Planning Documents (SPD's)
- Planning File Ref: S/0974/19/FL

**Report Author:**

Tom Gray      Planning Officer  
Telephone Number: 01954 713195

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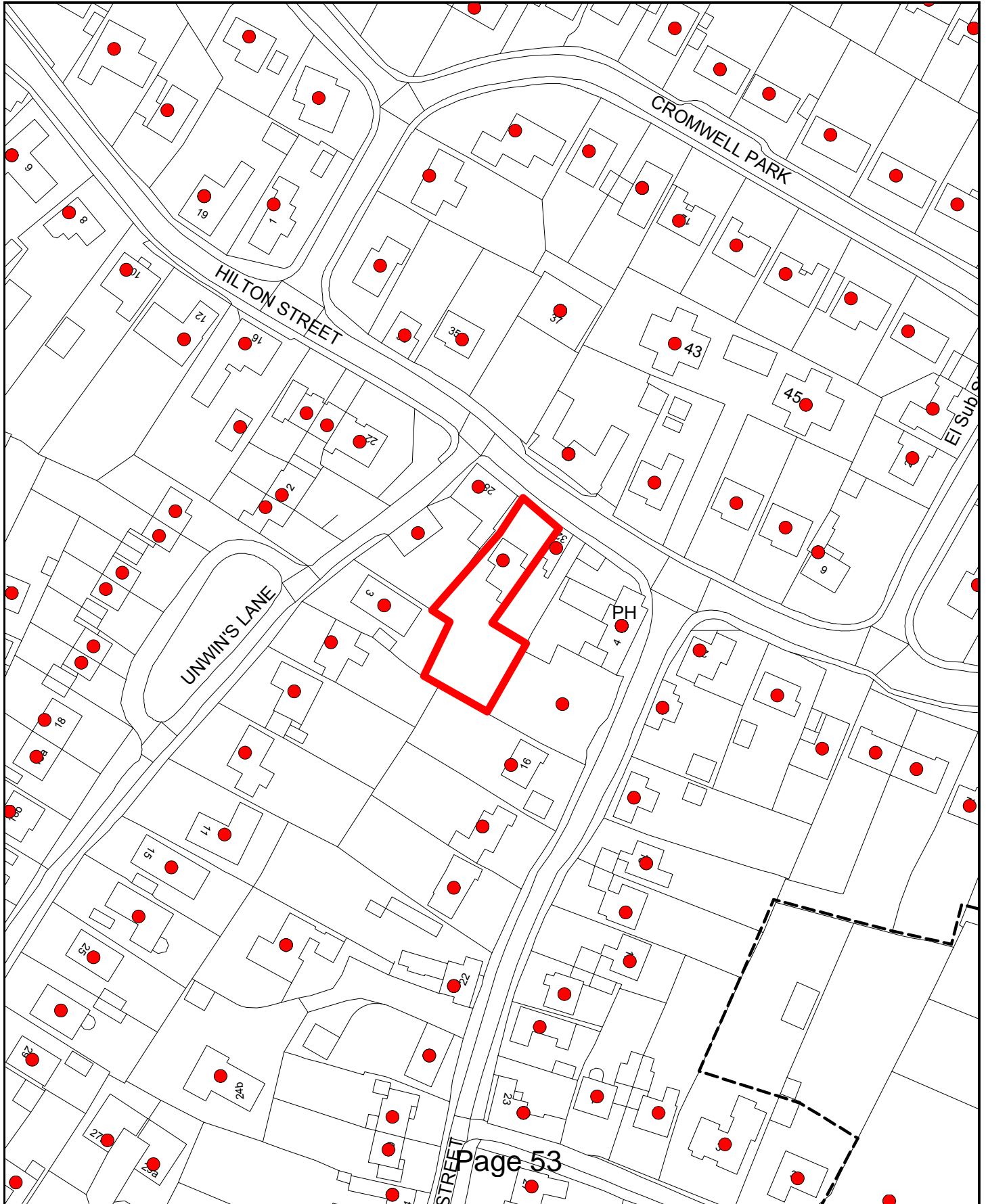
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Date of plot: 20/05/2019



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District Council

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# Agenda Item 7



**REPORT TO:** Planning Committee

12 June 2019

**LEAD OFFICER:** Joint Director of Planning & Economic Development

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## Enforcement Report

### Purpose

1. To inform Members about planning enforcement cases as at 24 May 2019  
Summaries of recent enforcement notices are also reported, for information.

### Executive Summary

2. There are currently at the end of April 2019, 67 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 26<sup>th</sup> 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 application to the High Court for an Injunction is to be made at the earliest opportunity. Barrister identified; detailed chronology compiled next steps agreed - Work in progress

**(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 25<sup>th</sup> 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 15<sup>th</sup> 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 – Legal office have liaised with the Court and have been informed that the Arrest Warrant is live and waiting to be executed by Police. Referred back to legal as Police have no current knowledge of the Warrant – No further details are available at this time. Councils Legal and Planning department to review next steps including Injunctive action to remove unauthorised Pole and CCTV camera.

**(c) 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 19<sup>th</sup> 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 9<sup>th</sup> 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

(d)

**73 High Street West Wratting**

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 19<sup>th</sup> 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. Separate planning application to be submitted to develop the whole site Situation continues to be monitored. Further s215 Notice to be considered Information received that the Landowner has sadly passed away and the estate is currently being dealt with by the executors of the estate. The family have submitted a "Pre-Application" for planning advice regarding this property. Situation to be monitored.

(e)

**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. The gas governor was due to be disconnected by the end of September 2018 however the company carrying out the work was again refused access and turned away. Local Parish informed of current impasse. Work continues to resolve access issues. Possible April 2019 date was given to resolve however work still not commenced. Case review to be carried out regarding next steps. The owners of the land are still waiting for a date from Cadent/Triio for the gas works on site and are actively chasing them for a date to carry out the work.

(f)

**19 Bandon Road Girton**

Not built in accordance with approved drawings relating to visibility splays Breach of Condition Notice issued 22 February 2018 with 28-day compliance period. Despite compliance discussions with the builder works still not carried out. Prosecution file has been raised, waiting issue of summons, still with legal Legal case officer now allocated waiting for further information as to timings

(g)

**14 Church End Rampton – Grade2 Listed Building**

The above property is a thatched cottage that has fallen into disrepair in particular the thatch and woodwork. The owners have failed to engage with the

Council and as a result an Amenity Notice s215 was served on the owners 11<sup>th</sup> October 2018 to carry out urgent repairs to the building. The compliance date was 6 months in order to allow specialist contractors to carry out the work. The owners have decided to challenge the Council which is their right and their appeal will be heard at Cambridge Magistrates Court on the 10<sup>th</sup> January 2019. The owner attended the Court but was unrepresented or in a position to make his appeal therefore in the circumstances the Court adjourned the case until the 8<sup>th</sup> May 2019. Due to the owners age it was agreed that we would assist the Court and the owner by preparing the evidence bundles.

The appeal was heard on the 8<sup>th</sup> May 2019 and was based on the notice being unlawful and if it wasn't then the compliance period of 6 months was insufficient to arrange for the works to be carried out? Having listened to the evidence from both sides the Court upheld the notice as lawful but decided to allow the appellant more time to arrange for the works to be undertaken. The compliance period is now 18 months from the date of the appeal hearing.

(h) **Burwash Manor Farm**

Without planning permission, the erection of children's play equipment within land designated as Green Belt. A retrospective planning application, reference S/3494/18/FL had been refused. The size, scale and height of the development is contrary to paragraph 144 of the National Planning Policy Framework (NPPF) 2019. The enforcement notice issued requires the owners to cease the use of the play equipment specifically the adventure tower and remove the play equipment from the land. The compliance period is one (1) month from the date it takes effect on the 21 May 2019

## **Investigation summary**

- 6 Enforcement Investigations for April 2019 reflect an 11.9% reduction in the number of cases investigated when compared to the same period in 2018. Fifty-two (52) cases in total for the April period versus fifty-nine (59) cases in 2018

The year to date comparison 2019 versus 2018 revealed a 15.0% reduction or 33 cases less for the same period.

A review of the forty-one (41) cases closed in April 2019 revealed that 15 cases were found not to be in breach of planning control or were permitted development, 9 cases complied, and 3 cases were not expedient to enforce. The remaining 14 cases were as a result of express consent already granted, consent on appeal and express consent granted – Time Limited, awaiting further instruction 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:

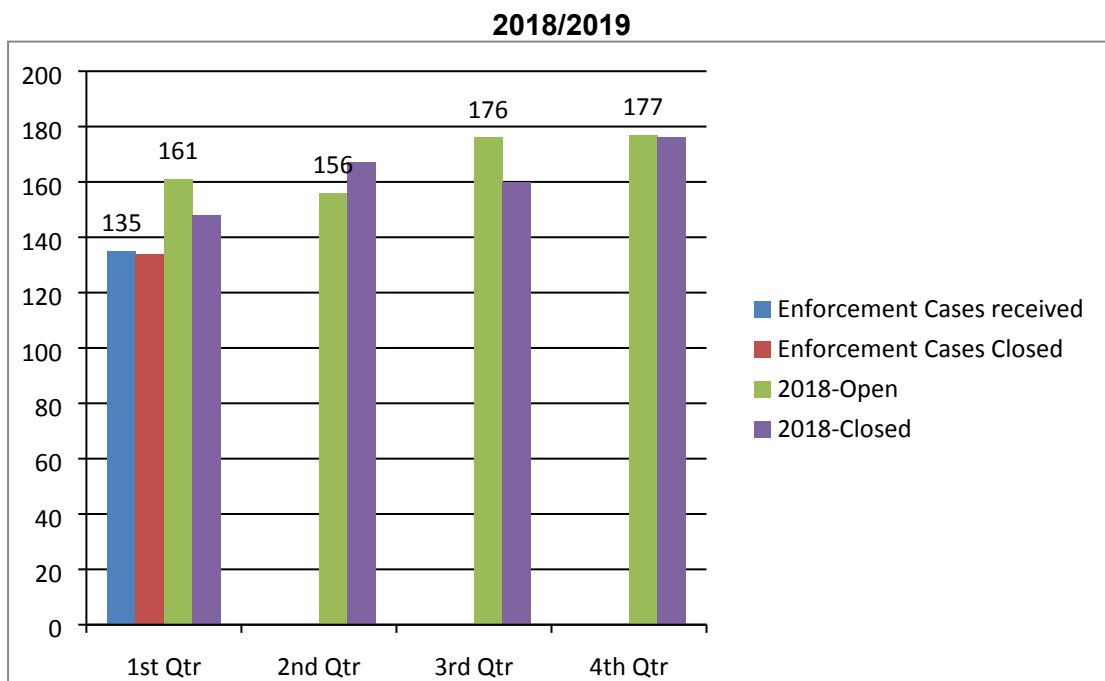
- **Appendices 1 and 2**

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Telephone: (01954) 713206

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Enforcement Cases Received and Closed

Month – 2019	Received	Closed
April 2019	52	41
May 2019	-	-
June 2019	-	-
1 <sup>st</sup> Qtr. 2019	135	134
1 <sup>st</sup> Qtr. 2018	161	148
2 <sup>nd</sup> Qtr. 2018	156	167
3 <sup>rd</sup> Qtr. 2018	176	160
4 <sup>th</sup> Qtr. 2018	177	176
1 <sup>st</sup> Qtr. 2017	122	122
2 <sup>nd</sup> Qtr. 2017	157	165
3 <sup>rd</sup> Qtr. 2017	148	118
4 <sup>th</sup> Qtr. 2017	175	158
2019 - YTD	187	175
2018 - YTD	670	651
2017 - YTD	602	563
2016 - YTD	565	563
2015 - YTD	511	527
2014 -YTD	504	476



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Notices Served and Issued

1. Notices Served

Type of Notice	Period	Calendar Year to date
	April 2019	2019
Enforcement	1	2
Stop Notice	0	0
Temporary Stop Notice	0	0
Breach of Condition	5	10
S215 – Amenity Notice	0	2
Planning Contravention Notice	1	1
Injunctions	0	1
High Hedge Remedial Notice	1	1

2. Notices served since the previous report

Ref. no.	Village	Address	Notice issued
PCN-01-19	Milton	8 Garner Close	Planning Contravention Notice
SCD-ENF-0123-19 Breach of Condition 14 – Construction work & deliveries	Waterbeach	Land North of Bannold Drove	Breach of Condition Notice
SCD-ENF-0130-19 Breach of Condition 2 S-1416-16-RM Swift Bird Boxes	Northstowe	Parcel H1, Phase 1	Breach of Condition Notice
SCD-ENF-0138-19 Condition 31, Working hours	Northstowe	Hatton's Road Longstanton	Breach of Condition Notice
SCD-ENF-0140-19 Breach of Condition 20 Power operated equipment	Waterbeach	Land East of Cody Road	Breach of Condition Notice

SCD-ENF0145-19 Breach of Condition 31 Construction Plan working hours	Northstowe	Hatton's Road Longstanton	Breach of Condition Notice
SCD-ENF-105-19 Play equipment	Barton	Burwash Manor Farm New Road	Enforcement Notice

### 3. Case Information

Twenty-four (24) of the fifty-two (52) cases opened during April were closed within the same period which represents a 46.1% closure rate.

#### A breakdown of the cases investigated during April 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)  
Forty-six (46) 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 April period are broken down by case category as follows.**

Adverts	x 04
Amenity	x 01
Breach of Condition	x 19
Breach of Planning Control	x 07
Built in Accordance	x 03
Change of Use	x 02
Conservation	x 00
High Hedge	x 00
Condition	x 00
Listed Building	x 01
Other	x 08
Unauthorised Development	x 04
Unauthorised Demolition	x 00
Permitted Development	x 03

## Appendix 2

Monitoring	x 00
<u>Total Cases reported</u>	<u>52</u>

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