

South Cambridgeshire Hall  
Cambourne Business Park  
Cambourne  
Cambridge  
CB23 6EA

t: 03450 450 500  
f: 01954 713149

[www.scambs.gov.uk](http://www.scambs.gov.uk)



23 June 2015

To: Chairman – Councillor Lynda Harford  
Vice-Chairman – Councillor David Bard  
All Members of the Planning Committee - Councillors Anna Bradnam,  
Brian Burling, Kevin Cuffley, Tumi Hawkins, Sebastian Kindersley,  
David McCraith (substitute for Pippa Corney), Des O'Brien, Deborah Roberts,  
Tim Scott, Ben Shelton and Robert Turner

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, 1 JULY 2015 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  
**JEAN HUNTER**  
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 June 2015) attached to the electronic version of the agenda on the Council's website.

#### **1. Apologies**

Councillor Pippa Corney has sent Apologies for Absence (Councillor David McCraith is Substitute). To receive apologies for absence from other committee members.

### **PROCEDURAL ITEMS**

#### **2. Declarations of Interest**

**1 - 2**

**3. Minutes of Previous Meeting**

To authorise the Chairman to sign the Minutes of the meeting held on 3 June 2015 as a correct record. A draft has been circulated to Members, and is available by visiting [www.scambs.gov.uk](http://www.scambs.gov.uk) and following the link to 'Your Council'.

**PLANNING APPLICATIONS AND OTHER DECISION ITEMS**

<b>4.</b>	<b>S/0276/15/OL - Duxford (8 Greenacres)</b>	<b>3 - 34</b>
<b>5.</b>	<b>S/0291/15/FL - Great Shelford (The Railway Tavern, Station Road)</b>	<b>35 - 52</b>
<b>6.</b>	<b>S/1050/15/FL - Landbeach (55 High Street)</b>	<b>53 - 60</b>
<b>7.</b>	<b>S/0586/15/FL - Little Eversden (Plot 1, 23 High Street)</b>	<b>61 - 70</b>
<b>8.</b>	<b>S/0585/15/FL - Little Eversden (Plot 2, 23 High Street)</b>	<b>71 - 80</b>
<b>9.</b>	<b>S/0725/15/FL - Little Eversden (23 High Street)</b>	<b>81 - 90</b>
<b>10.</b>	<b>S/0565/15/FL - Great Chishill (6 New Road)</b>	<b>91 - 104</b>
<b>11.</b>	<b>S/0400/15/FL - Litlington (Highfield Farm, Royston Road)</b>	<b>105 - 116</b>

**INFORMATION ITEMS**

<b>12.</b>	<b>Enforcement Report</b>	<b>117 - 122</b>
<b>13.</b>	<b>Appeals against Planning Decisions and Enforcement Action</b>	<b>123 - 126</b>

**OUR LONG-TERM VISION**

South Cambridgeshire will continue to be the best place to live, work and study in the country. Our district will demonstrate impressive and sustainable economic growth. Our residents will have a superb quality of life in an exceptionally beautiful, rural and green environment.

**OUR VALUES**

We will demonstrate our corporate values in all our actions. These are:

- Working Together
- Integrity
- Dynamism
- Innovation

## **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

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

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

### Notes

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

# Agenda Item 2

## Planning Committee

### 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.

I have the following interest(s) (\* delete where inapplicable) as follows:

Agenda no.	Application Ref.	Village	Interest type	Nature of Interest
	S/		1* 2* 3*	
	S/		1* 2* 3*	
	S/		1* 2* 3*	

Address/ Location of land where applicable

Signature: .....

Name ..... Date .....

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# Agenda Item 4

## SOUTH CAMBRIDGESHIRE DISTRICT COUNCIL

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**REPORT TO:** Planning Committee

1 July 2015

**AUTHOR/S:** Planning and New Communities Director

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<b>Application Number:</b>	S/0276/15/OL
<b>Parish(es):</b>	Duxford
<b>Proposal:</b>	Demolition of dwelling and garage and erection of up to 35 dwellings.
<b>Site address:</b>	8 Greenacres, Duxford
<b>Applicant(s):</b>	Mr Darragh Harnet, Countryside Properties Ltd and J Hilbery
<b>Recommendation:</b>	Approve
<b>Key material considerations:</b>	The main issues are whether the proposed development would provide a suitable site for housing, having regard to the principles of sustainable development and housing land supply, scale of development, impact on the village character and landscape, impact on neighbour amenity, level of services and facilities, access and transport including construction management, drainage and ecology.
<b>Committee Site Visit:</b>	Yes
<b>Departure Application:</b>	Yes
<b>Presenting Officer:</b>	Andrew Fillmore
<b>Application brought to Committee because:</b>	The application proposal raises considerations of wider than local interest.
<b>Date by which decision due:</b>	15 May 2015

### Executive summary

1. This proposal seeks outline permission (access only for full approval) for a residential development of up to 35 dwellings including 14 affordable units outside the adopted village framework following demolition of no. 8 Greenacres (dwelling) to provide vehicular access. The development would not normally be considered acceptable in principle as a result of its location outside the framework. However two recent appeal decisions on sites in Waterbeach have shown the district does not currently have a 5

year housing land supply, and therefore the adopted LDF policies in relation to the supply of housing are not up to date. The National Planning Policy Framework (NPPF) states there is a presumption in favour of sustainable development, and where relevant policies are out of date, planning permission should be granted for development unless the adverse impacts of doing so would significantly and demonstrably outweigh the benefits, when assessed against the policies in the NPPF taken as a whole.

In this case the impact on highway safety and neighbour amenity, including construction traffic, does not significantly and demonstrably outweigh the benefits that include delivering up to 34 dwellings, 14 of which will be affordable, towards the required housing land supply.

### **Planning History**

2. No relevant planning history.

### **Planning Policies**

3. **National Planning Policy Framework**  
National Planning Policy Framework (NPPF)  
Planning Practice Guidance
4. **Proposed Local Plan July 2013**  
S/1 Vision  
S/2 Objectives of the Local Plan  
S/3 Presumption in Favour of Sustainable Development  
S/7 Development Frameworks  
S/10 Group Villages  
H/7 Housing Density  
H8 Housing Mix  
H/9 Affordable Housing  
SC/2 Health Impact Assessment  
SC/4 Meeting Community Needs  
SC/6 Indoor Community Facilities  
SC/7 Outdoor Play Space, Informal Open Space and New Developments  
SC/8 Open Space Standards  
SC/12 Contaminated Land  
TI/2 Planning for Sustainable Travel  
TI/3 Parking Provision  
TI/9 Education Facilities  
TI/10 Broadband
5. **Core Strategy, adopted January 2007**  
ST/2 Housing Provision  
ST/6 – Group Villages
6. **Local Development Framework Development Control Policies 2007**  
DP/1 Sustainable Development  
DP/2 Design of New Development  
DP/3 Development Criteria  
DP/4 Infrastructure and New Developments  
DP/5 Cumulative Development  
DP/6 Construction Methods  
DP/7 Development Frameworks



HG/1 Housing Density  
 HG/2 Housing Mix  
 HG/3 Affordable Housing  
 SF/10 Outdoor Playspace, Informal Open Space, and New Developments  
 SF/11 Open Space Standards  
 NE/1 Renewable Energy  
 NE/3 Renewable Energy Technologies in New Development  
 NE/6 Biodiversity  
 NE/9 Water and Drainage Infrastructure  
 NE/12 Water Conservation  
 NE/14 Lighting Proposals  
 NE/15 Noise Pollution  
 NE/17 Protecting High Quality Agricultural Land  
 CH/2 Archaeological Sites  
 CH/4 Development within the Curtilage or Setting of a Listed Building  
 CH/5 Conservation Areas  
 TR/1 Planning for More Sustainable Travel  
 TR/2 Car and Cycle Parking Standards  
 TR/3 Mitigating Travel Impact

**Consultation by South Cambridgeshire District Council as Local Planning Authority**

7. **Duxford Parish Council** – Recommends refusal. The Parishes view is the additional traffic generated by this proposal is incompatible with the Duxford road infrastructure, in particular, the impact on St Johns Street and its junction with Hunts Road, Moorfield Road and Green Street, are all considered inadequate. The Transport Statement data appears to be incorrect and the Highways Agency must do a full survey of St Johns street traffic patterns.
8. **Local Highways Authority** – The approach to trip generation appears reasonable and is therefore accepted. The junctions remain below 0.85 in each of the assessments which indicate they remain within operational capacity. Given the traffic levels associated with the development it is not expected to create a severe impact on the local network. The Construction Environmental Management Plan is to the satisfaction of the highways authority. Recommend conditions.
9. **Cambridgeshire County Council (Public Right of Ways)** – The Public Footpath No.10 Duxford runs to the north of the site, this is a footpath and not a bridleway as claimed by the applicant. The route is, therefore, acceptable only for foot traffic.
10. The developer needs to understand it is an offence to obstruct a public highway and if this footpath was needing to be diverted to allow for construction, it is expected a safe access for footpath users would be created away from construction traffic. When the construction process is finished the developer would be required to reinstate the original route and make good any damage. Would seek that any hedge planted near the footpath does not cause future obstruction. Request several informatives to cover legislation relating to footpaths.
11. **Cambridgeshire County Council (Growth and Economy)** – Request contributions for Primary School, Waste Contribution and Libraries and lifelong learning and monitoring fee. Primary School capacity - while not all year groups are full there is no spare capacity for new pupils coming through the school system and existing capacity will be gone as the pupils move through the school years.

12. Pre-school capacity - Current data shows that there is enough capacity to accommodate children arising from this development in the pre-school co-located on the Duxford Primary School. Therefore, no contributions are now sought for this development. The County Council confirms there has not been 5 or more planning obligations since 6 April 2010 and as such the pooling restriction as per CIL regulations 123 does not apply to this development.
13. **Cambridgeshire County Council (Historic Environment Team)** – No objection to the proposal and is not seeking an archaeological condition.
14. **Natural England** – No objection. Based on the information provided, the proposal will unlikely affect any statutory protected sites or landscapes.
15. **Section 106 Officer** - The proposal for up to 35 dwellings generates the need for the provision of facilities to be secured by way of a section 106 agreement. This includes the provision of an onsite local area for play as well as financial contributions to be pro rata'd upon approval of the reserved matters application for (i) primary education (ii) libraries and lifelong learning (iii) strategic household waste (iv) indoor community facilities (v) offsite sports (vi) household waste bins and (vii) District Council monitoring. Members should note that in addition to standard requests Cambridgeshire County Council have requested a financial contribution to cover their own s106 monitoring activities but, having regard to a decision determined by the Planning Court 3<sup>rd</sup> February 2015, officers do not consider that such a request satisfies the tests as set out in CIL Regulation 122 and therefore this contribution is not proposed being secured.
16. **Consultancy Unit (Urban Design)** – The density of 29 dwellings per hectare and building heights of predominantly 2 storey houses and 2.5 storey apartments is considered to be acceptable.
17. **Consultancy Unit (Landscape)** – The scheme occupies a highly visible site at the edge of Duxford, and development here will be apparent from both long views (Ickleton Road, Moorfield Road and the A505) and short views (public footpath along north edge of the development, Fairhaven Close and The Old Nursery). If the development is constructed as shown, the gable plots of 19, 20, 25-30 and 31 will dominate any existing or proposed boundary treatment. Space should be found to ensure that a substantial rural hedge can be accommodated to the north and west boundaries.
18. **Consultancy Unit (Historic Buildings)** – The Conservation Area and listed St John's Church are not affected by this proposal.
19. **Consultancy Unit (Ecology)** – No objection to the proposed development. Agrees with the developer's ecological assessment that boundary vegetation should be controlled by a condition, a scheme of nest and bat boxes should be provided and that any removal of vegetation during nesting season is controlled.
20. **Consultancy Unit (Trees)** – The site contains no protected trees and the application is supported by a good quality tree survey. Concerns are raised about the closeness of the proposed layout to the north and west boundaries, as this will likely lead to the removal of the existing hedgerows. The Walnut Tree is in good condition and while diseased will likely live between 10 – 20 years and should be retained. Overall, the tree population is situated around the edges, which makes for the most ideal development site. With some alterations to the layout to improve prospects for the

boundary hedges and trees and to make room for additional planting, the development could be well integrated into the landscape.

21. **Affordable Housing** – The housing and strategy team support the application. There are approximately 1,700 applicants on the home link register in South Cambridgeshire District Council who are in need of good quality affordable housing. The developers' proposal for 14 affordable houses, which is in accordance with Policy H/9. There is a high demand for 1 and 2 bedroom accommodation across the district of South Cambridgeshire. The preferred mix is 5 one beds, 7 two beds and 2 three beds, with 10 units being for rented and 4 for intermediate housing.
22. **Development Officer** – The Health Impact Assessment has been assessed and has been graded B. Grade B meets the required standard.
23. **Environmental Health (noise)** – No objection in principle to this development subject to conditions relating to noise/vibration/dust, noise impact assessment on the electricity substation, artificial lighting and requiring a waste management strategy. Requests informatives on bonfires, waste management.
24. **Waste Contracts Officer** – There is a turning area in the road to the front of numbers 12-14, although parked cars can make this awkward so sometimes the lorry will reverse. The reverse distance currently exceeds the 12m permitted distance. The best solution is that a full turning area that meets the requirements of the design guide be built into the new development allowing the lorry to access in a forward direction for the entire street and back out again.
25. **Environmental Health (contamination)** – Some areas of the site have potential for contamination to exist, which can be addressed by condition.
26. **Duxford Playgroup (Charity), located with Duxford Primary School** – Object on the grounds of increased traffic and lack of capacity to accommodate additional children. Any increase in traffic along St Johns Street will have a considerable impact on the safety of the children.
27. **Duxford Primary School** – Objects on the grounds that the School does not have sufficient capacity to accommodate the new children and that the development would put at risk children's safety when walking/cycling to school. The school has provided detail on how they have calculated how many school places the development will require and which academic years are at capacity. The school confirms there is space for the school to be developed but has no funding to achieve this. The school states that currently 40% of its students walk to school. The school run times are between 8:30 and 9am and 3:20 and 4:15pm. St Johns Street footpaths are extremely narrow in certain locations and has blind junctions, combined with the lack of pedestrian crossings on either St Johns Street or Hunts Road. There are also no traffic calming measures on St Johns Street to enforce the 20mph speed limit.
28. **Cambridgeshire Fire and Rescue** – The Fire Authority request that adequate provision is made for fire hydrants, the cost of which will be paid by the developer.
29. **Cambridgeshire Constabulary (Architectural Liaison Officer)** – No objection to what is proposed on grounds of crime and disorder but feels more thought needs to be given to the affordable parking area.

30. **Imperial War Museum** – Nothing in this application would prevent us from carrying out our current business. As an observation, there may be additional noise and traffic in the area when we carry out our air shows and events.
31. **Anglian Water** – Foul drainage from this development is in the catchment of Sawston Water Recycling Centre that will have available capacity for these flows. The sewerage system at present has available capacity for these flows.
32. **RT Hon Andrew Lansley CBE, Former Member of Parliament for South Cambridgeshire** – Seeks to ensure residents' concerns regarding traffic (particularly St John's Street), strain on village services, impact on residents of Greenacres, impact on sewer system and the accuracy of the Transport Statement are duly considered.

### **Representations**

33. 54 letters of representation have been received opposing the application. The vast majority of these raise concerns in respect of the access arrangements to the site being inadequate to accommodate the proposed development. Other concerns raised include the following:

- Out of scale with the village
- Out of character with the village
- Developments like this will turn Duxford into a Cambridge suburb
- Developer seeking to go around the democratic process
- Poor design and contrary to paragraph 64 of the NPPF
- Lack of amenities within the village
- Village sewage system will not support the development
- Contrary to national and local policy
- Outside of village framework and does not comply with the adopted Group Village policy (ST/6)
- Harm to Greenbelt land
- Loss of agricultural land
- Waterbeach and Duxford are not comparable
- South Cambridgeshire District Council is bringing large scale developments elsewhere eg Trumpington Meadows or Northstowe
- Duxford has already been contributing to housing supply for the district
- Huge Logistics Building just built has helped to barricade Duxford in
- Was considered in the Strategic Housing Land Availability Assessment (SHLAA) and was not allocated for development
- Harm the feeling of community and does not comply with paragraph 17 of NPPF
- Would harm residential amenity
- Pollution
- Construction of the development. Access route and impact on local road network
- Development should only be accessed from Moorfield Road
- Refuse lorries, fire engines and delivery lorries struggle to get to the top Greenacres and therefore unable to access the new development. Need to widen part of Greenacres to allow for these vehicles
- Developer underestimating the increase in the number of cars that the development will cause
- Traffic congestion on local road network

- St Johns Street and Greenacres not designed for any increase in traffic
- Developer not providing a true picture of traffic congestion in the local area
- Transport Statement not based on the actual situation in Duxford
- Lack of public transport or safe/easy non-motorised transport routes
- Highway safety. Development not in accordance with paragraph 32 of the NPPF. Impact on the safety of the children travelling to the Primary School on St John's Street
- The developers' long term Travel Plan for residents is inadequate
- Prevents children playing in the public realm of Greenacres
- Inadequate car parking being proposed on site
- Errors or misleading information in the Sustainability Statement and Transport Statement
- The bank and post office has recently disappeared
- School capacity
- Set precedent for other developments in the village.
- Other potential 100% affordable housing schemes within Duxford.
- Higher density/taller buildings should be placed in the city centre to prevent the loss of green fields.
- Loss of an existing dwelling.
- Concern over the affordable housing leading to crime and anti-social behaviour.
- Site boundary incorrect
- Loss of established hedges and trees.
- Harm to biodiversity
- Duxford Parish Council promoting similar size development outside of village framework in order to finance a project.
- Lack of information from South Cambridgeshire District Council
- Harm to the conservation area and Grade I Listed Building.
- Developers should not determine the use of S106 funds.

34. Further representations were received in relation to amendments as follows:

- Transport Assessment being undertaken by the developers and only over one day.
- Traffic Assessment should be undertaken by a Council.
- People taking the survey were not providing accurate results.
- The survey was taken over too short a period to catch all commuter traffic.
- On street parking is deliberately understated in the Traffic Impact Assessment. This is a key reason for objection.
- St Johns Street is effectively a single width road for the majority of its length.
- The survey should have been conducted over a number of days rather than just one
- The timings of the study were not representative
- Traffic Assessment should provide additional data to provide context
- There was no attempt to measure the speed of traffic in the survey area
- Relatively low traffic volumes observed from Greenacres, which has a relatively large retired population
- Add to congestion on the A505
- Traffic congestion by virtue of construction worker commuting
- Construction traffic will need to use Greenacres until a potential alternative construction access is provided from Moorfield.
- How will construction traffic navigate St Johns Street.
- Where will construction related parking be located?

- Mud and debris will be spread onto the highway.
  - Highway safety issues remain.
  - Noise pollution from the construction of the development.
  - Amendments make the development worse by returning construction traffic to using Greenacres.
  - Revisions to documents should have been highlighted for ease of use.
  - Distances of travel being stated by developer to services are still incorrect.
  - Car going to be the most convenient/viable method of transport.
  - Duxford Parish Council holding a referendum on the 7 May to determine if a community centre and 22 houses should be built on Brewery Field. No decision should occur on Greenacres until Brewery Field has had time to progress
  - Alternative access could overcome many concerns
35. Some of the residents (35) of Greenacres and surrounding streets have jointly compiled a summary of the Sustainability and Amenity Impact, Compilation of Errors in the submitted application and a response to the Traffic Impact Assessment. This document is set out in full in Appendix A.

### **Planning Comments**

36. The application site comprises a roughly L-shaped parcel of land (field), along with the residential dwelling no. 8 Greenacres, which lies outside the framework boundary to the northern edge of Duxford. In planning terms the site is defined as 'countryside', and although not currently farmed is classified as Grade 2 agricultural land. The village framework extends along the site's eastern and southern boundary. To the north is a public right of way footpath. The site is presently served by a single point of vehicular access from The Firs, with the residential dwelling (no. 8) accessed separately from Greenacres.
37. Residential development adjoins the land to the east and south, with agricultural fields beyond the footpath to the north and west. The site is not subject to any further planning designations.
38. The application proposal seeks outline planning consent (access only for approval) for the demolition of the residential dwelling and garage (no. 8 Greenacres), and construction of up to 35 residential units (net gain of 34 units) including 14 affordable. Matters of appearance, landscaping, layout and scale are reserved and do not form part of the consideration of this application. Vehicular access is to be achieved from Greenacres across the site of the house to be demolished.
39. The site was proposed to the council for residential development in the Strategic Housing Land Availability Assessment (Local Plan) where it was considered to have some development potential. The site was not taken forward in the Issues and Options consultation because it lies in a Group village and there were enough sites in more sustainable locations including Rural Centres and Minor Rural Centres.

### **Principle of development**

40. The NPPF requires councils to boost significantly the supply of housing to identify and maintain a five-year housing land supply with an additional buffer as set out in paragraph 47.

41. On the 25th June 2014 in two appeal decisions for sites in Waterbeach the Inspectorate concluded that the council cannot currently demonstrate a five-year supply of deliverable housing sites. He identified either a 3.51 or 3.9 year supply (each appeal was judged on its own evidence and slightly different conclusions reached). This is against the Strategic Market Assessment figure for objectively assessed needs of 19 000 homes between 2011 and 2031, which he concluded had more weight than the Core Strategy figure. It is appropriate for the conclusions reached within these appeal decisions to be taken into account in the council's decision making where they are relevant. Unless circumstances change, those conclusions should inform, in particular, the councils approach to paragraph 49 of the NPPF, which states that adopted policies 'for the supply of housing' cannot be considered up to date where there is not a five year housing land supply. These policies were listed in the decision letters and are: Core Strategy DPD policies ST/2 and ST/5 and Development Control Policies DPD policy DP/7 (relating to village frameworks and indicative limits on the scale of new development in villages). The inspectorate did not have to consider policy ST/6 but as a logical consequence of the decision this should also be a policy 'for the supply of housing'.
42. Where this is the case, paragraph 14 of the NPPF states that there is a presumption in favour of sustainable development. It says that where relevant policies are out of date, planning permission should be granted for development unless the adverse impacts of doing so would significantly and demonstrably outweigh the benefits, when assessed against the policies in the NPPF taken as a whole, or where specific policies in the NPPF indicate development should be restricted.

Is the site a sustainable location for up to 35 residential units?

43. Paragraph 17 of the NPPF sets out a number of core planning principles including:
- always seek to secure high quality design and a good standard of amenity for all existing and future occupants of land and buildings
  - actively manage patterns of growth to make the fullest possible use of public transport, walking and cycling, and focus significant development in locations which are or can be made sustainable
  - take account of and support local strategies to improve health, social and cultural wellbeing for all, and deliver sufficient community and cultural facilities to meet local needs

44. The NPPF states there are three dimensions to sustainable development: economic, social and environmental.

**Economic**

45. Paragraph 19 of the NPPF advises the Government is committed to ensuring the planning system does everything it can to support sustainable economic growth, and significant weight should be placed on the need to support economic growth through the planning system.
46. The proposed development would give rise to a number of economic benefits. In the short term this would include the creation of jobs in the construction industry as well as the multiplier effect in the wider economy arising from increased activity. In the long term the provision of housing would help meet the needs of businesses in Cambridge and surroundings, which are accessible along the M11 and A505. For these reasons the

scheme would bring positive economic benefits thus complying with this dimension of sustainable development.

## **Social**

### Provision of new housing including affordable units

47. Chapter 6 of the NPPF relates to 'delivering a wide choice of high quality homes' and seeks to 'boost significantly the supply of housing' placing importance on widening the choice of high quality homes and ensuring sufficient housing (including affordable housing) is provided to meet the needs of present and future generations.
48. The development would provide a clear benefit in meeting the current shortfall in South Cambridgeshire through delivering up to 34 new residential dwellings. 40% of these will be affordable on a 70/30 rented to shared ownership basis in compliance with the development plan. Officers are of the view the provision of up to 34 houses including 14 affordable is of notable benefit and substantial weight should be attributed this in the decision making process.
49. In terms of mix the adopted development plan requires a minimum of 40% of new houses to be one and two bed units, with circa 25% three and four bed respectively and this can be controlled by condition.
50. Turning to density, policy HG/1 seeks to make best use of land with a recommended density of 30 dwellings per hectare, unless local circumstances require a different treatment. The proposed development has a density of approximately 29 dwellings per hectare, which is considered to be acceptable for this edge of village site. The indicative layout shown has demonstrated that the site can be designed in order to accommodate a Local Area of Play and that 12 metre rear wall to rear fence and 25 metre back to back distances can be created as required by the District Design Guide

### Housing delivery

51. The applicant suggests all of the 35 units will be delivered by 2017 (within 5 years from date of outline consent), and has provided an indicative timetable for how this is to be achieved as well as justified why the houses will be delivered. Officers are of the view this is a realistic assumption, and that the new houses are likely to be delivered within 5 years from date of approval of outline consent.

### Open space

52. The development will provide for a Local Area of Play on site delivering informal open space and children's play space, with contributions secured towards off site sports provision in accordance with adopted standards.

### Services and facilities

53. Paragraph 55 of the NPPF seeks to promote sustainable development in rural areas advising 'housing should be located where it will enhance or maintain the vitality of rural communities', and recognises that where there are groups of smaller settlements, development in one village may support services in a village nearby.
54. Duxford is served by a primary school, mobile library, village store, hairdressers salon, beauty salon, car repairs/servicing garage, Public House x 3, hotel, recreation ground, allotments and church with the Imperial War Museum nearby. In terms of employment



provision there are a range of opportunities within a 5 mile radius including the Genome campus at Hinxton, Hexcel composites, Granta Park and Babraham Research campus.

55. The provision of up to 35 new houses will assist in maintaining the existing level of services offered in Duxford and weight is given to this benefit, as per the advice of paragraph 55 of the NPPF.
56. Financial contributions will be secured to allow the school to convert existing space to a new classroom thus providing for the increased need arising from this development.

#### Transport

57. One of the core principles of the NPPF is to '*actively manage patterns of growth to make the fullest possible use of public transport*'. Chapter 4 relates to 'Promoting sustainable transport' and advises '*the transport system needs to be balanced in favour of sustainable transport modes*', and goes on to state '*different policies and measures will be required in different communities and opportunities to maximise sustainable transport solutions will vary from urban to rural areas*'. In summary the NPPF seeks to promote sustainable transport solutions, whilst recognising the difficulty of achieving this in rural areas.
58. Duxford is served by three bus routes (hourly service every day between Cambridge-Sawston-Duxford-Saffron Walden, along with Tuesday and Sunday only services between Whittlesford-Duxford-Saffron Walden and Cambridge-Duxford-Saffron Walden) with the closest stop circa 160m from the site on Moorfield Road. Whittlesford mainline station lies approximately 1.5km from the site to the opposite side of the A505 and provides services to Cambridge and Stanstead airport among other destinations.
59. Whilst it is noted the train station is not readily accessible by foot or cycle, due to having to cross a busy road, the site is reasonably well served by public transport provision.

#### Highways safety

60. Greenacres is a cul-de-sac road that serves 25 dwellings, which leads onto St Johns Street and in turn Moorfield Rd. The County Council as Local Highways Authority confirm this access arrangement is acceptable for the additional housing and that the road network has sufficient capacity to cope with the additional vehicular movements. Furthermore the councils waste officer has indicated that refuse lorries will be able to access the site.
61. The bulk of representations from local residents draw attention to the additional vehicular movements, and in particular those arising during the construction phase. The application is accompanied by a Construction Environmental Management Plan (Appendix B), which limits deliveries of materials between 10:00 – 15:00 (Monday – Friday) and 07:30 – 13:00 (Saturday), restricts the maximum size of delivery vehicles to 10.7m (small articulated vehicle) with a caveat that larger vehicles would require permission from the LPA, controls contractor parking and storage of materials on site and ensures wheel washing facilities are provided. The Highways Authority has confirmed these measures are satisfactory to address the impact on highway safety subject to being secured by condition.
62. Local residents express concerns over the submitted traffic management plan, including that additional traffic will be taken through the Conservation Area, no consideration has been given to parking to the front of no's 6 and 7 and the entrance to Greenacres from St Johns Street, weekends are busier in terms of residents parking, a fire hydrant has been

positioned to the front of no. 8, a caveat allows larger vehicles as long as notice is given, noise and dust levels will exceed the levels stipulated, safety concerns for young children with vehicles manoeuvring, more details are required for the parking of lorries and the impact on St Johns Street and Moorfield Road has not been taken into account. As noted above the highways authority considers the traffic management plan acceptable.

63. The construction phase is expected to last around 18 months and the additional traffic movements will inevitably impact on the amenity of local residents who have to date enjoyed living in a quiet residential cul-de-sac. Officers are of the view this will result in a notable loss of amenity, however this is temporary measure and restricted in the most part (deliveries) to the middle part of the day when many residents will not be at home. The permanent impact arising from the additional traffic flow from the new housing does not give rise to a significant impact on resident's amenity.

## **Environmental**

### Landscape

64. There are both short and long views of the development site and given its current use as an open field the proposal will inevitably have an impact on the landscape, however screening (by the built environment) is provided to two sides and the development results in limited harm to the landscape character which could be further mitigated by appropriate planting to the site boundaries.
65. The development lies outside the Cambridge Green Belt, which is ends approximately 730 meters to the north, and no harm is identified to this designation.

### Contamination and Noise

66. Subject to appending conditions no adverse concerns relating to contamination or noise disturbance including from the nearby Imperial War Museum are identified.

### Ecology

67. Natural England raise no objection in respect of impact on statutory conservation sites, with the councils ecologist not identifying any harm to protected species subject to conditions covering boundary vegetation, installation of nest and bat boxes and timings for the removal of vegetation.
68. A Screening Opinion as required under The Town and Country Planning (Environmental Impact Assessment) Regulations 2011 has been undertaken by officers on 12th February 2015, which concluded the proposal was not 'EIA development' and as such was not required to be accompanied by an Environmental Statement.
69. No in principle objections are raised by the tree officer, subject to addressing concerns of the layout at reserved matters stage.

### Heritage assets

70. The nearest heritage assets to the site is no. 4 St Johns Street (Grade 2 Listed), with the Church of St John (also on St Johns Street) Grade 1 Listed. Duxford Conservation Area is found to the south. Officers are of the view these buildings and Conservation Areas are sufficiently separated from the site such that no harm to their setting arises.
71. No concerns area raised with regard to archaeology.

### Loss of agricultural land

72. The development will result in the loss of Grade 2 agricultural land. The site is relatively is a small parcel of land which is not being farmed, and as such the loss is not so significant.

### Surface and Foul Water Drainage

73. Foul water is to be discharged via mains sewer with Anglian Water confirming the wastewater treatment and foul sewerage systems have available capacity to accommodate the development. Conditions are necessary to secure details of foul and surface water drainage.

### Crime and Disorder, Anglian Water, Fire Authority, Public Rights of Way

74. No material concerns are raised by the police architectural liaison officer with regard to crime and disorder.
75. The Fire Authority requests adequate provision is made for the supply of fire hydrants, which can be secured by condition.
76. Any diversion of the adjoining Public Right of Way, arising during the construction phase, will be temporary and no permanent effect results from this scheme.

### Contributions

77. The County Council requirements for this development are as follow: Primary Education £99,960, Libraries and Lifelong Learning £2,359.872, Strategic Waste £285.26, and monitoring fees £200, with further contributions necessary in respect of off site sports provision. These contributions can be secured through a S106 agreement.
78. Members should note Cambridgeshire County Council have requested a financial contribution to cover their own S106 monitoring activities but, having regard to a decision determined by the Planning Court 3rd February 2015, officers do not consider that such a request satisfies the tests as set out in CIL Regulation 122 and therefore this contribution is not proposed being secured.

### **Conclusion**

79. In determining planning applications for new housing development where the council does not have an up-to-date 5 year housing land supply, the balancing exercise is skewed in favour of granting permission, unless any adverse impacts of doing so would significantly and demonstrably outweigh the benefits when assessed against the policies of the framework taken as a whole.
80. Paragraphs 6-9 of the NPPF indicate that 'sustainability' should not be interpreted narrowly and that the three dimensions (economic, environmental, social) of sustainability should be sought jointly and simultaneously. Officers are of the view the harm arising from the development, through additional traffic movements which will be most acute for the duration of the temporary construction phase, does not give rise to sufficient harm to the local residents which outweighs the benefits of providing an additional 34 houses, 40% of which will be affordable.

## Recommendation

81. Delegated approval subject to conditions and completion of a S106 Agreement securing the necessary financial contributions and affordable housing provision.
- standard time limit
  - approved plans
  - housing mix
  - tree protection
  - contamination
  - nature conservation plan
  - foul and surface water management
  - construction traffic management plan
  - details of external lighting
  - fire hydrant
  - noise, dust, vibration
  - highways conditions

## Background Papers

Where [the Local Authorities \(Executive Arrangements\) \(Meetings and Access to Information\) \(England\) Regulations 2012](#) require documents to be open to inspection by members of the public, they must be available for inspection: -

- (a) at all reasonable hours at the offices of South Cambridgeshire District Council;
- (b) on the Council's website; and
- (c) in the case of documents to be available for inspection pursuant to regulation 15, on payment of a reasonable fee required by the Council by the person seeking to inspect the documents at the offices of South Cambridgeshire District Council.

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.

- National Planning Policy Framework  
<https://www.gov.uk/government/publications/national-planning-policy-framework--2>
- Local Development Framework, Development Control Policies, Adopted July 2007  
<http://www.scams.gov.uk/content/local-development-framework>
- South Cambridgeshire Local Plan, Proposed Submission July 2013  
<http://www.scams.gov.uk/localplan>
- Planning File Ref: S/0036/15/FL

**Report Author:** Andrew Fillmore – Principal Planning Officer  
01954 713180

**Objection**  
**S/0276/15/OL- 8 Greenacres, Duxford**

We have been invited by the planning officer to submit joint briefing documents as supplements of our individual objections.

**Sustainability and Amenity impact**  
Briefing summary

**Statement**

We wish to object in the strongest possible terms to the proposed development on grounds of lack of sustainability, unacceptable loss of amenity and traffic impact and safety (in particular during construction).

This development is not sustainable economically, ecologically nor socially with the attendant lack of sufficient access, social and school facilities with all main facilities being based outside the village only accessible by car via congested major roads.

The impact on residential amenity of up to 40% of the villagers will be detrimental and due to the change of character of the village itself every single villager's amenity will be impacted to various degrees.

We request that the Council refuse the Application, amongst others, on grounds of conflict with the National Planning Policy Framework paragraphs cited below.

The following document provides evidence and references:

Baseline recognitions

- The Council cannot demonstrate a five year housing supply.
- The Application must be decided within the context of the National Planning Policy Framework.

- 1) DUXFORD – An evidence-based description of facilities and infrastructure. The village has few facilities with the following serious and significant problems arising from the proposal. Fewer services and facilities allow only some of the basic day to day requirement of the residents to be met without the need to travel outside the village
  - **NO** post office, secondary school, emergency services or library provision; no cash machine – these are only accessible by car via heavily congested main roads (Council's Services and Facilities Study of March 2014 and see Traffic supplement) i.e. use of sustainable modes of transport is unfeasible to access services.
  - **Oversubscription of local and cluster schools** – adverse social/ecological impact (in the current Primary / Secondary school place allocation a significant amount of children from Duxford and the surrounding villages will be sent to schools as far as Linton)
  - **Entrapment of in/out traffic** by traffic flow arrangements and heavy congestion on A505 diverting traffic away from above facilities (see Traffic supplement)
  - **All village roads** relevant for this Application are on-street parking and therefore in the majority of stretches are **single-lane with poor visibility affecting safety** and traffic flow
  - **Less sustainable location** for new development per SCDC's own information\*
  - According to recent standards Duxford is **only expected to support developments with 8 dwellings** 'and limited development will help maintain remaining services and facilities' \* - adverse social, economic and ecological impact

- 2) THE DEVELOPMENT SITE - The following comments have been previously made and fall counter to the current proposal with no change in circumstance
- **'site with limited development potential'**
  - 'Not allocated for development'
  - 'outside Development Framework' (Council's Strategic Housing Land Availability Assessment (SHLAA) App 7, August 2013)
  - 'green field site'
- 3) Summary of Traffic and Safety impact (see Traffic section below)
- Conversion of a quiet cul-de-sac with safe play area for children, into a through access road, destroying this amenity.
  - Main access via low capacity single-lane roads of the village centre and along Primary School and its pedestrian access routes
  - Existing bottlenecks at two exit junctions onto main roads (Two "pinchpoints" were identified by the traffic survey, to the East and the West of the entrance to Greenacres. Therefore irrespective of traffic flow for construction or eventual residential traffic, one of these points will have to be negotiated with significant impact on safety. Moorfield Road and Hunts Road safe egress onto A505 is difficult in rush hour).
  - Entrapped by chronically congested stretch of A505 between M11 and Sawston during rush hour
  - **Severe safety impact of construction traffic** through main parts of the village including Conservation Area.
- 4) Supporting regulations from the National Planning Policy Framework (NPPF) which we believe support our call to reject this proposal

**Paragraph 14** states 'where the development plan is absent, silent or relevant policies are out of date, [this means] granting permission unless: any adverse impacts of doing so would significantly and demonstrably outweigh the benefits, when assessed against the policies in this Framework taken as a whole'.

The adverse impact to the character and setting of Duxford and to a large number of residents can be demonstrated significantly to outweigh any benefit of the Application. In particular there is clear evidence of the increase in traffic movement, risk to children and other pedestrians, risk to property through construction traffic damage in medieval streets and pressure on the poor infrastructure facilities in the village

**Paragraph 17** (core planning principles) requires to 'always 'seek(ing) to secure high quality design and a good standard of amenity for all existing ...occupants of land and buildings' and to 'take account of the different...character of different areas'.

The proposal would fundamentally change the character of what is currently a quiet cul- de- sac into a through road for traffic from the proposed development into Duxford's historic centre. The sense of community and the village environment which attracted many of the current residents to the location is likely to be lost should the Council be minded to grant the Application. Rather than enhancing and improving the places in which people live, this Application would be severely detrimental to the ability of local residents to enjoy their homes and their immediate surroundings through increased traffic, higher levels of noise and removal of safe play space

**Paragraph 32** states that 'Plans and decisions should take account of whether...suitable access to the site can be achieved for all people'.

As already documented under 2 and in the supplementary briefing note for Traffic impact and Safety, we do not consider that the proposed access is suitable and the severe increase in traffic build up within the quiet location of Greenacres raises clear safety concerns.

**Paragraph 64** states 'Permission should be refused for development of poor design that fails to take the opportunities available for improving the character of the area'.

The Application would severely impact residential amenity of residents adjacent to the site but also right into the centre and across the village. The Design proposal would create a cramped layout and a feeling of being overlooked. The increase in light pollution, along with the severe increase in noise and traffic pollution, would destroy the quiet, peaceful and rural character of Greenacres and the areas in the immediate vicinity of Greenacres. The grant of the Application would damage the character of the area and would be severely detrimental to it.

Authors: Christof Kastner PhD FRCS(Urol), The Duxford Village Association and 35 individual villagers of Duxford (a list can provided upon request)

**Objection**  
**S/0276/15/OL- 8 Greenacres, Duxford**

We have been invited by the planning officer to submit joint briefing documents as supplements of our individual objections.

**Compilation of Errors**  
Briefing summary

**Statement**

To assist the SCDC Planning Committee we the undersigned residents of Duxford have compiled information in summary form as below. However, in consideration of this being a Major Application comprising access which significantly impacts upon a quiet cul-de-sac and the adjacent Conservation Area which will be affected by traffic, we expect Councillors to apply due diligence and review the detailed submissions made by residents in fulfilling their elected mandates.

Compilation of errors in planning documentation:

- 1) Citation of the 5yr land supply and Waterbeach cases, are not directly transferable to Duxford as Waterbeach is a Minor Rural Centre and the developments in question were proportionate to such a locale. To be treated equably only proportionate development should be assessed for Duxford as a Group Village.

Appendix 1, NPPF). The Local Plan classes Duxford as a Group Village, allowing a maximum of 8 houses in a development. The proposed development contravenes this. While the absence of a Local Plan means that the proposal cannot be rejected on this parameter alone, the classification of Duxford as a Group Village should be given some weight in the planning decision.

- 2) Savills Planning Statement includes a statement on the SHLAA assessment which was publically acknowledged to be incorrect at the public meeting 14 August 2014 when Mr Colin Campbell (Agent for the applicant (Application Co-ordinator) – Savills) conceded when questioned by Mr Stuart Bond that only the colour was changed in the SHLAA assessment, not the data therein. The Planning Statement therefore is factually incorrect on this point despite Savills/Countryside having more than four months to correct it. It can also be construed to be biased evidence.

We object to this misinformation being included in a document issued in January 2015 when C Campbell fully acknowledged in August 2014 that data had not changed. Inclusion of this statement must therefore have been a deliberate decision on the part of Savills. We object as it strongly misleads the reader to believe the site was considered positively in the SHLAA when in fact this was not the case, nor indeed was the site included in the proposed Local Plan by SCDC.

The Application site was previously described as being a 'site with limited development potential' and 'Not allocated for development; outside Development Framework' (Council's Strategic Housing Land Availability Assessment (SHLAA) App 7, August 2013)

- 3) Within the Section 4 Sustainability at Land to the Rear of Greenacres on page 23 (but erroneously numbered as Section 3.2 Promoting Sustainable Transport states: *"To mitigate the construction impacts of the development on the residents in Greenacres site access during construction will be achieved via a temporary access point on Moorfield Road linking the site to the main road via the neighbouring agricultural field."*



This is factually incorrect. The developers have not secured access and the submitted Outline Planning application does not show access except via Greenacres and hence St Johns Street including construction traffic.

- 4) The Transport Statement in Section 2.29 states "Finally, this TS demonstrates that a construction access strategy has been developed which will minimise the impact of any works on the amenity of adjacent residents, specifically along Greenacres."

There is no element of the submitted plan for access except exclusively from Greenacres and clearly the Transport Statement is erroneous and thus deliberately misleading the reader if care is not taken to review the bounded area subject of the application.

We object as the construction traffic cannot safely be accommodated in Greenacres, St John's Street and Moorfield Road. The proposal has clearly failed to mitigate the risks and harm arising from such vehicular movements upon residents, compounding the detrimental impact the proposal will have upon the village due to vehicle movements from the development if implemented. Likewise the applicants have failed to note this traffic will impact upon a Conservation Area.

- 5) Sustainability Statement 1133989-523528.pdf – March 2015 version Executive Summary states: "*The site is also within 2.5km of Sawston, located to the northeast of the development site which is accessible by bicycle and bus and provides a full range of services including health facilities, banks and food and non-food retail opportunities.*"

This is factually incorrect. There are no banks in Sawston following the closure of Barclays. This is grossly inaccurate as it is 5.2km by car and public transport – access by Bicycle is considerably further if safe routes want to be used as there is no cycle path or footpath between the end of Moorfield Road and Station Road East – so anyone getting there via Bicycle safely (with young children for example) – would either have to cycle into Whittlesford then pick up a cycle path into Sawston (approx. 7.7km) or have to cycle through to Hinxtton and then along the cycle paths to Sawston (approx. 6.9km). But both these options mean that there is a difficult crossing at the A505 or the A1301 and they are considerably longer than 5km.

- 6) Sustainability Statement – March 2015: This document had been revised, yet still retains factual errors e.g. page 21 still suggests that there is a cashpoint within 800m of the site.
- 7) Page 32 "*The site does not contain any ponds and there are no ponds within 250m of the site making it highly unlikely that Great Crested Newts use the site.*" This is incorrect, there are several domestic ponds in the neighbouring properties, one in 10 Greenacres is 14m from the site and has two types of newt present and breeding in it. There is also one at 5 and another at 21 Greenacres.
- 8) Greenacres was designed with narrow pavements, for example only 140cm wide near 25 Greenacres, which contravenes the SCDC 2010 District Design Guide SPD recommendation for a 2m pedestrian surface on either side of a secondary road, a generally recommended pedestrian footway minimum for a roadway serving the proposed number of houses.
- 9) The developers are not providing a benefit to the wider community: they are unable to direct Section 106 money to a community centre as they incorrectly suggest in their proposal, and the local housing need they state exists in Duxford is disputed by Duxford Parish Council, who have more recent and relevant statistics showing that at a village level, there is no housing shortage.

10) For most daily aspects of life in Duxford, a car is required, as evidenced by the current residents of Greenacres possessing a car per adult driver in a recent straw poll of the street. There is no reason to think that car ownership distribution patterns will be different in the new development, which clearly is counter to the idea of sustainable methods of transport. Traffic will increase 1000% in front of those houses at the end of the cul-de-sac.

11) Section 7.59 The LVIA report submitted as part of the application analyses the potential impact of the development from a range of viewpoint locations, including local roads, landmarks and public vantage points. The report concludes that "the proposed development would not result in any harm to the tranquillity of the countryside or changes to the detriment of the landscape character area".

The statement fails to recognise the harm imposed upon the tranquillity of the properties surrounding the proposed development, all of which will witness significant change from a quiet, rural greenfield with a range of wildlife to a housing estate with concomitant noise, pollution, excess lighting and hence the proposed development does harm the tranquillity of the countryside for existing residents.

12) Design Policy statement (The scheme has been designed using the South Cambridgeshire District Council District Design Guide and SCDC Development Control Policies DPD (2007) Summary). Bullets: Layout responds to the immediate context of the site by placing the most dense areas of the site closest to existing denser housing at Lacey Way/ Fairhaven Close whilst less dense housing responds to the existing site context on the north and east boundaries of the site where houses on The Firs and Moorfield Road are likewise less dense.

NO reference is made to the properties impacted to the South, particularly Number 9 & 10 Greenacres which have properties built closest to their boundary of the surrounding existing development.

13) At peak times, people tend to avoid the A505 as much as possible because it is always heavily congested. It can take half an hour to travel the ~4 miles from Duxford to Sawston at peak times. Avoidance of the A505 leads to Ickleton Road and Hunts Road being used as a 'rat run'. An additional ~70 vehicles twice daily can only exacerbate these congestion issues

Authors: Stuart Bond, The Duxford Village Association and 35 individual villagers of Duxford (a list can be provided upon request)

**Objection**  
**S/0276/15/OL- 8 Greenacres, Duxford**

We have been invited by the planning officer to submit joint briefing documents as supplements of our individual objections.

**Response to Traffic Impact Assessment**  
Briefing summary

**Statement**

Following on from the publication of the Traffic Impact Assessment commissioned by the developer, we would like to take this opportunity to provide the context to the data that was not provided as part of the report. We feel that the Assessment is misleading and is missing vital information essential for forming a decision upon this planning application. Therefore, we urge the highways Agency and the Council to not rely solely upon the traffic Impact Assessment when deciding upon highway safety, and to ensure that this supplemental document is taken into consideration alongside all other information.

Villagers have also responded to the planning application and subsequent Traffic Impact Assessment through detailed letters, and we also recommend that these documents are also considered alongside the commissioning of an independent assessment over a longer time period.

- 1) The Traffic Survey
  - a) biased as commissioned by the Developers
  - b) inadequately accomplished being carried out on only one day
  - c) afternoon school rush period was not included
  - d) observers seen to be missing passing vehicles
  - e) under-estimation of the number of vehicles per household
  - f) no account has been taken of the service vehicles that can be expected as a regular feature of life in a thriving community
  - g) no data gathered on how many pedestrians may be impacted by the increased movement of traffic when a major concern is safety of children walking along narrow pathways
  - h) inaccurate count of 14 drop offs at Duxford School
  - i) width of St John's Street appear to be based on the assumption of where vehicles were parked during the observed period only (statistically unsound)

For these reasons, serious doubt must arise as to the statistical validity of the survey!

We would like to highlight that TWO "pinchpoints" were identified by the traffic survey. These "pinchpoints" lie both to the East and the West of the entrance to Greenacres, so no matter how traffic flow is directed for construction or eventual residential traffic one of these points will have to be negotiated with significant impact on safety.

## 2) Supplementary information

### Traffic risk and safety

All traffic movement incurs risk, therefore more traffic – more risk. Residents have experienced or witnessed at least *ten* near misses at the St John's St/Hunts Road intersection, and incidents involving cyclists at the St John's St/Moorfield Rd junction. The Green Street/St John's St Intersection is completely blind in one direction, at the narrowest point of the road and this dangerous junction has not been considered in the Traffic Survey. At the best of St John's Street could be described as single lane due to the existing parking but a narrow single lane would be a more accurate description. This is particularly unsuitable for construction traffic.

As highlighted to SCDC at the Public Meeting on 23rd February the adjacent roads are unable to cope with the present traffic levels and are too narrow, with significant pedestrian traffic for the school etc. which will be compounded by the proposed development. This is the primary reason for Duxford Parish Council recommending rejection for this proposal, along with sustainability.

Given the points outlined above we cannot see how the movement of construction traffic both through Greenacres, down Moorfield Road and St John's Street go any way to alleviate the concerns of the Parish Council, residents and the Local School with regards to child safety when "commuting" to the Primary School.

The drop-off number at Duxford Primary is going to increase, with the obvious knock on effect to St John's Street if parents choose to, for safety reasons, take their kids to school in the car to avoid the construction traffic in St John's Street and Moorfield Road.

Overall, no consideration, in fact the situation is now worse with construction access through Greenacres rather than on Moorfield Road, has been given to the objections by the Parish Council, residents and Local School over safety of existing residents.

Overall, we strongly ask that the County Council undertake an independent assessment of the traffic over the course of a normal working week so that the concerns over traffic and pedestrian safety can be assessed.

Authors: Norman Foster, The Duxford Village Association and 35 individual villagers of Duxford (a list can provided upon request)



# Initial Scoping Document - Construction Environmental Management Plan - Land to the Rear of Greenacres

DUXFORD, SOUTH CAMBRIDGESHIRE

12<sup>th</sup> May 2015

## Introduction

Countryside Properties has produced this Initial Scoping Report for a Construction Environmental Management Plan (CEMP) to support the Outline Planning Application (Ref. S/0276/15/OL) for the Demolition of Dwelling & Garage at No. 8 Greenacres & Erection of up to 35 Dwellings (with all Matters Reserved Except for Access).

It is anticipated that any planning permission granted for the proposed development will be subject to a condition requiring the submission and approval of a Construction and Environmental Management Plan (CEMP). As such this Initial Scoping report is not intended to substitute the full CEMP which will be prepared and submitted for approval at the detailed design stage.

This document sets out the initial set of measures that are being proposed and that will form the basis for the full CEMP document which will be strictly adhered to during the construction period of the development. This Initial Report has been prepared to demonstrate that there are no technical matters that would undermine the appropriateness of the site to support residential development and in particular that the following matters can be fully addressed at the detailed stage:

- Ensuring there is minimal impact to the highway network of Duxford as a result of construction related traffic during the construction period.
- Ensuring that construction traffic associated with development will not significantly increase risks to highway safety. In particular, demonstrating that Greenacres is capable of allowing identified construction and delivery vehicles to pass through without detriment, assisted by a signaller where necessary.
- Ensuring provision is made for the contractor parking
- Ensuring effective management, storage and disposal of material associated with the development.
- Ensuring that all reasonable steps are taken such that there is no adverse impact on the quiet and peaceful enjoyment of Duxford currently enjoyed by its residents.
- Ensure that the spread of Debris and Mud on the local highway network is avoided.

It demonstrates that there are no technical matters that would undermine the appropriateness of the site for residential development. The full CEMP will be subject to prior approval and is a document that will continually evolve throughout the life of the project. It will be developed as further consultations and surveys are undertaken, and detailed design and working method statements are prepared.

A number of other plans are potentially available at the detailed stage to support the construction phase of the development. These include the following:

- Site Waste Management Plan (SWMP);
- Materials Management Plan (MMP);
- Pollution Prevention Plan (PPP);
- Water Management Plan (WMP);
- Construction Logistics Management Plan (CLMP).

If required, these plans provide a system to monitor and audit environmental performance and will detail the practical methods required to ensure that work is completed in accordance with current best practice and other legislative/regulatory requirements. These plans will be prepared in consultation with the local planning and highways authorities, residents and other consultees as required.

### Phasing and Construction Access

Broadly speaking, the initial phases of the development will include early preparatory works and the demolition of no. 8 Greenacres (this is discussed in more detail below). This will be closely followed by the formation of the main access into the development site from Greenacres. Construction will commence in a generally phased manner, most likely commencing at both the eastern and western ends of the site. Wheel-washing facilities will be provided at the entrance to reduce the transference of mud/dust onto highways.

### Construction Traffic

Access to the development will be facilitated by the demolition of No. 8 Greenacres. Beyond Greenacres, access to the site is provided by St. Johns Street which links to Hunts Road to the west and Moorfield Road to the east.

The construction of the proposed development will generate intermittent increases in construction vehicle movements on the highway in the vicinity of the development. This impact and mitigation will be addressed in more detail in the full CEMP. The type and number of vehicles generated during the construction period will be dependent on the type and intensity of work being undertaken in the different phases of development.

The number of construction vehicle movements will vary depending on the stage of construction of the development. At peak production, around 25 people would be employed on-site (parking for construction workers/deliveries will be available on site close to office/site compound).

Construction traffic will be managed to avoid peak-hour and school time movements in the area and a clear road signage strategy will be provided to minimise the impact on the existing surrounding community (listed below).

Materials for the construction (such as stone for roads and hard standings, concrete, bricks and blocks) will be delivered by a variety of vehicles, all of which are demonstrably suitable for using Greenacres (listed below). The construction method will look to balance reducing the number of vehicular movements on the network whilst ensuring those vehicles are of a size that will not give rise to any adverse impact on residential amenity or highways safety issues, particularly Greenacres. Further information on the types of construction vehicles to be used is discussed below.

### Construction Vehicles

This Initial Scoping document is accompanied by a series of swept path drawings that confirm the suitability of those vehicles for use in accessing the site via Greenacres. These are attached to this document and listed as follows:

- Small Tipper (6.5m)
- Concrete Mixer (8.3m)
- Rigid Vehicle (10m)
- Large Tipper (10.2m)
- Small Articulated Vehicle (10.7m)

Drawing (14-283-119 B) shows the swept path of the largest vehicle to be used regularly in the construction (10.7m small articulated vehicle). This demonstrates that these vehicle types can enter and exit the development site with vehicles parked on the carriageway in front of no. 9, 10 and 11. In addition a Signaller will be employed to ensure the manoeuvre is undertaken safely and any potential conflict removed.



The submitted Transport Statement drawing no. 14-283-110 identifies that the carriageway will be increased on the corner of the proposed site entrance to increase space for vehicles to navigate the bend.

In all cases the drawings demonstrate that the design vehicles can access the site with the wheel base being within the existing kerb lines and without having to encroach on land outside of the carriageway even when cars are parked on the road outside of properties. Drawings 14-283-117revB and 14-283-120revB show that the 10m Rigid and 10.2m Larger Tipper vehicles could navigate the corner with an additional point of turn. This would be undertaken with the use of a signaller to escort the vehicle and ensure that any reversing movement is safe.

On occasion it may be necessary for larger vehicles to access the site. Such deliveries will only take place with the agreement in writing of the Local Planning Authority. At least 24 hours notice will be given to residents of Greenacres prior to any such vehicle accessing the site. Should temporary traffic management orders, such as temporary parking restrictions, be necessary, to ensure access is achievable Countryside will apply for these using the relevant Highway Authority procedures. A signaller will be employed at all times to escort such vehicles through the estate. This will only be necessary for delivering abnormal loads on site, such as roof trusses. These abnormal loads will only be employed when necessary and every effort will be made to keep these to a minimum.

A highway condition survey of Greenacres and St Johns Street will be undertaken prior to starting on site and after construction has finished. Any defaults as a result of construction vehicles using the highway network will be made good at the cost of the developer.

### Initial Construction Strategy

Working Hours - The hours of working, for the construction works associated with the proposal will be between:

- Monday to Friday: 0730 – 1800 hours
- Saturday: 0730 – 1300 hours
- Sunday: None

Delivery Hours - The hours of delivery for construction materials will be between:

- Monday to Friday: 1000 – 1500 hours
- Saturday: 0730 – 1300 hours
- Sunday: None

Communication - Contact details for the Senior Project Manager for the construction of the proposal will be sign posted at the access point. These details will also be made available to all Greenacres, The Firs and The Old Nursery residents by letter.

Demolition - It is anticipated that any grant of planning consent would require the prior submission and approval of a demolition method statement for no 8 Greenacres. This will ensure that all necessary and statutory requirements are met prior to commencement and will provide details for the management of noise, dust and waste.

All reasonable measures will be taken to ensure that noise and dust pollution will not impact on neighbouring residents of Greenacres cul de sac. However,



it expected that the demolition will follow a methodical dismantling approach and that waste that is not to be recycled through other phases of the development will be removed in accordance with the subsequent waste management plan.

These initial works will be relatively short term in nature and will serve to provide access into the site.

- Vehicles
- As outlined earlier in this report, construction and delivery vehicles entering the site via Greenacres will be restricted to the following:
    - Small Tipper (6.5m)
    - Concrete Mixer (8.3m)
    - Rigid Vehicle (10m)
    - Large Tipper (10.2m)
    - Small articulated vehicle (10.7m)

The vast majority of building materials will be delivered to site using the above range of vehicles. Larger vehicles will only be used for abnormal loads and which cannot be delivered using the vehicles set out above.

Should larger vehicles require access, this will only be with the prior written agreement of the local planning authority. Residents of Greenacres will be notified at least 24 hours prior to their arrival. A signaller will be employed to escort the vehicle through the estate and temporary traffic management orders will be sought if necessary. The delivery of any abnormal loads will be kept to a minimum.

Swept Path Analysis drawings demonstrate that the largest specified vehicle to be used in the construction (Small Articulated Vehicle of 10.7m) can be accommodated within the carriageway even when parked cars are present outside nos. 9, 10 and 11 Greenacres.

- Vehicle Numbers
- The number of construction vehicles accessing the site will vary depending on the stage of construction that the development is at during any given time and is dependent on the final approved reserved matters application. It is anticipated that there will be no more than 10 of the vehicles detailed above entering and exiting the project per day.

- Parking
- A development of this scale is likely to be serviced by approximately 25 – 30 workers at the most during peak periods of construction. This will generally be considerably less given the sequencing of construction activities throughout the life of the construction of the development. Given the nature of the contracting arrangements many contractors will be arriving in a single minibus with a small number in private cars.

Further details of parking provision will be set out within the full CEMP but it is expected that a maximum of 15 – 20 vehicles will be provided on site during the construction phase at its busiest period. Given the size of the site, the construction programme and the number of spaces likely to be required, it is considered that there will be sufficient space to provide this entirely on site throughout the construction of the development.



Moreover, parking for the demolition stage can be achieved within the curtilage of no. 8 Greenacres. The precise location of parking throughout the life of the construction will be submitted for formal approval at the detailed design stage. The existing property benefits from two off street parking spaces plus additional lawn space within the curtilage of the property. The demolition of the property will be undertaken by a small team of contractors who would arrive at the site in a single minibus. There is sufficient space within the curtilage of the dwelling for this vehicle to park. Attached to this document is a Block Plan (drawing number 22145B\_110 Rev Z) which indicates the location of parking on site. This plan is for illustrative purposes only but does demonstrate that parking can be achieved without relying on on-street parking on the public highway.

- Storage
- All materials relating to the construction will be stored on site throughout the life of the development. This includes the initial demolition material which can be stored within the curtilage of no. 8 Greenacres. Waste materials (that are not to be recycled) will be managed according to the site waste management strategy. Site storage will be clearly defined and located away from existing residential properties. Site materials will be delivered only when necessary and deliveries will be combined wherever possible to reduce the number of vehicle movements to and from the site and storage on site. No material deliveries will take place outside of designated delivery hours. The unloading area will be laid out to enable all delivery vehicles to enter and leave the site in a forward gear. Attached are Swept Path Analysis drawings 14-283-121 and 14-283-122 showing that the two larger delivery vehicles can access and exit the site in forward gear. The plan demonstrates that manoeuvring can be achieved within the site even when built development has been completed and that vehicles can enter and leave the site. On exiting, an additional point turn maybe required if a car is parked outside no. 9 Greenacres. This will be achieved through the use of a signaller. It is important to note that the submitted plan is for illustration only and further details will be submitted to and approved by the local planning authority at the detailed design stage.

- Wheel Washing
- Wheel washing facilities will be provided on site to prevent dirt and debris spreading on to the public highway. A road sweeper will be employed when necessary to prevent build up on the public highway. There is a range mechanisms available for wheel washing and managing the surface water which will be set out in more detail in the full CEMP. Notwithstanding this attached document is a Block Plan (drawing number 22145B\_110 Rev X) provides an indication of the likely location of wheel washing facilities.

It is expected that any planning permission will be subject to a condition requiring the submission and approval of a site wide surface water drainage strategy. This will provide full details of how surface water arising from all stages of the development will be managed to ensure the development does not increase the risk of flooding elsewhere and that no surface water is discharged onto the public highway. In addition to this further details of surface water management during the construction stage will be accompanied within the full CEMP. This will include a Pollution Prevention Plan (PPP) and Water Management Plan (WMP) which will be submitted to and approved in writing by the local planning authority prior to the construction.



- Dust - The following dust management measures will be adhered to:
- Minimise dust generating activities;
  - Use water as dust suppressant where applicable;
  - Re-vegetate earthwork and exposed areas.
- \*Extra due diligence will be taken during demolition works.*
- Noise/Vibration - Specific noise and vibration management procedures will be developed by the Senior Site Manager. Target noise and vibration levels will be advised by British Standards 5228 Part 1 and 2: 'Code of Practice for Noise and Vibration Control on Construction and Open Sites'. British Standard 5228 states:
- "Noise from construction and demolition sites should not exceed the level at which conversation in the nearest building would be difficult with the windows shut."*
- Utilities - Temporary utilities will be required on site to meet HSE requirements for on-site employees. Self-contained toilet blocks with temporary storage tanks will be used and emptied as part of a regular maintenance regime. Sink Waste will be connected to a temporary storage facility and will be emptied and taken from site as necessary until mains drainage can be connected. The use of super silent generators and other onsite compound facilities will be determined in the formal CEMP document submitted to discharge pre-commencement conditions.
- Waste - Construction Waste will be managed in accordance with the Waste Management Strategy and Toolkit that has been submitted with the application.
- Tree Protection - The exact tree protection procedures will be defined once a reserved matters application has been submitted, clearly defined tree protection zones will be created around retained trees.
- Ecological - Ecological mitigation procedures will be undertaken, including consideration of timing and seasonality of works to ensure that no harm is caused to any species or habitats found on site. In the event that protected species are found on-site works will stop until the situation can be assessed by a suitably qualified ecologist.
- It is anticipated that any planning permission will be subject to an ecological strategy for the site. This will be submitted to an approved by the local planning authority prior to the commencement of development on site.

## Summary

This document is an Initial Scoping Document and not a substitute for a full CEMP which will be provided at the detailed design stage of the development. This Initial Scoping report demonstrates that there are no issues which would otherwise restrict development from taking place on this site. In particular, Swept Path Analysis drawings that accompany this document demonstrate that the



vehicles to be used most commonly during the construction period will be capable of accessing the site with parked cars on the carriageway. For the largest vehicles proposed a signaller would be used to ensure maximum safety standards are achieved. There may be occasion when larger vehicles are required to access the site for special deliveries. This Scoping Document sets out the procedures to be followed in the event that such vehicles require access. Any changes to the construction access arrangements for the site would be fully agreed in writing with the local planning authority, in consultation with the Highway Authority and residents.



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Scale - 1:2500

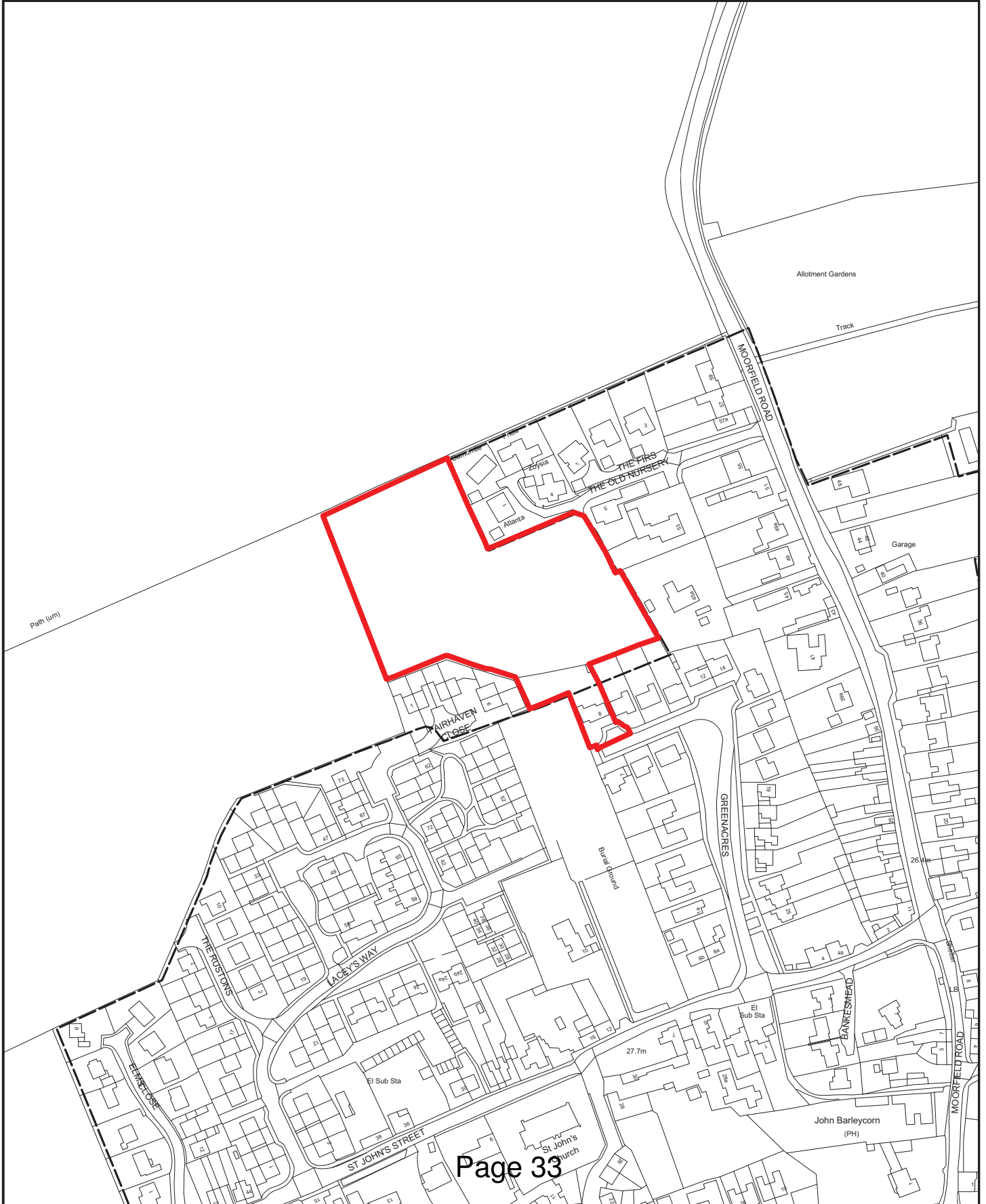
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Date of plot: 22/05/2015



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Cambridgeshire  
District Council**

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# Agenda Item 5

## SOUTH CAMBRIDGESHIRE DISTRICT COUNCIL

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**REPORT TO:** Planning Committee

1 July 2015

**AUTHOR/S:** Planning and New Communities Director

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<b>Application Number:</b>	S/0291/15/FL
<b>Parish(es):</b>	Great Shelford
<b>Proposal:</b>	Demolition of existing public house and erection of 12 dwellings and associated new access and landscaping
<b>Site address:</b>	The Railway Tavern, Station Road, Great Shelford
<b>Applicant(s):</b>	Great Shelford (Cambridge) LLP and Manhattan
<b>Recommendation:</b>	Delegated Approval
<b>Key material considerations:</b>	Principle of development Character of the surrounding area Residential amenity Highway safety and parking
<b>Committee Site Visit:</b>	30 June 2015
<b>Departure Application:</b>	No
<b>Presenting Officer:</b>	Julie Ayre DC Team Leader (East)
<b>Application brought to Committee because:</b>	The recommendation of Great Shelford Parish Council conflicts with the Officer's recommendation of approval.
<b>Date by which decision due:</b>	7 May 2015

### Executive Summary

1. The site lies within Great Shelford Village Framework, on the eastern side of Station Road. It is bounded by the Cambridge to London Liverpool Street railway line to the east which lies at road level, with commercial properties to the south forming The Stables and two storey residential properties to the west and north at Station Road and Shelford Park Avenue. This proposal seeks full permission for the erection of 12 dwellings following demolition of the existing public house. Eight of the units would be available on the open market and four of the units would be for intermediate housing. The housing mix would consist of 1 one bedroom unit (1 affordable), 5 two bedroom units (3 affordable), 4 three bedroom units and 2 four bedroom units. The layout of the development would comprise a linear development pattern along Station Road,

set back 3.4 metres from Station Road. The vehicular access would be through the centre of the building, with parking to the rear for 16 cars. The building would comprise of 8 dwellings and 4 apartments comprising of two storeys with a room in the roof, with a ridge height of 9.2 metres. The application is recommended for delegated approval subject to the signing of the Section 106 Agreement. Amended Plans were received on 08/05/2015 in which balconies were added to the 4 affordable apartments and the zinc roof and panels changed from a graphite or anthracite colour to a lighter colour. Additional information was submitted on the 20<sup>th</sup> May 2015 in regard to the submitted Noise Exposure Assessment.

### **Planning History**

2. Application **S/0133/11** for the erection of 13 flats comprising of 5 affordable units following demolition of existing public house with flat above was **refused** at planning committee on siting, scale and massing resulting in harm to the character of the area and having an overbearing impact on the outlook of habitable rooms at neighbouring dwellings Nos.5 to 15 Station Road. The application as subsequently allowed at Appeal Reference (APP/W0530/A/11/2155355).

### **Planning Policies**

3. **National**  
National Planning Policy Framework (NPPF)  
National Planning Policy Guidance (NPPG)
4. **South Cambridgeshire Local Development Core Strategy 2007:**  
ST/4 Rural Centres
5. **South Cambridgeshire Local Development Control Policies DPD, 2007:**  
DP/1 Sustainable Development  
DP/2 Design of New Development  
DP/3 Development Criteria  
DP/4 Infrastructure and New Developments  
HG/1 Housing Density  
HG/2 Housing Mix  
HG/3 Affordable Housing  
ET/6 Loss of Rural Employment to Non-Employment Uses  
NE/1 Energy Efficiency  
NE/3 Renewable Energy Technologies in New Development  
NE/6 Biodiversity  
NE/11 Flood Risk  
NE/12 Water Conservation  
NE/15 Noise Pollution  
SF/1 Protection of Village Services and Facilities  
SF/6 Public Art  
SF/10 Outdoor Playspace, Informal Open Space, and New Developments  
SF/11 Open Space Standards  
TR/1 Planning for More Sustainable Travel  
TR/2 Car and Cycle Parking Standards
6. **South Cambridgeshire LDF Supplementary Planning Documents (SPD):**  
Open Space in New Developments SPD - Adopted January 2009  
Public Art SPD - Adopted January 2009  
Trees & Development Sites SPD - Adopted January 2009  
Landscape in New Developments SPD - Adopted March 2010



District Design Guide SPD - Adopted March 2010  
Affordable Housing SPD - Adopted March 2010  
Great Shelford Village Design Statement- Adopted February 2004

7. **Proposed Submission Local Plan**

S/1 Vision  
S/2 Objectives of the Local Plan  
S/3 Presumption in favour of sustainable development  
S/8 Rural Centres  
CC/1 Mitigation and Adaption to Climate Change  
CC/2 Renewable and Low Carbon Energy Generation  
CC/3 Renewable and Low Carbon Energy in New Developments  
HQ/1 Design Principles  
NH/4 Biodiversity  
H/7 Housing Density  
H/8 Housing Mix  
E/14 Loss of Employment Land to Non Employment Areas  
H/11 Residential space standards for market housing  
SC/7 Outdoor play space, informal open space and new development  
SC/8 Open space standards  
SC/10 Lighting Proposals  
SC/11 Noise Pollution  
SC/12 Contaminated Land  
SC/13 Air Quality  
TI/2 Planning for sustainable travel  
TI/3 Parking provision  
TI/8 Infrastructure and New Developments  
T1/9 Education Facilities  
T1/10 Broadband

**Consultations**

8. **Great Shelford Parish Council-** Recommends refusal on the grounds of siting, scale and mass of the development impacting on the visual amenity of Station Road. Concerns are raised regarding the overbearing street scene impact and proximity to the public highway. Following Amended Plans received 08/05/2015 the Parish raise concerns regarding design, massing, scale and prominence of balconies in the north east elevation.
9. **Local Highways Authority-** Recommends approval subject to the parking numbers being reduced down from 16 car parking spaces to 14 car parking spaces as previously agreed in planning application S/0133/11/FL.
10. **Archaeology Officer-** The site lies in an area of high archaeological potential. Requests that a condition is added to any consent granted to require a programme of archaeological investigation.
11. **Environmental Health-** No objections subject to the addition of conditions to any consent granted in regard to a detailed noise mitigation and insulation for the residential units, hours of work, no burning of waste on site, no driven pile foundations and informatives in relation to noise and dust and a Demolition Notice.
12. **Refuse Officer-** No comments received (out of time).

13. **Building Control-** No comments received (out of time).
14. **Contaminated Land Officer-** The site is adjacent to the railway line and has potential for contamination. Requests a condition is added to any consent granted to require submission of a remediation strategy if any contamination is found during development.
15. **Air Quality Officer-** No objections and requests that adequate measures to mitigate dust and emissions during demolition and construction are added to any consent granted.
16. **Housing Development Officer-** Recommends approval. The proposal seeks 4 properties for intermediate housing. The proposal does not accord with the required affordable housing provision of 70% rented and 30% intermediate housing, however there are 221 applicants registered for intermediate housing in the District, with 6 living or working in Great Shelford. The proposal is supported as it is in accordance with the demand for shared ownership in this area of the district and a registered provider has been appointed on the basis of the affordable housing being offered as intermediate housing.
17. **Trees Officer-** No objections.
18. **Urban Design Officer-** The proposed building is set back from Station Road and does not protrude beyond the established building line. The relationship between the proposed building and the properties on the opposite side of Station Road is considered appropriate. The Station Road elevation is broken up by use of blocks and vertical features to reflect the massing of the properties on the other side of the road. Dormers are introduced to help create the impression of a two storey building, the design can be improved by use of a graphite colour cladding panel to the dormer element to help blend it in with the seam zinc roofing.
19. **Landscape Officer-** No objections. Concerns are raised regarding the poor access way from units 1,2 and 8 to the garden area. Requests conditions in regard to hard and soft landscaping, five year replacement planting, surface water drainage, boundary treatments and external lighting.
20. **Ecology Officer-** No objections. Requests conditions are added to any consent granted in regard to removal of vegetation outside of bird breeding season, prior to removal of the horse chestnut tree an ecologist inspects the tree for bats, the removal of the ridge tiles from the existing building being undertaken in the presence of a bat worker and ecological enhancements to be undertaken in accordance with details in the ecology report.
21. **Architectural Liaison Officer-**Comments that the car parking area should be gated and lit to allow for active surveillance of the car park area. In regard to the affordable units the mail boxes should be external and the rear door to the apartment's stairway should be moved to provide a secure store for cycles. The door to dwelling 8 is hidden and should not be recessed. The gate to the stairs and cycles could provide an unseen area for offenders.
22. **Anglian Water-** Requests conditions in regard to surface water strategy and surface water management and an informative in regard to foul sewerage are added to any consent granted.

23. **Campaign for Real Ale-** Raises concerns regarding the permanent loss of the public house.
24. **Education Officer-** The County Council requirements for this development are £10,080 for early years need, £15,960 for primary education and £300 for monitoring fees.
25. **County Solicitor-** The development will not require a transport contribution.

### **Representations**

26. **No.2a Shelford Park Avenue-** Objects to the proposal on the grounds of scale, bulk, and siting which would have a detrimental impact on the street scene. The three storey dwellings would fail to sit within the street scene and significantly alter the visual character of the area.
27. **No.24 Shelford Park Avenue-** Requests a foot bridge over the railway forms part of this development.
28. **No.3 Station Road-** Raises concerns regarding the design and density on the proposed development.
29. **Apartment 5, 216 Cambridge Road-** Requests a footbridge is proposed over the railway line as part of this development.
30. **No.2 Leeway Avenue-** Raises concerns regarding overlooking and overbearing impact, siting and height of the dwellings adjacent to the highway and highway safety.
31. **No.7 Station Road-** Raises concerns regarding the siting and dense development which will result in increased air pollution in the area.
32. **No.9 Station Road-** Raises concerns regarding the scale, height, siting, character, highway safety, traffic increase, parking and loss of light.
33. **No.11 Station Road-** Objects to the proposal on the grounds of height, density, highway safety and parking provision.
34. **No.15 Station Road-** Raises concerns regarding the design, height, size, siting, scale and increased traffic and highway safety concerns.

### **Planning Comments**

35. The main issues to consider in the determination of this application relate to the principle of residential development on this site, the loss of a village service, housing density, housing mix, affordable housing, the impacts upon the character and appearance of the area including scale, height, mass, form, and materials, trees and landscaping, ecology, archaeology, highway safety, neighbour amenity, noise and contamination, bin storage and collection and developer contributions.

### **Principle of Development**

36. The site is located within the village framework of a 'Rural Centre', with good access to services, facilities and infrastructure. Development and redevelopment without any limit on individual scheme size will be permitted. The proposal is therefore considered acceptable in principle subject to all other planning considerations.

### **Loss of a Village Service**

37. The proposal would result in the loss of the existing public house. The building is not of significant historical or architectural merit. The public house was last used in September 2009 and has since been vacant, given this and the 2011 appeal decision reference (APP/W0530/A/11/2155355), the loss of the public house is not considered significant.

### **Density**

38. The site measures 0.12 of a hectare in area. The erection of 12 dwellings on the site would equate to a density of 100 dwellings per hectare. This would make the most efficient use of previously developed land and comply with the requirement of at least 40 dwellings per hectare as set out under Policy HG/1 of the LDF for sustainable settlements.

### **Affordable Housing**

39. There is an identified local need for rented accommodation across the whole district and in Great Shelford. 6 households either living or working in Great Shelford are registered for intermediate housing with BPHA homebuy agents. Four of the proposed dwellings would be for intermediate housing, with a Registered Provider having been appointed.

This would comply with the minimum 40% requirement outlined in Policy HG/3 of the LDF and contribute towards meeting the local need. A mix of 1 x one bed units and 3 x two bedroom units would be in accordance with the current high demand for 1 and 2 bedroom properties. The proposal is supported on the basis that it is in accordance with the demand for shared ownership in this part of the district and that a Registered Provider has been appointed on the basis of all affordable housing being offered as intermediate.

### **Housing Mix**

40. The remaining eight dwellings will be for sale on the open market and would comprise a mix of 2 x two bedrooms, 4 x three bedrooms and 2 x four bedroom properties. Whilst it is noted that this would not comply with Policy HG/2 of the LDF and H/8 of the Proposed Local Plan, it is considered acceptable as it would provide a greater mix of housing.

### **Character and Appearance of the Area**

41. The site forms a triangular shape, with land rising above road level to the east and dropping to the south. The Railway Tavern Public House is a two-storey, render and slate traditional style building that is situated on the southern part of the site. A large hard surfaced parking area for 35 cars is situated on the northern section. Vehicular and pedestrian access is to the west. A hedge runs partly along the boundary with Station Road and there is landscaping along the eastern boundary. A mature horse chestnut tree is located in the south eastern corner of the site. A wall forms the southern boundary.

The proposed layout of the dwellings would comprise of a linear development pattern, set back 3.4 metres from the public highway, which would follow the layout and

character of the existing commercial developments to the south of the site and dwellings to the west.

The scale of the development would comprise of two storey properties with a room in the roof. The building would comprise of a series of blocks forming each dwelling. The blocks have been designed to reflect the width and footprint of the neighbouring semi-detached properties. The proposed dwellings would be 9.3 metres in height with the building forming the apartment block to the north forming a curved landmark building from the entrance of the village and railway station. The height of the buildings for the approved appeal decision comprised of two and three storey buildings, with the highest part being 10.5 metres. The proposed dwellings would be higher than the nearby residential and commercial properties; however given the dormers on the front, steep front roof slope, series of blocks, vertical features and light weight cladding, this would break up the visual mass of the building.

The design of the dwellings would be contemporary, with the curved landmark building creating a visual stop to the building at the edge of the railway. The design of the building is considered acceptable given the varied character and appearance of dwellings and commercial buildings in the area. The use of light buff bricks, boarding and light zinc panels would reduce the visual mass of the building and is considered bring in historic and contemporary features. The proposed design and materials are considered to be appropriate to the appearance and character of the area.

### **Trees and Landscaping**

42. The proposal seeks removal of all the trees and landscaping on the site. The trees which exist on the site are of a poor quality with the horse chestnut having severe decay. The Trees and Landscape Officers have raised no objections to the proposal subject to the addition of conditions in regard to hard and soft landscaping details, five year replacement planting, surface water drainage, boundary treatments and external lighting. The Landscape Officer did raise concern regarding the visual impact of the open terraces from the railway and neighbouring residential properties to the west at Leeway Avenue. The 8 dwellings will have a private terrace which will lead into a semi-private area to a public garden area to the west of the site which will be at first floor level. A condition shall be added to require submission of boundary treatment for these terraces.

### **Ecology**

43. The proposal is not considered to present a habitat for any protected species. The existing diseased horse chestnut tree and derelict Railway Tavern public house could provide bat roost opportunities and therefore a condition shall be added to ensure that these are inspected by an Ecologist for bats and removal of the ridge tiles on the building, a licensed bat worker shall be present. The Ecology Officer has also requested that the ecological enhancements specified in the submitted Ecological Assessment are undertaken and no vegetation on the site is removed during bird breeding season to minimize harm or impact on nesting birds.

### **Archaeology**

44. The site lies in an area of high archaeological potential, with medieval pottery scatters to the north and adjacent to the railway line. The Archaeology Officer has commented that the proposal is considered acceptable subject to a condition being added to any consent granted to require no development to commence until a programme of archaeological investigation has been agreed with the Local Planning Authority.

## **Highway Safety**

45. The proposed shared vehicular access would be sited centrally within the building and form a driveway underneath the buildings to the rear of the site where the proposed car park and garage accesses will be. The access would be 5 metres in width and provide 2.4 metres x 43 metres and 36 metres vehicle visibility and pedestrian visibility splays of 1.8 metres by 2.1 metres.

The submitted Transport Statement calculated that the residential development would generate 49 car driver trips a day. The Local Highways Authority have confirmed that the proposed access would meet the highway standards and the proposal is acceptable in terms of highway safety. The Local Highways Authority did comment that the proposed parking for the development should be reduced from the proposed 16 spaces to 14 spaces as approved in the previous application S/0133/11. The proposed 16 car parking spaces are considered acceptable.

## **Parking Provision**

46. The proposal would provide 16 car parking spaces, with one space proposed per dwelling comprising of 7 spaces within separate garages for the seven dwellings and five spaces within the car park to the rear. 4 spaces would be provided for visitor parking. The proposal would fall short of Policy TR/2 of the LDF which requires an average of 1.5 spaces per dwelling. Given one space will be provided per dwelling, and the site is situated in a very sustainable location being adjacent to the train station, with good accessibility to buses and within walking and cycling distances of the Great Shelford village services and to Cambridge city, the proposal is considered acceptable in terms of parking.

The proposal would provide 31 cycle parking spaces with the provision of one cycle space for each bedroom. The proposal would comply with cycle parking standards.

## **Neighbour Amenity**

47. To the west of the site lies the neighbouring properties at Nos.1 to 15 Station Road and No.2a Shelford Park Avenue. These dwellings lie back from Station Road with open driveways and gardens to the front. To the east of the site, the other side of the railway line lies the neighbouring bungalows and dwellings at Leeway Avenue. The proposed dwellings would be sited 20 metres from the front elevation of the dwellings in Station Road, 20 metres from the side elevation, 13 metres from the boundary of No. 2A Shelford Park Avenue, and 26 metres from the boundary of No. 2 Leeway Avenue. Comments have been received from the neighbouring properties in which concerns have been raised regarding the height, size, scale and siting of the dwellings which would result in harm to neighbour amenity through being visually overbearing. It is acknowledged that the existing open views of the car park from these dwellings will be lost, however given the significant distance between the dwellings from the front to front, front to side or back to back elevations, the dwellings are considered acceptable in terms of overbearing impact and loss of privacy.

The neighbour at No.2 Leeway Avenue raised concern regarding loss of privacy from the side (north east) elevation balconies serving the proposed apartments. Given the significant distance of the balconies and this elevation from the boundary of this property, the proposal is considered acceptable in regard to loss of privacy.

The buildings would be orientated to the east of the dwellings in Station Road and south east of No. 2A Shelford Park Avenue and south west of No.2 Leeway Avenue and would not lead to a significant loss of light or overshadowing.

The District Design Guide states that for one or two bedroom properties, 40m<sup>2</sup> of private garden space is required with 50m<sup>2</sup> for 3 bedroom properties. Ground floor apartments should have a minimum of 10m<sup>2</sup> of private amenity space or use of a communal space where 25m<sup>2</sup> is allowed for each apartment. Upper floor apartments should have use of a private balcony of a minimum of 3m<sup>2</sup> plus use of a communal garden. The proposed 8 houses would each have access to a private terrace with the four apartments having their own balconies with a communal garden to the east of the site.

### **Noise/Contamination**

48. Following comments from the Environmental Health Officer, conditions shall be added to any consent granted to require a detailed noise and insulation scheme to be submitted to protect occupants internally and externally from railway and traffic noise, no site machinery to be operated other than set working hours, no burning of waste on site and a statement for the method on any driven pile foundations to be submitted.

Following additional information submitted to the Noise Exposure Assessment dated 20 May 2015, the Environmental Health Officer was satisfied with the proposed 2 metre high fence erected at the site boundary to reduce noise disturbance from the adjacent railway, the level crossing alarm, vehicles along Station Road and the adjacent air conditioning units from the commercial units subject to a condition being added to any consent granted requiring a detailed noise mitigation and insulation scheme.

The site lies adjacent to the railway line which has the potential for contamination. The Contamination Officer has commented that the proposal is considered acceptable in regard to contamination subject to a condition being added to any consent granted to require development to stop if contamination not previously identified is found at the site and a remediation strategy is agreed by the Local Planning Authority.

### **Bin Storage & Collection**

49. Bin storage has been proposed within the garage area for the 8 dwelling houses and a storage area has been proposed to the side of the car parking area, adjacent to the side boundary for Unit 8 and the apartments. These storage points would be sited less than 25 metres from the entrances of the properties satisfying the requirement of the RECAP Waste Management Design Guide. Bin collection points are proposed within the vehicular access way in which the refuse vehicle will be able to collect from.

### **Developer Contributions**

50. The South Cambridgeshire Recreation Study 2005 identified a shortfall of sport and play space within Great Shelford. A public garden measuring 106m<sup>2</sup> would be provided on site. However, this would not offset the increase in demand for sport and playspace as a result of the development and therefore a financial contribution of £29,799.24 (index linked) is also required towards the provision and management of open space off-site and within the village to comply with Policy SF/10 of the LDF.

This would be secured via a legal agreement of any planning consent. Great Shelford Parish Council has requested this money is put towards provision of play equipment at the recreation ground which is needed within the village.

The South Cambridgeshire Community Facilities Assessment 2009 states that Great Shelford has indoor community space that is of a good standard, although there is a shortfall of such space and some investment in the near future may be required. Due to the increase in the demand for the use of this space from the development, a financial contribution of £5,085.88 (index-linked) is sought towards the provision of new facilities or the improvement of existing facilities in order to comply with Policy DP/4 of the LDF. This would be secured via a legal agreement of any planning consent. Great Shelford Parish Council has requested this money is put towards provision of play equipment at the recreation ground which is needed within the village.

South Cambridgeshire District Council has adopted the RECAP Waste Management Design Guide which outlines the basis for planning conditions and obligations. In accordance with the guide developers are required to provide for household waste receptacles as part of a scheme. The current fee for the provision of appropriate waste containers is £69.50 per dwelling. The total for waste receptacle provision would be £834. The costs will be secured via a legal agreement of any planning consent and would be required to be paid upon completion of the agreement.

Cambridge County Council requires the development provide for contributions towards education. The requirement is for £10,080 for early years need, £15,960 for primary education and a monitoring fee of £300. This will be secured via a legal agreement of any planning consent.

Cambridge County Council does not require the development to provide for contributions towards transport provision.

### **Other Matters**

51. Comments from neighbouring properties raised the issue of a footbridge across the railway line from the site. This was not part of the proposal put forward and is therefore not a material planning consideration.

A Sustainability Statement has been submitted with the application in which the dwellings will be built to the equivalent of Level 3 of the Code for Sustainable Homes. The scheme proposes solar PV electricity panels on the southern roof slopes, solar thermal hot water panels, flue glass heat recovery, waste water heat recovery, super insulation and improved thermal mass to meet the 10% predicted energy requirements as set out under Policy NE/3 of the LDF.

No details of Water Conservation and Management have been submitted with the application, therefore details of SUDS, hard and soft landscaping, surface water disposal and management will be required by way of condition to any consent granted.

### **Recommendation**

52. Approval subject to the following conditions



## Section 106 requirements

- 4 Onsite Affordable Housing Provision
- £5,085.88 Community Space Provision
- £26,340 Education Provision
- £834.00 Household Waste Receptacle Provision
- £1500.00 Monitoring
- £29,799.24 Public Open Space

## Conditions

- (a) The development hereby permitted shall be begun before the expiration of 3 years from the date of this permission.  
(Reason - To ensure that consideration of any future application for development in the area will not be prejudiced by permissions for development, which have not been acted upon.)
- (b) The development hereby permitted shall be carried out in accordance with the following approved plans: Location Plan P01, P20D Amended 08/05/2015, P03L Amended 08/05/2015, P10H, P04J Amended 08/05/2015, P06A, P05K Amended 08/05/2015, P11D, P14D & P12D.  
(Reason - To facilitate any future application to the Local Planning Authority under Section 73 of the Town and Country Planning Act 1990.)
- (c) No development shall take place until details of the materials to be used in the construction of the external surfaces of the buildings hereby permitted have been submitted to and approved in writing by the Local Planning Authority. Development shall be carried out in accordance with the approved details.  
(Reason - To ensure the appearance of the development is satisfactory in accordance with Policy DP/2 of the adopted Local Development Framework 2007.)
- (d) No development shall take place until full details of both hard and soft landscape works have been submitted to and approved in writing by the Local Planning Authority. These details shall include indications of all existing trees and hedgerows on the land and details of any to be retained, together with measures for their protection in the course of development. The details shall also include specification of all proposed trees, hedges and shrub planting, which shall include details of species, density and size of stock.  
(Reason - To ensure the development is satisfactorily assimilated into the area and enhances biodiversity in accordance with Policies DP/2 and NE/6 of the adopted Local Development Framework 2007.)
- (e) All hard and soft landscape works shall be carried out in accordance with the approved details. The works shall be carried out prior to the occupation of any part of the development or in accordance with a programme agreed in writing with the Local Planning Authority. If within a period of five years from the date of the planting, or replacement planting, any tree or plant is removed, uprooted or destroyed or dies, another tree or plant of the same species and size as that originally planted shall be planted at the same place, unless the Local Planning Authority gives its written consent to any variation.  
(Reason - To ensure the development is satisfactorily assimilated into the area and enhances biodiversity in accordance with Policies DP/2 and NE/6 of the adopted Local Development Framework 2007.)

- (f) No development shall take place until there has been submitted to and approved in writing by the Local Planning Authority a plan indicating the positions, design, materials and type of boundary treatment to be erected for each dwelling and the acoustic fence. The boundary treatment for each dwelling shall be completed before that/the dwelling is occupied in accordance with the approved details and shall thereafter be retained.  
(Reason - To ensure that the appearance of the site does not detract from the character of the area in accordance with Policy DP/2 of the adopted Local Development Framework 2007.)
- (g) No development shall take place on the application site until the implementation of a programme of archaeological work has been secured in accordance with a written scheme of investigation which has been submitted to and approved in writing by the Local Planning Authority.  
(Reason - To secure the provision of archaeological excavation and the subsequent recording of the remains in accordance with Policy CH/2 of the adopted Local Development Framework 2007.)
- (h) If during the development contamination not previously identified is found to be present at the site then no further development, unless otherwise agreed in writing with the Local Planning Authority shall be carried out until the developer has submitted, and obtained written approval from the Local Planning Authority for a remediation strategy detailing how this unsuspected contamination shall be dealt with. The remediation strategy shall be implemented as approved to the satisfaction of the Local Planning Authority.  
(Reason - To ensure that the development can be carried out safely without unacceptable risks to workers, neighbours and other offsite receptors in accordance with Policy DP/1 of the adopted Local Development Framework 2007).
- (i) No external lighting shall be provided or installed within the site other than in accordance with a scheme which has been submitted to and approved in writing by the Local Planning Authority.  
(Reason - To minimise the effects of light pollution on the surrounding area in accordance with Policy NE/14 of the adopted Local Development Framework 2007.)
- (j) Any removal of trees, scrub or hedgerow shall not take place in the bird breeding season between 15 February and 15 July inclusive, unless a mitigation scheme for the protection of bird-nesting habitat has been previously submitted to and approved in writing by the Local Planning Authority.  
(Reason - To avoid causing harm to nesting birds in accordance with their protection under the Wildlife and Countryside Act 1981 and in accordance with Policies DP/1, DP/3 and NE/6 of the adopted Local Development Framework 2007.)
- (k) The development hereby permitted shall be carried out in accordance with the ecological enhancements detailed in the Ecology Report by Applied Ecology Ltd dated January 2015.  
(Reason - To enhance ecological interests in accordance with Policies DP/1, DP/3 and NE/6 of the adopted Local Development Framework 2007.)

- (l) The removal of the ridge tiles on the existing building on the site shall be removed with a licensed bat ecologist present in case unseen bats are encountered.  
(Reason – To minimise disturbance, harm or potential impact upon protected species in accordance with Policies DP/1, DP/3 and NE/6 of the adopted Local Development Framework 2007.)
- (m) The diseased horse chestnut tree shall be inspected at height by an Ecologist before it is removed in case unseen bats are encountered.  
(Reason – To minimise disturbance, harm or potential impact upon protected species in accordance with Policies DP/1, DP/3 and NE/6 of the adopted Local Development Framework 2007.)
- (n) No construction site machinery or plant shall be operated, no noisy works shall be carried out and no construction related deliveries taken at or despatched from the site except between the hours of 0800-1800 Monday to Friday, 0800-1300 Saturday and not at any time on Sundays or Bank Holidays).  
(Reason - To minimise noise disturbance to adjoining residents in accordance with Policy NE/15 of the adopted Local Development Framework 2007.)
- (o) Prior to commencement of any development, a detailed noise mitigation/insulation scheme for the residential units, to protect future occupants internally and externally from railway noise and road traffic noise, shall be submitted to and approved in writing by the Local Planning Authority. The detailed noise attenuation and insulation scheme shall:  
(a) Have regard to the noise mitigation principles and recommendations detailed in the submitted Clement Acoustic Noise Exposure Assessment Report 8470-NEA-01 Rev D dated 18 May 2015.  
(b) Demonstrate that the internal and external noise levels recommended in British Standard 8233:1999 'Sound insulation and noise reduction for buildings Code of Practice' will be achieved. With regard to internal noise levels the scheme shall have regard to the noise insulation of the composite building fabric, glazing areas, including the provision of sound attenuated alternative mechanical ventilation systems (or similar) to facilitate rapid/purging ventilation and thermal comfort/summer cooling requirements if the reasonable indoor ambient noise levels in BS 8233 cannot be achieved with a partially open external window (assuming a 13dB (A) external to internal reduction for a partially open window). The noise attenuation/insulation scheme as approved shall be fully implemented prior to occupation and shall be retained thereafter and not altered without prior approval.  
(Reason - To ensure that sufficient noise attenuation/mitigation is provided to all residential properties to protect future occupiers externally and internally from the impact of Station Road traffic noise and safeguard the health, amenity and quality of life of future residents in accordance with Paragraphs 109 and 123 of the National Planning Policy Framework 2012 and Policy NE/15 of the adopted Local Development Framework 2007.)
- (p) No demolition or construction works shall commence on site until a traffic management plan has been agreed with the Local Planning Authority in consultation with the Highway Authority. The principle areas of concern that should be addressed are:  
i. Movements and control of muck away lorries (all loading and unloading should be undertaken off the adopted public highway)

- ii. Contractor parking, for both phases all such parking should be within the curtilage of the side and not on the street.
  - iii. Movements and control of all deliveries (all loading and unloading should be undertaken off the adopted public highway).
  - iv. Control of dust, mud and debris, please note it is an offence under the Highways Act 1980 to deposit mud or debris onto the adopted public highway. (Reason: In the interests of highway safety in accordance with Policy DP/3 of the adopted Local Development Framework 2007.)
- (q) The proposed access and turning area shall be provided before the dwellings hereby permitted are occupied and thereafter retained as such. (Reason - In the interests of highway safety in accordance with Policy DP/3 of the adopted Local Development Framework 2007.)
  - (r) Prior to the commencement of any development, a scheme for the provision and implementation of surface water drainage and management shall be submitted to and approved in writing by the Local Planning Authority. No hard standing areas shall be constructed until the works have been carried out in accordance with the surface water strategy approved by the Local Planning Authority. The scheme shall be constructed and completed in accordance with the approved plans prior to the occupation of any part of the development or in accordance with the implementation programme agreed in writing with the Local Planning Authority. (Reason - To ensure a satisfactory method of surface water drainage and to prevent the increased risk of flooding in accordance with Policies DP/1 and NE/11 of the adopted Local Development Framework 2007.)
  - (s) Prior to the commencement of any development, a scheme for the provision and implementation of foul water drainage shall be submitted to and approved in writing by the Local Planning Authority. The scheme shall be constructed and completed in accordance with the approved plans prior to the occupation of any part of the development or in accordance with the implementation programme agreed in writing with the Local Planning Authority. (Reason - To reduce the risk of pollution to the water environment and to ensure a satisfactory method of foul water drainage in accordance with Policy NE/10 of the adopted Local Development Framework 2007.)
  - (t) Notwithstanding the provisions of the Town and Country Planning (General Permitted Development) Order 2015 (or any order revoking and re-enacting that Order with or without modification), no development within Classes A, B,C,D & E of Part 1 of Schedule 2 of the Order shall take place unless expressly authorised by planning permission granted by the Local Planning Authority in that behalf. (Reason - In the interests of visual amenity and to safeguard the privacy of adjoining occupiers in accordance with Policy DP/2 and DP/3 of the adopted Local Development Framework 2007.)

### **Informatives**

- (a) The applicant should ensure that adequate measures shall be in place to mitigate dust and emissions during the demolition and construction work.
- (b) There shall be no burning of any waste or other materials on the site without the prior consent from the Environmental Health Department.

- (c) Should driven pile foundations be proposed, a statement for the method of construction of these foundations shall be submitted and agreed with the Environmental Health Department so that noise and vibration can be controlled.
- (d) Before the existing property is demolished, a Demolition Notice will be required from the Building Control Section of the council's planning department to establishing the way in which the property will be dismantled, including any asbestos present, the removal of waste, minimisation of dust, capping of drains and establishing hours of working operation. This should be brought to the attention of the applicant to ensure the protection of the residential environment of the area.
- (e) The applicant should take all relevant precautions to minimise the potential for disturbance to neighbouring residents in terms of noise and dust during the construction phases of development. This should include the use of water suppressions for any stone or brick cutting and advising neighbours in advance of any particularly noisy works. The granting of this planning permission does not indemnify against statutory nuisance action being taken should substantiated noise or dust complaints be received. For further information please contact Environmental Health Service.
- (f) The applicant should serve notice under Section 106 of the Water Industry Act 1991 should they seek to connect the sewerage network.

### **Background Papers**

Where [the Local Authorities \(Executive Arrangements\) \(Meetings and Access to Information\) \(England\) Regulations 2012](#) require documents to be open to inspection by members of the public, they must be available for inspection: -

- (a) at all reasonable hours at the offices of South Cambridgeshire District Council;
- (b) on the Council's website; and
- (c) in the case of documents to be available for inspection pursuant to regulation 15, on payment of a reasonable fee required by the Council by the person seeking to inspect the documents at the offices of South Cambridgeshire District Council.

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

- South Cambridgeshire Local Development Framework Development Control Policies DPD 2007
- South Cambridgeshire Local Plan Proposed Submission July 2013
- South Cambridgeshire Supplementary Planning Documents
- National Planning Policy Framework 2012
- Planning File: S/0133/11/FL
- Appeal: APP/W0530/A/11/2155355

**Report Author:** Katie Christodoulides – Senior Planning Officer  
Telephone: (01954) 713314

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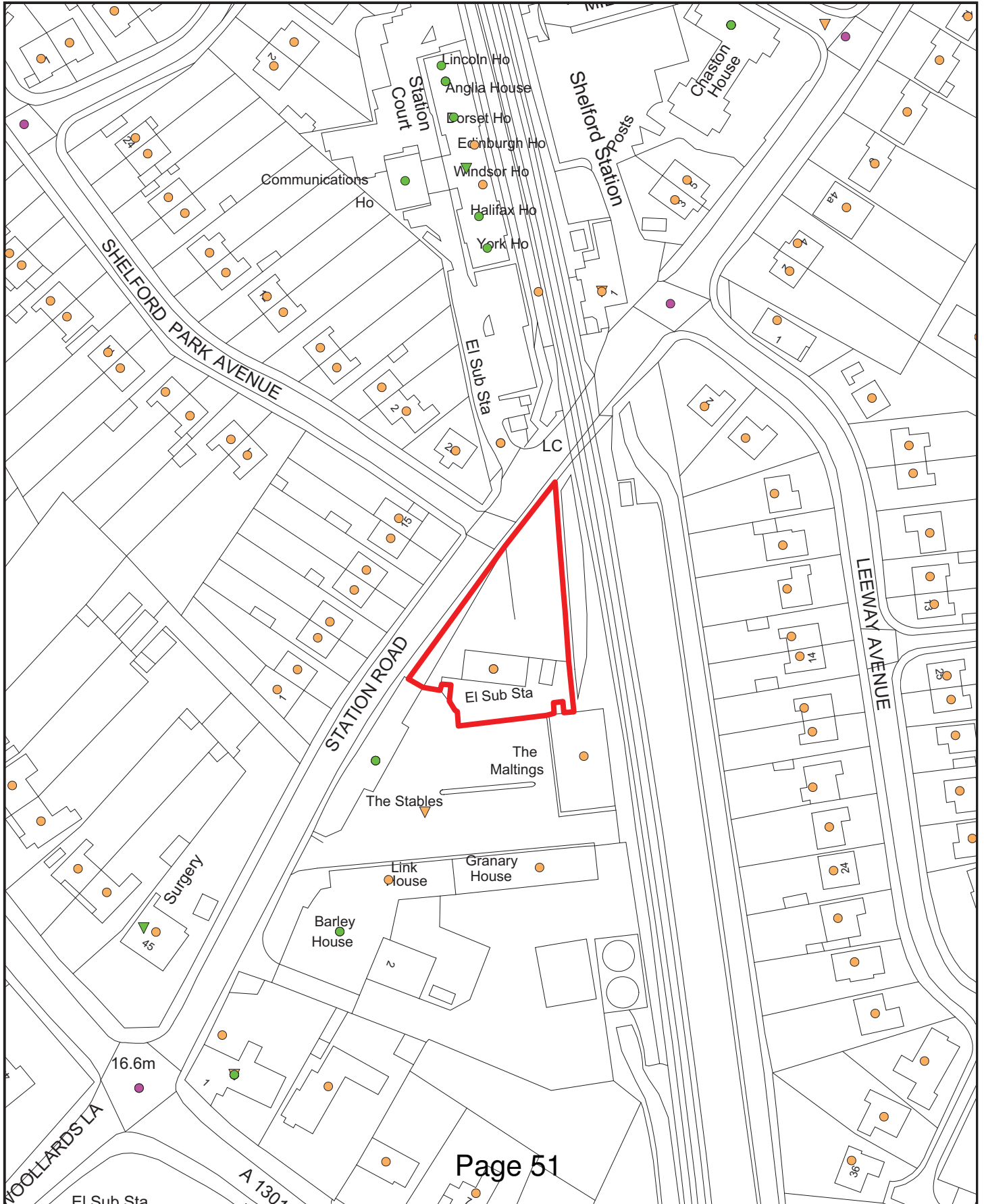
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# Agenda Item 6

## SOUTH CAMBRIDGESHIRE DISTRICT COUNCIL

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**REPORT TO:** Planning Committee

1 July 2015

**AUTHOR/S:** Planning and New Communities Director

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**Application Number / type of application:** S/1050/15/FL / Full Planning

**Parish(es):** Landbeach

**Proposal:** Erection of dwelling following demolition of existing bungalow

**Recommendation:** Refuse

**Material considerations:** Visual Amenity  
Character and Appearance of Conservation Area  
Impact upon Setting of adjacent Listed Building

**Site address:** 55, High Street, Landbeach

**Applicant(s):** Mr K Hunt

**Date on which application received:** 21 April 2015

**Site Visit:** 30 June 2015

**Conservation Area:** Yes

**Departure Application:** No

**Presenting Officer:** Julie Ayre DC Team Leader (East)

**Application brought to Committee because:** Cllr Johnson requested the application is determined at Planning Committee.

**Date by which decision due:** 16 June 2015

### Planning History

1. **S/2911/14/FL-** Dwelling following demolition of bungalow-Withdrawn.

### Planning Policies

2. **National Planning Policy**  
National Planning Policy Framework (NPPF)  
National Planning Policy Guidance (NPPG)
3. **South Cambridgeshire Local Development Framework Core Strategy 2007:**

ST/7 Infill Villages

4. **South Cambridgeshire Local Development Framework Development Control Policies DPD, 2007:**

DP/1 Sustainable Development  
DP/2 Design of new development  
DP/3 Development Criteria  
DP/4 Infrastructure and New Developments  
HG/1 Housing Density  
NE/1 Energy Efficiency  
NE/6 Biodiversity  
NE/9 Water and drainage infrastructure  
NE/10 Foul Drainage  
CH/4 Development Within the Curtilage or Setting of a Listed Building  
CH/5 Conservation Areas  
SF/10 Outdoor Playspace, informal open space and new development  
SF/11 Open Space standards  
TR/1 Planning for more sustainable travel  
TR/2 Parking Standards

5. **South Cambridgeshire Supplementary Planning Documents**

District Design Guide  
Biodiversity  
Landscape in New Development  
Trees and Development Sites  
Development Affecting Conservation Areas

6. **Proposed Local Plan**

S/11 Infill Villages  
CC/1 Mitigation and Adaption to Climate Change  
CC/2 Renewable and Low Carbon Energy Generation  
HQ/1 Design Principles  
NH/4: Biodiversity  
H/7 Housing Density  
NH/14: Heritage Assets  
TI/2 Planning for Sustainable Travel  
TI/3 Parking Provision  
TI/8 Infrastructure and New Developments  
TI/19 Broadband

**Consultation with Council Services and Statutory consultees**

7. **Landbeach Parish Council** – Recommends approval.
8. **Cllr Johnson** - Requests the application is determined at Planning Committee. The proposal will complement the area and is designed to fit into the street scene.
9. **Local Highways Authority** - The proposal would not result in any harm to highway safety subject to the addition of conditions to any consent granted in regard to submission of a traffic management plan, the falls and levels of the driveway being such that no private water drains onto the public highway, the driveway being constructed of a bound material and an informative in regard to planning permission not constituting a permission or licence to carry out any works within the public highway.

10. **Conservation Consultancy** - The proposed dwelling by virtue of its scale, mass and dominance at two storeys in relation to the one and a half storey adjacent listed building would result in harm to the setting of this listed building. The proposed design of the dwelling would not be in keeping with the character and design of dwellings in the area, with the bay windows being out of character and the proposed porch being dominant on the principle elevation.
11. **Environmental Health Officer** - No objections and requests conditions are added to any consent granted in regard to hours of work, burning of waste, driven pile foundations and informatives in regard to noise and dust and a Demolition Notice.

#### **Representations from members of the public**

12. **No.57 High Street** - Supports the proposal.
13. **No.56 High Street** - Supports the proposal. The proposal will improve the area.
14. **Unknown address** - No objections. The proposal would not result in any harm to the area.

#### **Comments from the Planning Officer**

15. The key issues to consider in the determination of this application relate to the principle of the development, impact of the development upon the character and appearance of the Conservation Area, impact upon the setting of the adjacent listed building, neighbour amenity, highway safety, parking provision and trees and landscaping.

#### **16. Principle of development**

The site is located within the village framework of an infill village where residential development and redevelopment within village frameworks will be restricted to not more than 2 dwellings comprising a gap in an otherwise built up frontage, redevelopment or subdivision of an existing residential curtilage, the sub-division of an existing dwelling or conversion; or redevelopment of a non-residential building. The proposed replacement dwelling is therefore considered acceptable in principle subject to all other material considerations.

The site measures 0.12 hectares in area. The erection of a replacement dwelling on the site would equate to a density of 8 dwellings per hectare. This would be significantly below the required level of achieving 30 dwellings per hectare under Policy HG/1 Housing Density. Given the character of the area with large dwellings set in large plots, the proposal is considered acceptable in terms of density.

#### **17. Character and Appearance of Conservation Area**

No.55 High Street is a bungalow set within a large plot and forms the northern most bungalow of a row of five bungalows of a similar design, height and appearance which form a linear development pattern set back from the High Street. The dwelling at No. 71 High Street to the south of this row of bungalows, is a two storey dwelling. To the north of the site lies a Grade II one and a half storey listed building which lies immediately adjacent to the public highway. Opposite the site lies a mix of two storey and single storey properties set at differing distances from the highway. The proposal seeks consent to replace the existing bungalow which has a height of 5.2 metres and replace it with a two storey dwelling which would have a height of 7.6 metres. The

proposed design of the dwelling would comprise of a hipped roof, with a front hipped roof porch and rear projection. The proposed replacement dwelling would be set in the same position as the existing, extending out further in terms of its width.

The proposed dwelling by virtue of its excessive height, size, scale, mass and bulk would not be in keeping with the low level character and appearance of dwellings in the area and as a result would be excessively prominent in street scene views.

The proposed design comprising of the two bay windows in the front elevation and excessively large porch would be complex in terms of its design, appearance and proportions and would appear out of keeping with the simple character and design of the dwellings in the immediate area and would result in harm to the visual appearance and amenity of the area.

**18. Impact upon setting of adjacent listed building**

To the north west of the site lies the Grade II listed building at No. 53 High Street. The listed building forms a one and a half storey dwelling which lies immediately adjacent to the High Street. The dwelling is narrow in character with a simple gable roof and outbuilding to the side. The proposed replacement dwelling by virtue of its excessive height, size, scale and bulk at two storeys would significantly dominate and intrude upon the setting of the adjacent listed building. The complex design and form of the dwelling would be out of keeping with the simple design and character of dwellings in the area, failing to preserve the setting of the listed building and character of the area.

**19. Neighbour Amenity**

To the north of the site lies the neighbouring one and a half storey property at No. 53 High Street. This property lies adjacent to the public highway and has various windows at ground and first floor level in the side and rear elevations with a long garden running to the rear. The proposed replacement dwelling has been assessed in terms of loss of privacy, loss of light and overbearing impact and is not considered to result in any significant harm to this neighbouring property.

To the south of the site lies the neighbouring bungalow at No. 57 High Street. There are no side (north) elevation windows with a kitchen and door lying within the side elevation of a rear projection and a bedroom window lying within the rear elevation. A driveway and garage lie immediately adjacent to a 1.8 metre high fence which serves as the common boundary with No.55, the site. A first floor bedroom window is proposed in the side (south) elevation. Given the position of this window, the proposal would not result in any loss of privacy. The proposal has been assessed in terms of loss of light and overbearing impact and is considered acceptable.

**20. Highway Safety and Parking Provision**

The Local Highways Authority were consulted on the proposal and raised no concerns regarding highway safety subject to the addition of conditions in regard to the submission of a traffic management plan, the falls and levels of the driveway being such that no private water drains onto the public highway and the driveway being of a bound material and an informative in regard to planning permission not constituting a permission or licence to carry out any works within the public highway.

The existing vehicular access and driveway would remain and be used for the proposed replacement dwelling. Given the large new hardstanding and turning area with retention of the garage, the proposal would comply with Policy TR/2 which

requires an average of 1.5 spaces per dwelling with a maximum of 2 spaces per 3 or more bedrooms in poorly accessible areas.

**21. Trees and Landscape**

The proposal will not result in the loss of any important trees or landscaping on the site. The site is screened extensively along its side and rear boundaries. The proposal is considered acceptable in terms of landscaping and biodiversity impact, and a condition shall be added to any consent granted to ensure details of hard and soft landscaping are submitted.

**22. Conclusion**

Having regard to applicable national and local planning policies, and having taken all relevant material considerations into account, it is considered that planning permission should not be granted in this instance.

**23. Recommendation and Reasons for Refusal**

That the application is refused for the following reasons:

1. The proposed dwelling by virtue of its excessive height, size, scale, mass, bulk and complex design would be prominent in street scene views and not in keeping with the character and appearance of the area, resulting in harm to the Conservation Area and visual amenity of the area. The proposal would therefore fail to preserve or enhance the Conservation Area and would result in significant harm to the visual character and amenity of the area. Consequently the proposal would be contrary to Policies DP/2, DP/3 and CH/5 of the South Cambridgeshire Local Development Framework, Development Control Policies, DPD 2007 which requires all new development to preserve or enhance the character of the local area, Conservation Area and be compatible with its location and appropriate in terms of scale, mass, design in relation to the surrounding area.
2. The site lies adjacent to the Grade II Listed Building at No.53 High Street which lies to the north west of the site. The proposed dwelling by virtue of its excessive height, size, scale, bulk, design and form would significantly intrude and dominate the adjacent listed building failing to preserve its setting. The proposal would therefore result in harm to the character and setting of the listed building. The proposal as a result would be contrary to Policy CH/4 of the South Cambridgeshire Local Development Framework Development Control Policies DPD 2007, Listed Buildings Supplementary Planning Document 2009 and Paragraphs 131, 132 & 133 of the National Planning Policy Framework that states proposals should ensure that all new development would preserve or enhance the character and would not adversely affect the curtilage or wider setting of a Listed Building.

**Background Papers:**

Where the [Local Authorities \(Executive Arrangements\) \(Meetings and Access to Information\) \(England\) Regulations 2012](#) require documents to be open to inspection by members of the public, then they must be available for inspection—

- (a) at all reasonable hours at the offices of South Cambridgeshire District Council;
- (b) on the Council's website; and

- (c) in the case of documents to be available for inspection pursuant to regulation 15, on payment of a reasonable fee required by the Council by the person seeking to inspect the documents at the offices of South Cambridgeshire District Council.

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

- South Cambridgeshire Local Development Framework Development Control Policies DPD 2007
- South Cambridgeshire Local Plan Proposed Submission July 2013
- South Cambridgeshire Supplementary Planning Documents
- National Planning Policy Framework 2012

**Report Author:** Katie Christodoulides – Senior Planning Officer  
Telephone: (01954) 713314



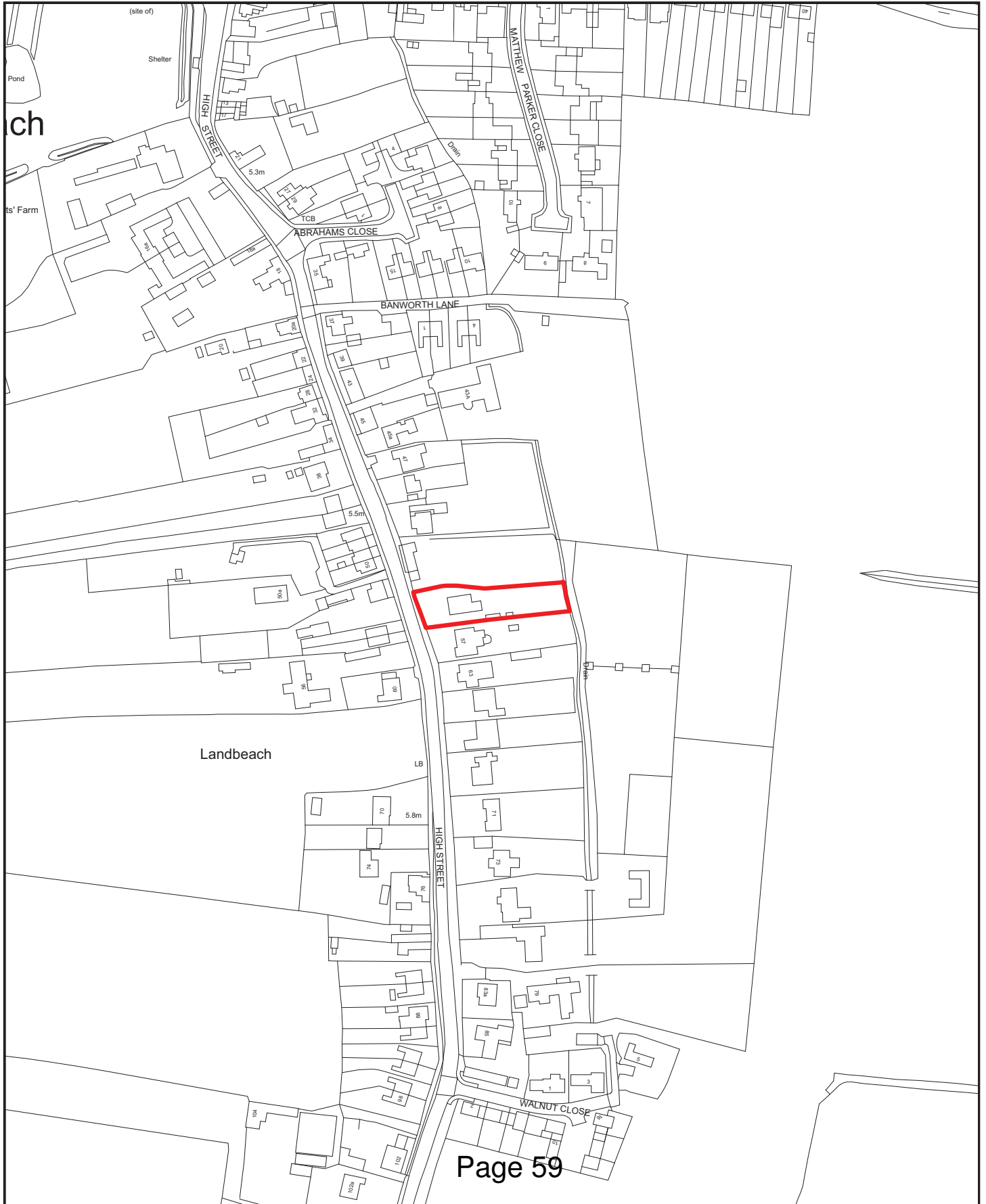
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Date of plot: 17/06/2015



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# Agenda Item 7

## SOUTH CAMBRIDGESHIRE DISTRICT COUNCIL

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**REPORT TO:** Planning Committee

1 July 2015

**AUTHOR/S:** Planning and New Communities Director

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<b>Application Number:</b>	S/0586/15/FL
<b>Parish:</b>	Little Eversden
<b>Proposal:</b>	New dwelling (Plot 1)
<b>Site address:</b>	23 High Street, Little Eversden
<b>Applicant:</b>	Juxta Properties
<b>Recommendation:</b>	Delegated Approval
<b>Key material considerations:</b>	Principle of development, impact of character of the area, impact on residential amenity, and highway safety
<b>Committee Site Visit:</b>	No
<b>Departure Application:</b>	No
<b>Presenting Officer:</b>	Paul Sexton
<b>Application brought to Committee because:</b>	The officers recommendation of delegated approval is contrary to the recommendation of Eversden Parish Council
<b>Date by which decision due:</b>	6 May 2015

### Planning History

1. S/0725/15/FL – Demolition of existing dwelling and construction of new dwelling – to be determined.
2. S/0585/15/FL – Proposed dwelling (Plot 2) – to be determined
3. S/2919/14/FL – Two storey rear extension and detached double garage – Approved
4. S/2725/13/OL – Outline consent for the erection of two detached residential units – Approved

### Policy

5. **National Policy**

National Planning Policy Framework

6. **South Cambridgeshire Local Development Framework Core Strategy**  
ST/7 – Infill Villages
7. **South Cambridgeshire Local Development Framework Development Control Policies**  
DP/1 Sustainable Development  
DP/2 Design of New Development  
DP/3 Development Criteria  
DP/7 Development Frameworks  
HG/1 Housing Density  
HG/2 Housing Mix  
NE/6 Biodiversity  
NE/15 Noise Pollution  
SF/10 – Outdoor Play Space, Informal Open Space and New Developments  
SF/11 – Open Space Standards  
TR/2 - Car and Cycle Parking Standards
8. **South Cambridgeshire LDF Supplementary Planning Documents (SPD)**  
Landscape in New Developments SPD - Adopted March 2010  
Biodiversity SPD - Adopted July 2009
9. **Draft Local Plan**  
S/5 Provision of new jobs and homes  
S/11 Infill Villages  
HQ/1 Design Principles  
H/7 Housing Density  
H/8 Housing Mix  
H/9 Affordable Housing  
H/11 Residential Space Standards for Market Housing  
H/15 – Development of Residential Gardens  
NH/4 Biodiversity  
TI/2 Planning for Sustainable Transport  
TI/3 Parking Provision

#### **Consultations**

10. **Eversdens Parish Council** – recommends refusal.
11. 'A number of trees have been removed from the site contrary to the original proposal.
12. Work has taken place on site outside normal working hours, i.e. before 8 am.
13. The boundary ditch to the South of the site is clearly to be piped (the pipes are already on site.) Plot 1 shows build over the top of the boundary ditch.
14. Restricted access in driveway.
15. Back development and massing.
16. General conditions – Treatment of all boundaries to site, hedge planting and facing to be agreed with neighbours prior to commencement must be a condition of approval. Internal landscaping should also be a condition, bearing in mind the destruction of trees mentioned above.

17. Plot 1 has a separate garage annexe which should remain part of Plot 1 and planning approval should reflect this.
18. Plot 2 – the property which is shown as No 13 Finch’s Field, in shadow of Plot 2 is actually 2 properties, the closest of which takes the full impact of the proposed enlarged development.’
19. Comments on revised drawings will be reported at the meeting.
20. **Environmental Health Officer** - No objection subject to a condition restricting the hours of operation of power driven machinery during the period of construction, and informatives relating to the burning of waste and use of driven pile foundations.
21. **Local Highway Authority** – objects to the drawings as originally submitted as the required visibility splays at the junction of the access road with High Street are not shown. Comments on the revised plans will be reported.
22. **Cambridgeshire County Council – Lead Local Flood Authority** – confirms that consent is required for piping the ditch. It has advised the applicant that it is unlikely to grant consent, and that a possible alternative and more acceptable solution would be to landscape the ditch and make a feature out of it.

### **Representations**

23. Letters have been received from the occupiers of Nos 13a, 14, 15 (Poplars) Finch’s Field and Nos 22 and 24 Wheelers Way, objecting to the scheme, as originally submitted, on the following grounds:
  - i. Disappointed at outline consent being granted, which given that the site is behind so many existing properties will effectively remove any privacy. However, there are issues with the full applications that need to be addressed.
  - ii. A five-bedroom house is too large and along with Plot 2, and the vastly extended original house, will generate a significant volume of cars accessing the site, causing disturbance to adjacent properties.
  - iii. Reduction in privacy, which is more evident now the site has been cleared, and no definitive programme of planting indicated. There will be unreasonable overlooking of the rear of the bungalow of No15 Finch’s Field particularly from the window serving bedroom 4. Could this window be moved to the side elevation, but with obscure glazing in whichever elevation.
  - iv. The bathroom window in the front elevation should be shown as obscure glazed.
  - v. Overlooking of property and garden at 13a Finch’s Field.
  - vi. The site has been cleared and work has commenced on piping the ditch. The ditch provides essential drainage, as well as acting as a natural and fitting border to the property.
  - vii. The latest applications appear to have increased the size/layout of the proposed dwellings.

viii. Precedent for further development.

### **Site and Proposal**

24. No.23 High Street, Little Eversden is a detached Victorian dwelling fronting the road, set in a plot of 0.23ha.
25. Outline planning consent was granted in May 2014, following a Members site visit, for the erection of two detached dwellings on land to the rear of the existing dwelling, with a shared access along the north east side of the plot. All matters were reserved, apart from access.
26. This full application, as amended by drawings received 21 May, relates to the erection of a 3-bedroom detached two-storey dwelling on Plot 1, which is a 0.04 ha of land immediately to the rear of the existing dwelling.
27. As amended the proposed dwelling has a ridge height of 7.5m, and is located parallel to, and 12m from, the north boundary of the site with properties in Finch's Field. The two storey element will be 11m from the rear boundary with properties in Wheelers Way, with a single storey rear projection coming to within 5m of that boundary.
28. The applicant states that the house is designed to reflect the character of the existing dwelling.
29. There are three first floor windows in the front elevation facing properties in Finch's Field, serving two bedrooms and a bathroom. The window to bedroom 2 is shown with obscure glazing. There is a second window serving this bedroom in the side elevation facing High Street.
30. There is an obscure glazed landing window at first floor in the rear elevation.
31. The dwelling will be served by the access driveway along the north side of the plot. It is provided with a xxm high detached garage, with xx above, set adjacent the boundary with Plot 2, and 3m from the boundary with properties in Wheelers Way.
32. A communal bin collection point is provided on the south side of the access road, at the front of the proposed garage for No.23 High Street.

### **Planning Considerations**

33. The key issues for Members to consider in this case are the principle of development, impact on the character of the area, residential amenity and highway safety.

#### *Principle of development*

34. The NPPF advises that every effort should be made to identify and then meet the housing needs of an area, and respond positively to wider opportunities for growth. Additionally the Development Plan (Core Strategy Development Plan Document adopted January 2007 and Development Control Policies Development Plan adopted January 2007) identifies Little Eversden as an Infill Village where the construction of new residential dwellings within the framework is supported.
35. The proposed development would have been acceptable in principle having regard to adopted LDF and emerging Local Plan policies, had policies ST/7 and DP/7 not

become out of date as a consequence of the Council not currently being able to demonstrate a five-year supply of deliverable housing sites.

36. The principle of the erection of two dwellings on land at the rear of 23 High Street has been accepted by the extant outline planning consent. This application relates to one of those plots. The application is full rather than reserved matters, so stands to be considered on its merits, however the outline consent is a material consideration.
37. Although the outline consent was accompanied by a sketch layout this drawing was for illustrative purposes only and did not form part of that consent, for which all matters were reserved other than the access to the site.

*Impact of the character of the area*

38. The existing dwelling is two-storey, and of similar height to the proposed dwelling. Surrounding properties are a mixture of two-storey dwellings in Wheelers Way, and single-storey and two-storey dwellings in Finch's Field (single storey adjoining the site).
39. Officers are of the view that the proposed dwelling, which will be mainly viewed from existing adjacent properties rather than from High Street, is well designed and that the height at 7.5m is not excessive for the area.
40. There has been local concern expressed about the clearance of the site since the outline consent. The illustrative drawing submitted with the outline application did show that some tree removal would be required to allow for the proposed development, however it did indicate a number of trees to be retained. The majority of these have now been removed. The site is not in a Conservation area, and the trees were not subject to a Tree Preservation Order, therefore no consent was required for their removal. Whilst it is regrettable that existing trees have not been retained where possible, replacement planting can be secured by condition.

*Residential amenity*

41. The proposed dwelling, as amended, has been reduced in scale by the reduction of the two-storey rear projection originally proposed to single-storey. This reduces the visually impact on the properties to the rear in Wheelers Way. The house has been designed with only a landing window at first floor in the rear elevation, which can be obscured glazed by condition.
42. As amended the proposed dwelling has introduced secondary windows in the end elevations serving those bedrooms where windows are proposed in the elevation facing the rear of properties in High Street and Finch's Field. One of the windows is now shown as obscure glazed. The other window, however, serving bedroom 1 remains clear. It will be located 12m from the boundary of the rear garden of No. 15 Finch's Field, but will view the rear corner of garden at an oblique angle. The window will be more than 25m from the rear of the bungalow itself. New planting is proposed along the north boundary of the site, which will help protect privacy.
43. There will be no overlooking of the properties to the rear in wheelers Way, as the first floor landing window in that elevation can be obscure glazed by condition. Planting along the boundary with Wheelers Way, in addition to the fencing currently shown, should be secured through a landscape condition.

### *Access and highway safety*

44. The access to the site was approved at the outline stage, and therefore it would not be reasonable to object to the proposal on these grounds. The applicant has been asked to revise the drawing to show the visibility splays required by the Local Highway Authority.

### *Other matters*

45. Officers reported the work relating to the piping of the ditch on the south boundary of the site to Cambridgeshire County Council. Although the applicant has now submitted an application to the County Council for these works it appears unlikely that consent will be granted. As amended, the scheme removes any structures from this area, and officers have asked the applicant to confirm that it will retain and landscape this feature, as suggested by the County Council.

### **Conclusion**

46. Any adverse impacts of the development are not considered to significantly and demonstrably outweigh the benefits when assessed against the material considerations set out in this report, and the proposed development remains acceptable. As such it is recommended that permission be granted.

### **Recommendation**

47. That subject to receipt of a drawing showing the required visibility splays, the application is approved subject to:

### **Conditions**

- Time limit - 3 years
- Approved Plans
- Materials
- Landscaping
- Boundary Treatment
- Surface water Drainage
- Removal of PD rights
- Obscure Glazing
- Hours of Working

### **Background Papers**

Where the Local Authorities (Executive Arrangements) (Meetings and Access to Information) (England) Regulations 2012 require documents to be open to inspection by members of the public, they must be available for inspection: -

- (a) at all reasonable hours at the offices of South Cambridgeshire District Council;
- (b) on the Council's website; and
- (c) in the case of documents to be available for inspection pursuant to regulation 15, on payment of a reasonable fee required by the Council by the person seeking to inspect the documents at the offices of South Cambridgeshire District Council.

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

- South Cambridgeshire Local Development Framework Development Control Policies DPD 2007
- South Cambridgeshire Local Plan Proposed Submission July 2013
- South Cambridgeshire Supplementary Planning Documents
- National Planning Policy Framework 2012
- Planning File References: S/0585/15/FL, S/0725/15/FL, S/0586/15/FL, S/2725/13/OL and S/2919/14/FL

**Report Author:** Paul Sexton – Principal Planning Officer  
Telephone: (01954) 713255

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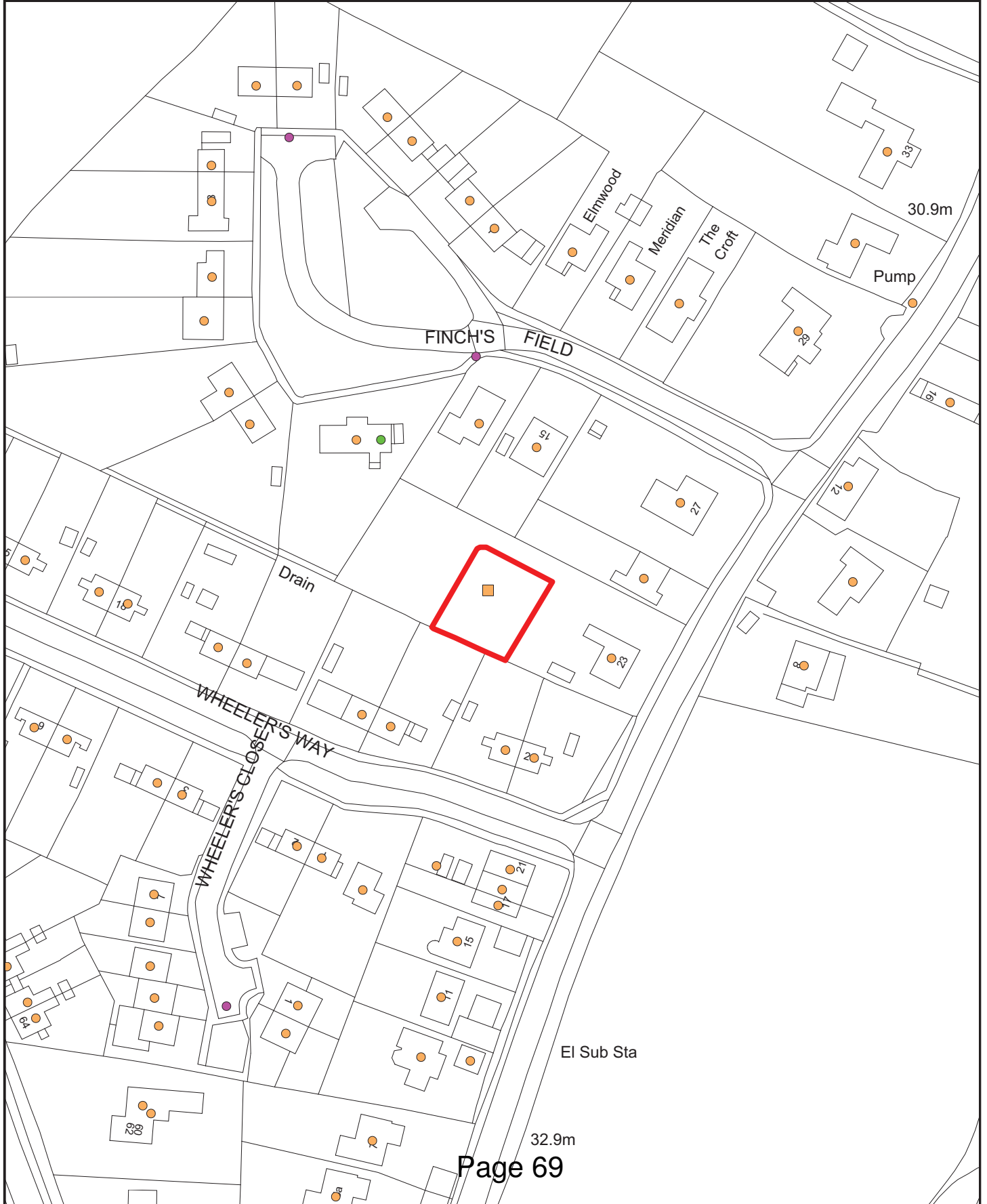
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# Agenda Item 8

## SOUTH CAMBRIDGESHIRE DISTRICT COUNCIL

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**REPORT TO:** Planning Committee

1 July 2015

**AUTHOR/S:** Planning and New Communities Director

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<b>Application Number:</b>	S/0585/15/FL
<b>Parish:</b>	Little Eversden
<b>Proposal:</b>	Proposed dwelling (Plot 2)
<b>Site address:</b>	23 High Street, Little Eversden
<b>Applicant:</b>	Juxta Properties
<b>Recommendation:</b>	Delegated Approval
<b>Key material considerations:</b>	Principle of development, impact of character of the area, impact on residential amenity, and highway safety
<b>Committee Site Visit:</b>	No
<b>Departure Application:</b>	No
<b>Presenting Officer:</b>	Paul Sexton
<b>Application brought to Committee because:</b>	The officers recommendation of delegated approval is contrary to the recommendation of Eversden Parish Council
<b>Date by which decision due:</b>	6 May 2015

### Planning History

1. S/0725/15/FL – Demolition of existing dwelling and construction of new dwelling – to be determined.
2. S/0586/15/FL – New dwelling (Plot 1) – to be determined
3. S/2919/14/FL – Two storey rear extension and detached double garage – Approved
4. S/2725/13/OL – Outline consent for the erection of two detached residential units – Approved

### Policy

5. **National Policy**

National Planning Policy Framework

6. **South Cambridgeshire Local Development Framework Core Strategy**  
ST/7 – Infill Villages
7. **South Cambridgeshire Local Development Framework Development Control Policies**  
DP/1 Sustainable Development  
DP/2 Design of New Development  
DP/3 Development Criteria  
DP/7 Development Frameworks  
HG/1 Housing Density  
HG/2 Housing Mix  
NE/6 Biodiversity  
NE/15 Noise Pollution  
SF/10 – Outdoor Play Space, Informal Open Space and New Developments  
SF/11 – Open Space Standards  
TR/2 - Car and Cycle Parking Standards

8. **South Cambridgeshire LDF Supplementary Planning Documents (SPD)**  
Landscape in New Developments SPD - Adopted March 2010  
Biodiversity SPD - Adopted July 2009

9. **Draft Local Plan**  
S/5 Provision of new jobs and homes  
S/11 Infill Villages  
HQ/1 Design Principles  
H/7 Housing Density  
H/8 Housing Mix  
H/9 Affordable Housing  
H/11 Residential Space Standards for Market Housing  
H/15 – Development of Residential Gardens  
NH/4 Biodiversity  
TI/2 Planning for Sustainable Transport  
TI/3 Parking Provision

**Consultation by South Cambridgeshire District Council as Local Planning Authority**

10. **Eversdens Parish Council** – recommends refusal of the application as originally submitted.
11. 'A number of trees have been removed from the site contrary to the original proposal.
12. Work has taken place on site outside normal working hours, i.e. before 8 am.
13. The boundary ditch to the South of the site is clearly to be piped (the pipes are already on site.) Plot 1 shows build over the top of the boundary ditch.
14. Restricted access in driveway.
15. Back development and massing.
16. General conditions – Treatment of all boundaries to site, hedge planting and facing to be agreed with neighbours prior to commencement must be a condition of approval.

Internal landscaping should also be a condition, bearing in mind the destruction of trees mentioned above.

17. Plot 1 has a separate garage annexe which should remain part of Plot 1 and planning approval should reflect this.
18. Plot 2 – the property which is shown as No 13 Finch's Field, in shadow of Plot 2 is actually 2 properties, the closest of which takes the full impact of the proposed enlarged development.'
19. Comments on the revised drawings will be reported.
20. **Environmental Health Officer** - No objection subject to a condition restricting the hours of operation of power driven machinery during the period of construction, and informatives relating to the burning of waste and use of driven pile foundations.
21. **Local Highway Authority** – objects to the drawings as originally submitted as the required visibility splays at the junction of the access road with High Street are not shown. Comments on the revised plans will be reported at the meeting.
22. **Cambridgeshire County Council – Lead Local Flood Authority** – confirms that consent is required for piping the ditch. It has advised the applicant that it is unlikely to grant consent, and that a possible alternative and more acceptable solution would be to landscape the ditch and make a feature out of it.

### **Representations**

23. Letters have been received from the residents of 14 and 15 (Poplars) Finch's Field, and Nos 22 and 24 Wheelers Way objecting, as originally submitted, on the following grounds:
  - a. Disappointed at outline consent being granted, which given that the site is behind so many existing properties will effectively remove any privacy. However, there are issues with the full applications that need to be addressed.
  - b. Although the dwelling on Plot 2 has a reduced number of dwellings and a more appropriate angle of direction than shown at the outline stage, which reduces impact on 15 Finch's Field the proposed location of the 'bikes and bins' area close to the boundary, and within the projected space is not suitable.
  - c. The occupier of 14 Finch's Field is of the view that the revised orientation, and change to a full height two-storey house, means that it will be closer to the boundary of that property. The increased mass will have much greater impact, casting more intensive shadows across the garden.
  - d. The addition of a double garage for this plot, close to the boundary with 14 Finch's Field, will add to noise and pollution.
  - e. There should be detailed planting scheme submitted.
  - f. The site has been cleared and work has commenced on piping the ditch. The ditch provides essential drainage, as well as acting as a natural and fitting border to the property.

- g. The latest applications appear to have increased the size/layout of the proposed dwellings.

### **Site and Proposal**

24. No.23 High Street, Little Eversden is a detached Victorian dwelling fronting the road, set in a plot of 0.23ha.
25. Outline planning consent was granted in May 2014, following a Members site visit, for the erection of two detached dwellings on land to the rear of the existing dwelling, with a shared access along the north east side of the plot. All matters were reserved, apart from access.
26. This full application, as amended by drawings received on 21 May, relates to the erection of a 3-bedroom detached two-storey dwelling, with first floor study, on Plot 2, which is a 0.07 ha of land immediately to the rear Plot 1, which is the subject of the previous item.
27. The proposed dwelling has a main ridge height of 7.6m, with single storey pitched roof rear extension, and an attached garage on its northern end, with bedroom above. The two storey element will be between 10 and 11m from the rear boundary with bungalows in Finch's Field Way. The garage element will be within 3m of the rear garden of a house in Finch's Field, and the south gable between 10m and 11m from the rear garden of a house in Wheelers Way
28. The applicant states that the house is designed to reflect the character of the existing dwelling.
29. There are four first floor windows in the rear elevation facing properties in Finch's Field, serving the landing, an en-suite, a bathroom, and a wardrobe area. All these windows are shown as being obscure glazed. There are no first floor openings in the end elevations.
30. The dwelling will be served by the access driveway along the north side of the plot, which will be shared with Plot 1 and the existing dwelling.
31. A communal bin collection point is provided on the south side of the access road, at the front of the proposed garage for No.23 High Street, with a bin store for Plot 2 close to the north boundary of the site.

### **Planning Considerations**

32. The key issues for Members to consider in this case are the principle of development, impact on the character of the area, residential amenity and highway safety.

#### *Principle of development*

33. The NPPF advises that every effort should be made to identify and then meet the housing needs of an area, and respond positively to wider opportunities for growth. Additionally the Development Plan (Core Strategy Development Plan Document adopted January 2007 and Development Control Policies Development Plan adopted January 2007) identifies Little Eversden as an Infill Village where the construction of new residential dwellings within the framework is supported.

34. The proposed development would have been acceptable in principle having regard to adopted LDF and emerging Local Plan policies, had policies ST/7 and DP/7 not become out of date as a consequence of the Council not currently being able to demonstrate a five-year supply of deliverable housing sites.
35. The principle of the erection of two dwellings on land at the rear of 23 High Street has been accepted by the extant outline planning consent. This application relates to one of those plots. The application is full rather than reserved matters, so stands to be considered on its merits, however the outline consent is a material consideration.
36. Although the outline consent was accompanied by a sketch layout, and house plans, these drawings were for illustrative purposes only, and did not form part of that consent, for which all matters were reserved, other than the access to the site. The outline application did indicate a one and a half storey dwelling on Plot 2, with a ridge height of 7.0m

*Impact on character of the area*

37. The existing dwelling at 23 High Street is two-storey, and of similar height to the proposed dwelling. Surrounding properties are a mixture of two-storey dwellings in Wheelers Way, with single-storey properties Finch's Field where it adjoins the application site.
38. The design of the proposed dwelling has sought to reflect the character of the existing dwelling at 23 High Street. Officers are of the view that it would be preferable for the height of the dwelling on this plot to be lower than that of Plot 1, to reflect the stepping down in height to the properties to the north and west. However, the proposed dwelling, although two storey, is only 0.5m higher than that indicated at the outline stage. There were no specific references to the indicative height of the dwelling in the outline consent, or the need for it to be one and a half storey.
39. Officers are of the view that the proposed height and form of the dwelling is acceptable in terms of its impact on the character of the area.
40. There has been local concern expressed about the clearance of the site since the outline consent. The illustrative drawing submitted with the outline application did show that some tree removal would be required to allow for the proposed development, however it did indicate a number of trees to be retained. The majority of these have now been removed. The site is not in a Conservation area, and the trees were not subject to a Tree Preservation Order, therefore no consent was required for their removal. Whilst it is regrettable that existing trees have not been retained where possible, replacement planting can be secured by condition.

*Residential amenity*

41. The dwelling has been designed so that any windows in the rear elevation can be obscure glazed. These are shown as such on the submitted drawing, and this can be secured by condition. The windows should also be non-opening. There are no windows shown at first floor level in the end elevations. Although there will be some oblique overlooking of rear gardens of properties in Finch's Field from the dormer window in the front elevation serving bedroom 2, this is not considered significant due to the distance and angle. The proposed planting on the north side of the roadway will reduce any impact.

42. The two-storey element of the proposed building will be 10m from the side and rear boundary of Nos 13 and 13a Finch's Field. Officers do not consider that the building will be overbearing, or result in significant loss of light or overshadowing of those properties or their gardens.
43. The gable end of the garage will be 3m from the boundary with the rear garden of 14 Finch's Field. This part of the building will be 6.0m high and will be 20m from the dwelling in Finch's Field. Officers do not consider that the proposed building will result in significant loss of light, or be overbearing when viewed from that property.
44. A proposed bin store has been moved off the boundary with No.14 Finch's Field in the amended drawing.
45. The dwelling is provided with its own garage, as opposed to a shared garage indicated at the outline stage. This does not result in the extension of the driveway shown at the outline stage.

#### *Access and highway safety*

46. The access to the site was approved at the outline stage, and therefore it would not be reasonable to object to the proposal on these grounds. The applicant has been asked to revise the drawing to show the visibility splays required by the Local Highway Authority.

#### *Other matters*

47. Officers reported the work relating to the piping of the ditch on the south boundary of the site to Cambridgeshire County Council. Although the applicant has now submitted an application to the County Council for these works it appears unlikely that consent will be granted. As amended, the scheme removes any structures from this area, and officers have asked the applicant to confirm that it will retain and landscape this feature, as suggested by the County Council.

#### **Conclusion**

48. Any adverse impacts of the development are not considered to significantly and demonstrably outweigh the benefits when assessed against the material considerations set out in this report, and the proposed development remains acceptable. As such it is recommended that permission be granted.

#### **Recommendation**

49. That subject to receipt of a drawing showing the required visibility splays, the application is approved subject to:

#### **Conditions**

- Time limit - 3 years
- Approved Plans
- Materials
- Landscaping
- Boundary Treatment
- Surface water Drainage
- Removal of PD rights



- Obscure Glazing
- Hours of Working

### **Background Papers**

Where the Local Authorities (Executive Arrangements) (Meetings and Access to Information) (England) Regulations 2012 require documents to be open to inspection by members of the public, they must be available for inspection: -

- (a) at all reasonable hours at the offices of South Cambridgeshire District Council;
- (b) on the Council's website; and
- (c) in the case of documents to be available for inspection pursuant to regulation 15, on payment of a reasonable fee required by the Council by the person seeking to inspect the documents at the offices of South Cambridgeshire District Council.

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

- South Cambridgeshire Local Development Framework Development Control Policies DPD 2007
- South Cambridgeshire Local Plan Proposed Submission July 2013
- South Cambridgeshire Supplementary Planning Documents
- National Planning Policy Framework 2012
- Planning File References: S/0585/15/FL, S/0725/15/FL, S/0586/15/FL, S/2725/13/OL and S/2919/14/FL

**Report Author:** Paul Sexton – Principal Planning Officer  
Telephone: (01954) 713255

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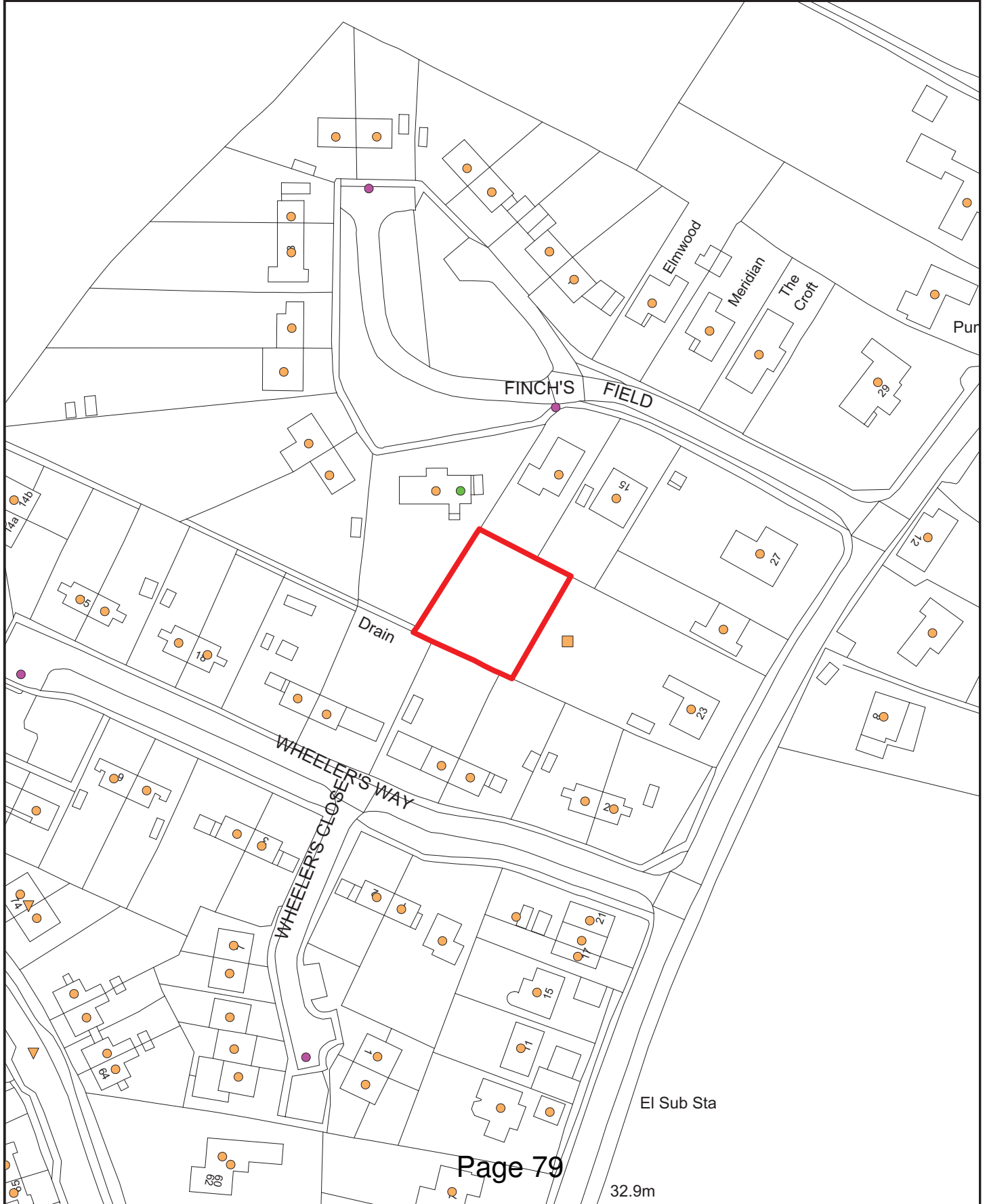
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South Cambridgeshire District Council

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# Agenda Item 9

## SOUTH CAMBRIDGESHIRE DISTRICT COUNCIL

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**REPORT TO:** Planning Committee

1 July 2015

**AUTHOR/S:** Planning and New Communities Director

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<b>Application Number:</b>	S/0725/15/FL
<b>Parish:</b>	Little Eversden
<b>Proposal:</b>	Demolition of existing dwelling and construction of new dwelling
<b>Site address:</b>	23 High Street, Little Eversden
<b>Applicant:</b>	Juxta Properties
<b>Recommendation:</b>	Delegated Approval
<b>Key material considerations:</b>	Principle of development, impact of character of the area, impact on residential amenity, and highway safety
<b>Committee Site Visit:</b>	No
<b>Departure Application:</b>	No
<b>Presenting Officer:</b>	Paul Sexton
<b>Application brought to Committee because:</b>	The officers recommendation of delegated approval is contrary to the recommendation of Eversden Parish Council
<b>Date by which decision due:</b>	15 May 2015

### Planning History

1. S/0585/15/FL – Proposed dwelling (Plot 2) – to be determined
2. S/0586/15/FL – New dwelling (Plot 1) – to be determined
3. S/2919/14/FL – Two storey rear extension and detached double garage – Approved
4. S/2725/13/OL – Outline consent for the erection of two detached residential units – Approved

### Policy

5. **National Policy**

National Planning Policy Framework

6. **South Cambridgeshire Local Development Framework Core Strategy**  
ST/7 – Infill Villages
7. **South Cambridgeshire Local Development Framework Development Control Policies**  
DP/1 Sustainable Development  
DP/2 Design of New Development  
DP/3 Development Criteria  
DP/7 Development Frameworks  
HG/1 Housing Density  
HG/2 Housing Mix  
NE/6 Biodiversity  
NE/15 Noise Pollution  
SF/10 – Outdoor Play Space, Informal Open Space and New Developments  
SF/11 – Open Space Standards  
TR/2 - Car and Cycle Parking Standards
8. **South Cambridgeshire LDF Supplementary Planning Documents (SPD)**  
Landscape in New Developments SPD - Adopted March 2010  
Biodiversity SPD - Adopted July 2009
9. **Draft Local Plan**  
S/5 Provision of new jobs and homes  
S/11 Infill Villages  
HQ/1 Design Principles  
H/7 Housing Density  
H/8 Housing Mix  
H/9 Affordable Housing  
H/11 Residential Space Standards for Market Housing  
H/15 – Development of Residential Gardens  
NH/4 Biodiversity  
TI/2 Planning for Sustainable Transport  
TI/3 Parking Provision

**Consultation by South Cambridgeshire District Council as Local Planning Authority**

10. **Eversdens Parish Council** – recommends refusal vehemently.
11. 'Proposed frontage of the property will change the characteristic of High Street.
12. There are inaccuracies in the site plans.
13. Residents of the property will have an impact from the increase in Plot 1 and Plot 2 in terms of traffic and overlooking.
14. A number of trees have been removed from the site contrary to the original proposal.
15. Work has taken place on site outside normal working hours, i.e. before 8 am.
16. The boundary ditch to the South of the site is clearly to be piped (the pipes are already on site). Plot 1 shows build over the top of the boundary ditch

17. Restricted access in driveway.
18. Backland and massing.
19. General conditions - treatment of all boundaries to site, hedge planting and facing to be agreed with neighbours prior to commencement must be a condition of approval.
20. Internal landscaping should also be a condition, bearing in mind the destruction of trees mentioned above.
21. A site meeting is requested and all work currently taking place on site should cease.
22. **Environmental Health Officer** - No objection subject to a condition restricting the hours of operation of power driven machinery during the period of demolition and construction, and informatives relating to the burning of waste and use of driven pile foundations.
23. **Local Highway Authority** – objects to the drawings as originally submitted as the required visibility splays at the junction of the access road with High Street are not shown. Comments on the revised plans will be reported.
24. **Cambridgeshire County Council – Lead Local Flood Authority** – confirms that consent is required for piping the ditch. It has advised the applicant that it is unlikely to grant consent, and that a possible alternative and more acceptable solution would be to landscape the ditch and make a feature out of it.

### **Representations**

25. The occupier of 15 Finch's Field comments that whilst the demolition and rebuild of the existing house would appear reasonable it is strange that the plans show no correlation with the other plans for Plots 1 and 2 to the rear of the property.

### **Site and Proposal**

26. No.23 High Street, Little Eversden is a detached Victorian dwelling fronting the road, set in a plot of 0.23ha.
27. This full application, registered on 20 March 2015, proposes the demolition of the existing dwelling and the erection of a replacement four-bedroomed dwelling and detached garage. The site area for the application excludes the current rear garden area of the house which will comprise the sites for the new dwellings, which are the subject of the previous two applications on this agenda. There is currently a hedge on the front boundary of the site, except at the point of access.
28. Although the proposal involves the erection of a new dwelling, the location, scale and external appearance of the development will be the same as that approved under application S/2919/14/FL, for extensions and the erection of a detached garage to the existing property. The 600m high brick wall with piers and metal railings proposed on the front boundary also formed part of the previously approved scheme.
29. To the north east site adjoins the boundary of No.25 High Street, and to the south west the rear gardens of a pair of detached dwellings in Wheelers Way.

## Planning Considerations

30. The key issues for Members to consider in this case are the principle of development, impact on the character of the area, residential amenity and highway safety.

### *Principle of development*

31. The site is within the village framework and therefore the principle of the demolition of the existing dwelling and its replacement by a larger dwelling is acceptable, subject to compliance with other policies in the development plan.
32. The extant planning consent for the erection of an extension and double garage for the existing dwelling, is a materially consideration when considering the impact of the proposed development.

### *Impact of the character of the area*

33. The existing Victorian dwelling is not listed, and the site is not in a Conservation area. However, the character of the existing building, and in particular the front elevation to High Street, is such that it contributes visually to this part of High Street.
34. The proposed dwelling seeks to replicate the scale, form and appearance of the existing dwelling in respect of the front elevation, and in respect of the remainder of the dwelling repeats that already consented under application S/2919/14/FL. That application included the detached garage to the rear, accessed from the proposed roadway along the north east boundary of the site, and the proposed wall and railings in place of the existing hedge along front boundary.
35. The applicant has indicated that reclaimed bricks can be used for the front elevation of the replacement dwelling, and windows will be timber, in a style that matches the existing dwelling. Whilst the loss of the existing frontage hedge may not enhance the area visually, its replacement by a brick wall and railings has been accepted as part of the previous consent.
36. Officers are therefore of the view that the proposed development will not have any materially different impact on the street scene than that already consented, although new planting behind the front wall, and other boundaries of the site, should be secured through a landscape condition.

### *Impact on residential amenity*

37. The proposed dwelling introduces two new windows at first floor level facing No.25 High Street. These will serve a bathroom and en-suite, and are both shown as being obscure glazed on the submitted plan. A new landing window is proposed in the first floor elevation facing the rear gardens of properties in Wheelers Way. Again this is shown as being obscure glazed. Both elevations are identical to the scheme approved under S/2919/14/FL.

### *Access and highway safety*

38. Access arrangements remain as approved under application S/2919/14/FL, and will replace the previous access to the existing dwelling from High Street at the south end of the site. A condition of any consent should secure permanent close of the existing access.



39. The applicant has been asked to revise the layout plan to show the visibility splays required by the Local Highway Authority.

*Other matters*

40. The ditch and planting on the south boundary of the site was shown on the drawings depicting the existing site layout accompanying application S/2919/14/FL, but not on the approved site plan, with a 1.8m high close boarded fence shown on the boundary with existing properties. The drawings submitted with the current application show the same arrangement.
41. The applicant has cleared the site and had commenced work on filling and piping the ditch. Given the comments of Cambridgeshire County Council that its consent is not likely to be given for these works, officers have asked the applicant to confirm the propose treatment of the south boundary.

**Conclusion**

42. Although the application seeks consent for a replacement dwelling and garage, the resultant buildings will not be materially different from that previously approved by application S/2919/14/FL in terms of impact on the street scene and adjacent properties, and that therefore consent should be granted.

**Recommendation**

43. That the application is approved subject to:

**Conditions**

- (a) **The development hereby permitted shall be begun before the expiration of 3 years from the date of this permission.**  
(Reason - To ensure that consideration of any future application for development in the area will not be prejudiced by permissions for development, which have not been acted upon).
- (b) **The development hereby permitted shall be carried out in accordance with the following approved plans: J493-PL02 Rev B (subject to update to include required visibility splays), J493-PL14 and J493-PL05 Rev A**  
(Reason - To facilitate any future application to the Local Planning Authority under Section 73 of the Town and Country Planning Act 1990).
- (c) **No development shall take place until details of the materials to be used in the construction of the external surfaces of the buildings hereby permitted have been submitted to and approved in writing by the Local Planning Authority. Development shall be carried out in accordance with the approved details.**  
(Reason - To ensure the appearance of the development is satisfactory in accordance with Policy DP/2 of the adopted Local Development Framework 2007.)
- (d) **No development shall take place until full details of both hard and soft landscape works have been submitted to and approved in writing by the Local Planning Authority. These details shall include indications of all existing trees and hedgerows on the land and details of any to be retained, together with measures for their protection in the course of**

**development. The details shall also include specification of all proposed trees, hedges and shrub planting, which shall include details of species, density and size of stock.**

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

- (e) **All hard and soft landscape works shall be carried out in accordance with the approved details. The works shall be carried out prior to the occupation of any part of the development or in accordance with a programme agreed in writing with the Local Planning Authority. If within a period of five years from the date of the planting, or replacement planting, any tree or plant is removed, uprooted or destroyed or dies, another tree or plant of the same species and size as that originally planted shall be planted at the same place, unless the Local Planning Authority gives its written consent to any variation.**  
(Reason - To ensure the development is satisfactorily assimilated into the area and enhances biodiversity in accordance with Policies DP/2 and NE/6 of the adopted Local Development Framework 2007.)
- (f) **Apart from any top hung opening vent, the proposed first floor windows in the side elevations of the dwelling, hereby permitted, shall be fixed shut and fitted with permanently glazed obscure glass.**  
(Reason - To prevent overlooking of the adjoining properties in accordance with Policy DP/3 of the adopted Local Development Framework 2007).
- (g) **The proposed access shall be constructed so that the falls and levels are such that no private water from the site drains across or onto the adopted public highway, and using a bound material to prevent debris spreading onto the adopted public highway.**  
(Reason - In the interests of highway safety in accordance with Policy DP/3 of the adopted Local Development Framework 2007).
- (h) **The existing vehicular access to the site shall be permanently closed off within 28 days of bringing the new access into use.**  
(Reason - In the interests of highway safety in accordance with Policy DP/3 of the adopted Local Development Framework 2007).
- (i) **Notwithstanding the provisions of the Town and Country Planning (General Permitted Development) (England) Order 2015 (or any order revoking and re-enacting that Order with or without modification), no windows, doors or openings of any kind, other than those expressly authorised by this permission, shall be constructed in the side or rear elevations of the dwelling and garage at and above first floor level unless expressly authorised by planning permission granted by the Local Planning Authority in that behalf.**  
(Reason - To safeguard the privacy of adjoining occupiers in accordance with Policy DP/3 of the adopted Local Development Framework 2007).
- (j) **During the period of demolition and construction, no power operated machinery shall be operated on the site, and there shall be no construction related deliveries taken at or dispatched from the site, before 0800 hours and after 1800 hours on weekdays and 1300 hours on Saturdays, nor at any time on Sundays and Bank Holidays, unless otherwise previously agreed in writing with the Local Planning Authority.**

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

### **Background Papers**

Where the Local Authorities (Executive Arrangements) (Meetings and Access to Information) (England) Regulations 2012 require documents to be open to inspection by members of the public, they must be available for inspection: -

- (a) at all reasonable hours at the offices of South Cambridgeshire District Council;
- (b) on the Council's website; and
- (c) in the case of documents to be available for inspection pursuant to regulation 15, on payment of a reasonable fee required by the Council by the person seeking to inspect the documents at the offices of South Cambridgeshire District Council.

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

- South Cambridgeshire Local Development Framework Development Control Policies DPD 2007
- South Cambridgeshire Local Plan Proposed Submission July 2013
- South Cambridgeshire Supplementary Planning Documents
- National Planning Policy Framework 2012
- Planning File References: S/0585/15/FL, S/0725/15/FL, S/0586/15/FL, S/2725/13/OL and S/2919/14/FL

**Report Author:** Paul Sexton – Principal Planning Officer  
Telephone: (01954) 713255

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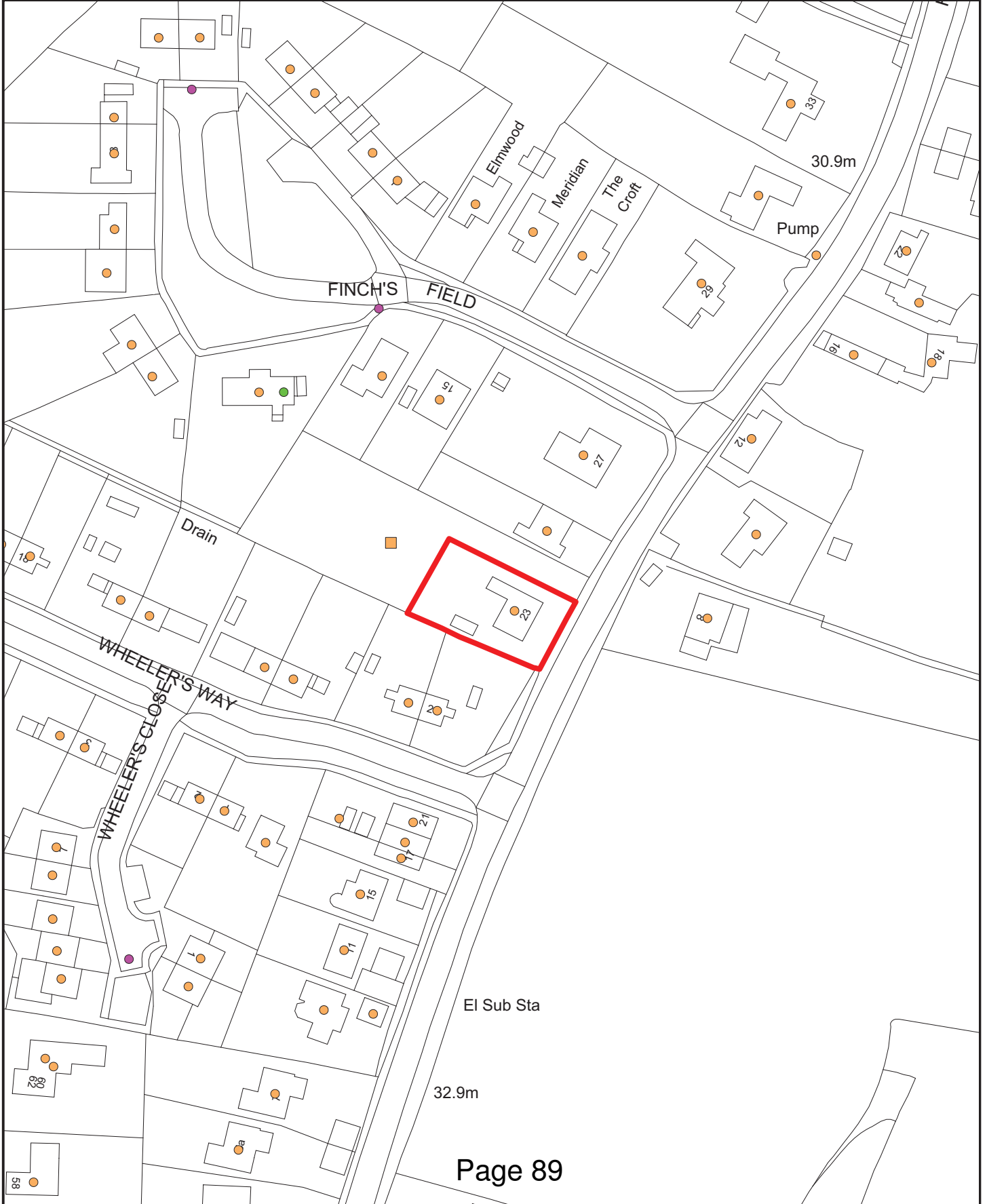
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# Agenda Item 10

## SOUTH CAMBRIDGESHIRE DISTRICT COUNCIL

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**REPORT TO:** Planning Committee

1 July 2015

**AUTHOR/S:** Planning and New Communities Director

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**Application Number:** S/0565/15/FL

**Parish:** Great Chishill

**Proposal:** Erection of a new single storey dwelling and garage to the rear of 6 New Road

**Site address:** 6 New Road, Great Chishill

**Applicant(s):** Mr Martin Lane

**Recommendation:** Approval

**Key material considerations:** Principle  
Impact on surrounding area  
Neighbour amenity  
Access

**Committee Site Visit:** 30 June 2015

**Departure Application:** No

**Presenting Officer:** John Koch

**Application brought to Committee because:** The recommendation of the Parish Council conflicts with that of Planning Officers

**Date by which decision due:** 7 July 2015 (extension of time agreed)

### **Planning History**

1. PRE/0218/14 – Proposed Dwelling - Pre-application advice provided  
S/0588/05/F – Conservatory and 3m high fence - Refused  
S/2270/04/F Conservatory - Refused  
S/0671/04/F – Conservatory - Approved  
S/1818/03/F – Porch - Approved

### **Planning Policies**

2. **National Planning Policy Framework 2012**
3. **Core Strategy Development Document (adopted January 2007)**  
ST/7 Infill Villages

4. **Local Development Framework Development Control Policies (adopted July 2007)**  
 DP/1 Sustainable Development  
 DP/2 Design of New Development  
 DP/3 Development Criteria  
 DP/7 Development Frameworks  
 TR/2 Car and Cycle Parking Standards  
 CH/5 Conservation Areas  
 NE/6 Biodiversity
5. **Local Development Framework Supplementary Planning Documents**  
 District Design Guide SPD (Adopted March 2010)  
 Trees and Development Sites SPD (Jan 2009)
6. **Proposed Submission Local Plan (July 2013)**  
 CC/4 Sustainable Design and Construction  
 HQ/1 Design Principles  
 S/3 Presumption in Favour of Sustainable Development  
 S/7 Development Frameworks  
 TI/3 Parking Provision  
 NH/4 Biodiversity  
 NH/14 Heritage Assets

#### **Consultations**

7. **Great Chishill Parish Council** – (The application as originally submitted).  
 The PC does not object in principle to a development, on this particular site, which is proposed outside the village envelope. In our 2013 submission to the South Cambs Local Plan, after full village consultation, we wished the envelope to be retained, but not to be immutable.
8. As an in-fill village very limited development should be allowed, if it conforms to all relevant guidelines. (We do not believe that the fact that the SC Local Plan is in technical abeyance should offset these principles)
9. The PC does, however, have substantial reservations about this application, viz.
  - (i) We consider the building to be too large. In our submission to the Local Plan we expressed a strong preference for 2/3 bedroom builds, more affordable for younger entrants, or significant downsizing.
  - (ii) The proposal is not sensitive to the nearby properties in Heydon Road, or to the open vista currently enjoyed in this part of Gt Chishill
  - (iii) The proposed building appears unnecessarily close to the boundary of 29 Heydon Road
  - (iv) Given the sloping nature of the site, the quoted ridge elevations do not clearly present the visual impact of the development. To properly ascertain the impact to the site, further submissions including elevation diagrams, contour drawings and more 3D information would need to be submitted to see how the dwelling would fit into the landscape



10. May we also refer you to previous applications/appeals on this site S/0995/78/0 (1978) and S/0867/88/0 (1988).
11. **Great Chishill Parish Council** – (The application as amended)
- (i) In the context of the Parish Council's previous comments the reduction from four bedrooms to three is acknowledged, but remains to be convinced that the proposal, with the footprint of about 9% less than the original, fits the objective and benefits of reasonable affordability.
  - (ii) Our previous comments / concerns (submitted April 6 2015), relating to the sensitivity to Heydon Road properties, the open vista and the close proximity to 29 Heydon Road still stand.
  - (iii) The lack of elevation diagrams, contour drawings, etc, do not appear to have been addressed. We cannot make an informed decision without seeing these.
12. **Local Highway Authority** – Requested plan of site access to be submitted. No objection provided the development would be connected to the public highway in a satisfactory way. Additional plans were submitted showing visibility splays of 2.4m by 43m for both site accesses. The Local Highway Authority has not commented on these.
13. The Highway Authority also request conditions in respect of private water which should not drain over the highway; surface to be bound material; submission of a Construction Management Plan and an informative over works to the highway needing LHA permission.
14. **Environmental Health Officer (Communities Team)** – No objections. Request conditions over the following: hours of operation for construction machinery/plant; no burning of waste; construction method required for pile driving and an informative over minimising disturbance to neighbours.
15. **Trees Officer** – The site contains no protected trees and is just outside the Conservation Area. The ash tree in neighbouring garden (29 Heydon Rd) is in poor condition. The proposal would encroach into root protection zone of this tree. Recommends a condition to ensure tree root protection is erected in accordance with the submitted arboricultural report and tree protection plan. The street tree on the site frontage would be removed to make way for the new site access. This part of the site is within the Conservation Area and the tree should be replaced and recommend a deciduous fastigate tree to replace it.

### **Representations**

16. Three responses (in response to the initial application) have been received from the occupiers of no 14 New Road, from Ickleton Consultancy on behalf of 14 New Road and from no 29 Heydon Road. The objections raised can be summarised as follows:
- (i) Development beyond the Village Development Framework is not acceptable

- (ii) Absence of 5-year housing supply is not a reason to allow development in an unsustainable location.
- (iii) Planting on boundary to 14 New Road must be retained to protect privacy. Proposed 2m high fence on this boundary would allow overlooking. The main windows face No 14 New Road's property.
- (iv) Disproportionate size and height of dwelling and overbearing impact on No 14.
- (v) Absence of site section makes impact of building hard to assess
- (vi) Overlooking of and proximity to 29 Heydon Road
- (vii) Damage to ash tree in Conservation Area
- (viii) Loss of views (not a material planning consideration)
- (ix) Adverse impact on street vista from New Road

### **Site and Proposal**

- 17. The site comprises part of the large rear garden of no 6 New Road. It lies outside, but abuts, the adopted village framework boundary. It also lies outside, but abuts a small part of, the village conservation area.
- 18. As amended, the application seeks full planning permission for a single-storey dwelling comprising three bedrooms (reduced from four bedrooms). The house is in the form of two linear blocks connected by a small link building. A single garage is positioned between the new house and the revised rear garden boundary of no. 6. A new access is to be provided between nos. 4 and 6 New Road. This also involves alteration of the existing access to no. 6. Both properties would have their own parking and turning areas.

### **Planning Comments**

- 19. The main issues in this application are:
  - Principle of development and housing need
  - Impact on surrounding area
  - Impact on neighbour amenity
  - Access

### **Principle of Development**

- 20. The NPPF advises that every effort should be made to identify and then meet the housing needs of an area, and respond positively to wider opportunities for growth. The proposed dwelling is located outside the village framework and in the countryside for planning policy purposes. The erection of a dwelling would therefore normally be considered unacceptable having regard to policy DP/7. However, this policy is considered out of date due to the current lack of a five year supply of housing.

21. Great Chishill is identified as an Infill Village where Policy ST/7 of the LDF Core Strategy allows for residential development in the village framework of not more than 2 dwellings. The site lies in the elbow of existing development along New Road and Heydon Road and abuts the framework on two sides. As such has a generally good relationship to the village framework boundary. While the village lacks day-to-day services and facilities and has only a very limited bus service, officers note that the parish council does not object in principle.
22. While the parish council's concerns are noted, Local Plan policies do not allow the local planning authority to prescribe the bedroom size of an individual property.

#### **Impact on surrounding area**

23. The application site is tucked in the elbow of the junction of New Road with Heydon Road behind the houses along the street frontages. New Road has a well-defined frontage with properties a similar distance from and fronting the public highway from where vehicle access is provided. There is an exception to this at No 14 which is set back about 60m from the road (and which lies outside the framework boundary). The proposed dwelling in the rear garden of no 6 would be 58m back from the road and would not materially detract from the character or appearance of the area. There would also be no impact on the adjoining conservation area.
24. The site is host to several trees which were not covered by TPOs or within a Conservation Area. A small group of trees within the site (nos 96, 97, 98 and 100 in the Arboricultural Survey) would be removed to clear the footprint area of the proposed house. The submitted Arboricultural Survey states that the remainder of the trees be fenced off and protected in accordance with BS5837:2012 Trees.
25. The acceptability of the proposal depends upon the retention and protection of the trees and shrubs on the side boundaries of the site. Their root protection zones would need to be protected during construction of the proposed house to prevent builders' materials from being stored over them and potentially damaging them.
26. Protective fencing is shown for the trees on the boundary with No 14 on the submitted Tree Constraints Plan and adequate fencing is proposed in Section 4 of the Arboricultural survey. For the avoidance of doubt this can be secured by a condition. It is also considered that protective fencing should be placed around the trees and shrubs on the south-eastern boundary and details to this effect shall be required by condition.
27. The vehicle access would be altered to provide separate accesses for No 6 and the new property. This would involve the removal of two conifers which are on the street frontage and within the Conservation Area. Suitable replacements will be required to preserve and enhance the character and appearance of the Conservation Area. The Tree Officer has recommended that a tree with a narrow canopy habit be planted to replace it e.g. Dawn Redwood (*Metasequoia*) or a Fastigate Oak. Details of the species and positions can be required by condition.

28. The proposed design would be in keeping with the predominantly single storey style of housing in the road. The house would have two parallel ridged roofs separated by a lower flat-roofed entrance lobby. The building would be 17.5m long and 13.5 at its deepest part. It would be oriented to extend parallel to the south-eastern boundary and be located 5m from it. (The amended scheme has a reduced depth and is 2m further from the boundary than the original submission). The ridge height would be about the same as the house at No 6 on the adjacent site to the south.
29. The single storey double garage would be positioned on the south-eastern side of the proposed house. It would be positioned behind the existing house and set in 1m from the rear boundary of No 6 New Road. It would be set back 45m from the site frontage and would not be visible from the street.
30. Materials for the external walls of the house would be a combination of render, brick and timber cladding. It is not clear which materials would be used where on the building. However, the existing house is brick, no 14 is brick and timber and no 29 is render. The materials are, in principle, appropriate in this location. Samples and details of colours can be required by condition. The roof would be covered in clay pantiles. The colour and texture of the tiles should also be agreed before construction. The window and door frames would be hardwood timber.
31. A 2m high timber fence would mark the boundary between the gardens of the existing house at No 6 and the proposed house. Along the north west, north east and southeast boundaries the existing planting and fencing would be retained. The drive would be finished with brick weave paving.

#### **Impact on Neighbouring Residential Amenity**

32. Given the positioning of the proposed house 27m to the north east of the existing house on the site the proposal would not cause loss of day or sunlight or appear overbearing to that property.
33. The proposed dwelling would have two windows at ground floor in the flank wall facing the boundary with no 29 Heydon Road. These would be bathroom windows. However they would be only 5m from the boundary with No 29 and face onto the boundary planting. The boundary planting provides screening at present but trees and shrubs can become diseased and die back so a condition should be applied requiring obscure glazing in these windows.
34. The part of the dwelling nearest to no. 29 has an eaves height of 2.6m and a relatively low ridge height of just 4.7m. No 29 has an expansive garden and despite the proximity of the new house to the common boundary with no. 29, the scale of the building is acceptable.
35. The elevation facing the boundary with no 14 would contain four windows and a door. These openings would be 50m from the house at No 14 and 20m from the boundary with no 14's garden. To prevent possible overlooking between these windows and the garden at no 14 the planting on the boundary with no 14 (which is currently a mixture of deciduous and coniferous trees and shrubs between 2m and 4m in height) should be retained and enhanced. For the avoidance of doubt this should be required by condition. This should also

prevent overlooking from any private seating area that may be located outside the lounge windows in the future.

36. It is considered that any windows in the roof would be required, by the current General Permitted Development Order to be the subject of a planning application unless they are obscure glazed and fixed to a height of 1.7m above the internal floor level at first floor. These regulations adequately ensure the maintenance of privacy to the neighbouring gardens on both sides of the proposed dwelling.

### **Access**

37. There would be two on-site spaces within the double garage. The proposed site layout would allow further space for visitor parking when needed. The site layout would also accommodate a turning area. Plans No PL.06 and PL.07 show visibility splays for the site access from both No 6 and the new property of 2.4m x 132m.
38. The other conditions requested by the local highway authority are necessary in the interests of highway safety

### **Other Matters**

39. The parish council has referred to two appeal decisions. In 1978 an appeal for one dwelling was dismissed on the grounds of backland development beyond the built-up part of the village, precedent and impact of the proposed access on 6 New Road. In 1988, an appeal for two dwellings was dismissed on the grounds of harmful backland development and access difficulties. Given that Policy DP/7 is out of date, the lack of an up-to-date five year housing land supply, the lack of any substantial identified harm and the parish council's lack of objection in principle, these decisions are now considered to carry only limited weight.
40. Development Plan policies state that planning permission will only be granted for proposals that have made suitable arrangements towards the provision of Infrastructure necessary to make the scheme acceptable in planning terms. Contributions towards open space, sport and recreation facilities, indoor community facilities and waste receptacles have been identified. Such provision cannot be made on site and can therefore only be provided by way of financial contributions.
41. National Planning Practice Guidance seeks to remove the disproportionate burden of developer contributions on small scale developers. It advises that tariff style contributions should not be sought for sites of 10 units or less, and which have a maximum combined gross floor space of 1000 square metres. The development falls within this threshold. No request for such provision is therefore sought.

### **Conclusion**

42. Having regard to applicable national and local planning policies, and having taken all relevant material considerations into account, it is considered that any adverse impacts of the development are not considered to significantly and demonstrably outweigh the benefits and it is recommended that planning permission should be granted in this instance.

## **Recommendation**

43 Approval, subject to the following:

### **Conditions**

- (a) **The development hereby permitted shall be begun before the expiration of 3 years from the date of this permission.**  
(Reason - To ensure that consideration of any future application for development in the area will not be prejudiced by permissions for development, which have not been acted upon.)
  
- (b) **The development hereby permitted shall be carried out in accordance with the following approved plans: Tree Constraints Plan 01; PL.01 Rev B (Proposed Site Plan); PL.02 Rev B (Proposed Floor Plan); PL.03 Rev B (Proposed Elevations); PL.04 (Proposed Garage Plan and Elevations); PL.05 Rev A (Proposed Location Plan); PL.06 (Visibility Splay for Proposed Dwelling); PL.07 (Visibility Splay - Option 1) and Arboricultural Survey (January 2015).**  
(Reason - To facilitate any future application to the Local Planning Authority under Section 73 of the Town and Country Planning Act 1990.)
  
- (c) **No development shall take place until details of the materials to be used in the construction of the external surfaces of the buildings hereby permitted have been submitted to and approved in writing by the Local Planning Authority. Development shall be carried out in accordance with the approved details.**  
(Reason - To ensure the appearance of the development is satisfactory in accordance with Policy DP/2 of the adopted Local Development Framework 2007.)
  
- (d) **No development shall take place until full details of a planting scheme to enhance the planting on the north west boundary of the site have been submitted to and approved in writing by the Local Planning Authority. These details shall include specification of all proposed trees, hedges and shrub planting, which shall include details of species, density and size of stock.**  
(Reason - To ensure the development is satisfactorily assimilated into the area and enhances biodiversity in accordance with Policies DP/2 and NE/6 of the adopted Local Development Framework 2007.)
  
- (e) **No demolition, site clearance or building operations shall commence until tree protection in accordance with the details in Section 4 of the submitted and approved Arboricultural Survey comprising weldmesh secured to standard scaffold poles driven into the ground to a height not less than 2.3 metres shall have been erected around trees as shown on Tree Constraints Plan 01 and around the trees on the south eastern boundary to be retained on site at a distance agreed with the Local Planning Authority following BS 5837. Such fencing shall be maintained to the satisfaction of the Local Planning Authority during the course**

**of development operations. Any tree(s) removed without consent or dying or being severely damaged or becoming seriously diseased during the period of development operations shall be replaced in the next planting season with tree(s) of such size and species as shall have been previously agreed in writing with the Local Planning Authority.**

(Reason - To protect trees which are to be retained in order to enhance the development, biodiversity and the visual amenities of the area in accordance with Policies DP/1 and NE/6 of the adopted Local Development Framework 2007.)

- (f) **No development shall take place until full details of the position and species of a replacement tree (either Dawn Redwood, Fastigiata Oak or similar) for the conifer on the site frontage on New Road have been submitted to and approved in writing by the Local Planning Authority. The details shall also include specification of species, density and size of stock.**

(Reason - To ensure the development is satisfactorily assimilated into the area, enhances the appearance of the Conservation Area and enhances biodiversity in accordance with Policies DP/2, CH/5 and NE/6 of the adopted Local Development Framework 2007.)

- (g) **All hard and soft landscape works shall be carried out in accordance with the approved details. The works shall be carried out prior to the occupation of any part of the development or in accordance with a programme agreed in writing with the Local Planning Authority. If within a period of five years from the date of the planting, or replacement planting, any tree or plant is removed, uprooted or destroyed or dies, another tree or plant of the same species and size as that originally planted shall be planted at the same place, unless the Local Planning Authority gives its written consent to any variation.**

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

- (h) **Prior to the commencement of any development, a scheme for the provision and implementation of foul water drainage shall be submitted to and approved in writing by the Local Planning Authority. The scheme shall be constructed and completed in accordance with the approved plans prior to the occupation of any part of the development or in accordance with the implementation programme agreed in writing with the Local Planning Authority.**

(Reason - To ensure a satisfactory method of foul water drainage and to prevent the increased risk of pollution to the water environment in accordance with Policies DP/1 and NE/10 of the adopted Local Development Framework 2007.)

- (i) **The proposed driveway shall be constructed using a bound material to prevent debris spreading onto the adopted public highway and with falls and levels such that no private water from the site drains across or onto the adopted public highway**

(Reason - In the interests of highway safety in accordance with Policy DP/3 of the adopted Local Development Framework)

- (j) **Apart from any top hung vent, the proposed bathroom windows in the south east side elevation of the building, hereby permitted, shall be fixed shut and permanently glazed with obscure glass.**  
(Reason - To prevent overlooking of the adjoining properties in accordance with Policy DP/3 of the adopted Local Development Framework 2007.)
  
- (k) **No demolition or construction works shall commence until a traffic management plan has been agreed with the Local Planning Authority covering the following aspects:**
  - (i) **movements and control of muck away lorries (all loading and unloading should be undertaken off the adopted public highway)**
  - (ii) **for both phases contractor parking shall be within the curtilage of the site and not on street**
  - (iii) **movements and control of all deliveries should be undertaken off the adopted public highway**
  - (iv) **control of dust, mud and debris (please note it is an offence under the Highways Act 1980 to deposit mud or debris onto the adopted public highway).**(Reason - In the interests of highway safety further to Policy DP/3 of the Local Development Framework Development Control Policy Document (adopted July 2007).)
  
- (l) **No construction site machinery or plant shall be operated, no noisy works shall be carried out and no construction related deliveries taken at or despatched from the site except between the hours of 0800-1800 Monday to Friday, 0800-1300 Saturdays and not at any time on Sundays or Bank or Public Holidays.**  
(Reason - To prevent undue noise and disturbance for the adjoining properties in accordance with Policy DP/3 of the adopted Local Development Framework 2007.)

### **Informatives**

- (i) All conditions must be formally discharged in writing prior to works being undertaken. Any items not formally discharged could be the subject of further action and may constitute unauthorised works. The Local Planning Authority will not accept discharging conditions after the works have been completed.
  
- (ii) The granting of planning permission does not constitute a permission or licence to a developer to carry out works within or disturbance of or interference with the public highway and separate permission must be sought from the Highway Authority for any such works.
  
- (iii) Should driven pile foundations be proposed then before works commence a statement of the method for construction of these foundations shall be submitted and agreed by the District Environmental Health Officer so that noise and vibration can be controlled.



- (iv) Precautions should be taken to minimise the potential for disturbance to the neighbouring residents in terms of noise and dust during the construction phases of development. The granting of planning permission does not indemnify against statutory nuisance action being taken should be substantiated noise or dust complaints be received. For further information please contact the Environmental Health Service.

### **Background Papers**

Where [the Local Authorities \(Executive Arrangements\) \(Meetings and Access to Information\) \(England\) Regulations 2012](#) require documents to be open to inspection by members of the public, they must be available for inspection: -

- (a) at all reasonable hours at the offices of South Cambridgeshire District Council;
- (b) on the Council's website; and
- (c) in the case of documents to be available for inspection pursuant to regulation 15, on payment of a reasonable fee required by the Council by the person seeking to inspect the documents at the offices of South Cambridgeshire District Council.

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

- South Cambridgeshire Local Development Framework Development Control Policies DPD 2007
- South Cambridgeshire Local Plan Proposed Submission July 2013
- South Cambridgeshire Supplementary Planning Documents
- National Planning Policy Framework 2012
- Planning File Reference: S/0565/15/OL

**Report Author:** June Pagdin – Consultant Planning Officer  
Telephone: (01954) 713268

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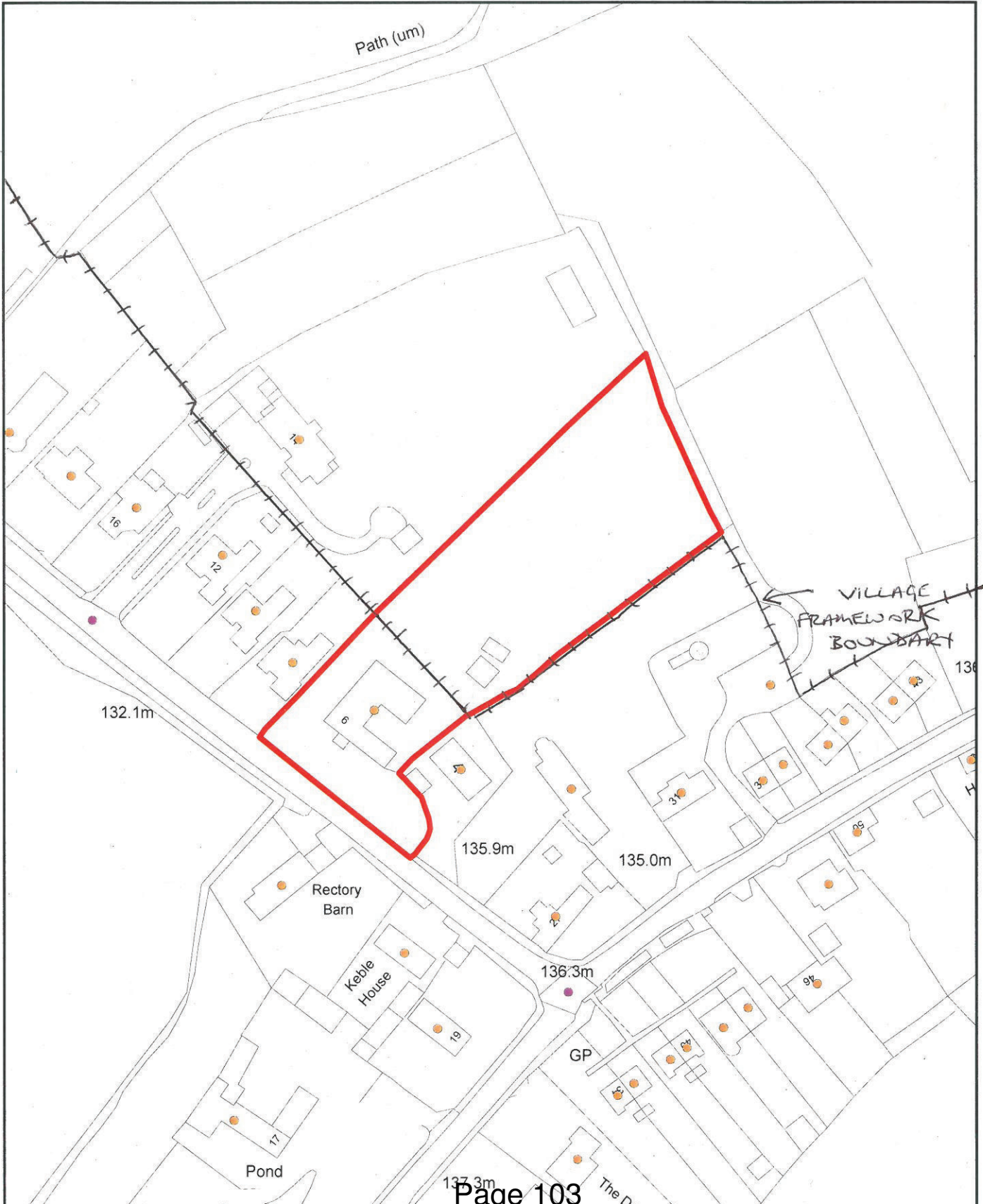
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# Agenda Item 11

## SOUTH CAMBRIDGESHIRE DISTRICT COUNCIL

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**REPORT TO:** Planning Committee

1 July 2015

**AUTHOR/S:** Planning and New Communities Director

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<b>Application Number:</b>	S/0400/15/FL
<b>Parish:</b>	Litlington
<b>Proposal:</b>	Installation of bio-fuelled power generation plant, including retention and refurbishment of existing barn, and new sub-station
<b>Site address:</b>	Highfield House, Highfield Farm, Royston Road, Litlington
<b>Applicant:</b>	REG Bio-Power
<b>Recommendation:</b>	Approval
<b>Key material considerations:</b>	Principle of development, environmental impact, visual impact and highway safety
<b>Committee Site Visit:</b>	No
<b>Departure Application:</b>	No
<b>Presenting Officer:</b>	Paul Sexton
<b>Application brought to Committee because:</b>	The officers recommendation of approval is contrary to the recommendation of Litlington Parish Council
<b>Date by which decision due:</b>	17 March 2015

### Planning History

1. S/0439/12/FL – Installation of 5 wind turbines and associated works – Refused – Appeal Withdrawn.

### Policy

2. **National Policy**  
National Planning Policy Framework

3. **South Cambridgeshire Local Development Framework Development Control Policies**

DP/1 – Sustainable Development  
DP/2 – Design of New Development  
DP/3 – Development Criteria  
DP/7 – Development Frameworks  
NE/2 – Renewable Energy  
NE/4 – Landscape Character Areas  
NE/6 – Biodiversity  
NE/11 – Flood Risk  
NE/15 – Noise Pollution  
NE/16 – Emissions  
CH/2 – Archaeological Sites  
TR/1 – Planning for More Sustainable Travel  
TR/3 – Mitigating Travel Impact

4. **South Cambridgeshire LDF Supplementary Planning Documents (SPD)**

Landscape in New Developments SPD - Adopted March 2010  
Biodiversity SPD - Adopted July 2009

5. **Draft Local Plan**

S/1 – Vision  
S/2 – Objectives of the Local Plan  
S/3 – Presumption in Favour of Sustainable Development  
S/7 – Development Frameworks  
CC/1 – Mitigation and Adaptation to Climate Change  
CC/4 – Sustainable Design and Construction  
CC/7 – Water Quality  
CC/8 – Sustainable Drainage Systems  
CC/9 – Managing Flood Risk  
HQ/1 – Design Principles  
NH/2 – Protecting and Enhancing Landscape Character  
NH/4 – Biodiversity  
SC/11 – Noise Pollution  
SC/13 – Air Quality  
TI/2 – Planning for Sustainable Transport

**Consultations**

6. **Litlington Parish Council** – recommends refusal.

7. “Out of character with the locale – currently a farmyard. Proposal would create an industrial facility in the middle of a field.

- Loss of amenity of Clunch pit and surrounding tracks used by walkers and dog owners.

- Decrease in air quality in local area – introduction of a facility producing greenhouse gas emissions (CO<sub>2</sub>, NO, benzene) where there is currently fresh air.

- Concern over detrimental air quality and noise impact of installation.

- Should SCDC choose to approve this application, the village of Litlington requests that the following conditions be met;

- (i) Full, independent review of impact on air quality, noise on the locale to be published.
- (ii) Confirmation that approval of this application does not set a precedent for further industrial development in this locale.
- (iii) On going contribution to the community to the community by REG BIO as per its community page. "REG strives to be a good neighbour to the communities surrounding our projects. We always aim to work closely with local stakeholders to ensure that communities hosting our renewable energy schemes share in the financial benefits"
8. **Environmental Health Scientific Officer (Air Quality)** – Following a thorough evaluation of the submitted report on Air Quality Impact Assessment of Emissions to Atmosphere from the Highfield Farm, Royston (STOR) Plants prepared by AMEC Foster Wheeler Limited dated 25 February 2015, no objections are raised to the proposed development.
9. The applicant may need to consider increasing the height of the stack for the individual plants, especially those that will be adjacent to the existing barn, which it is understood is higher than those for the proposed plants, for the effective dispersion of the pollutants of concern.
10. **Environmental Health Officer** - No objections in principle to this proposal. However, attention is drawn to the noise and air quality reports submitted. The proposal refers to there being "up to" 10 units on site but the reports are based on calculations for 8 units.
11. The calculations submitted are based on modelling and appear to indicate there is not likely to be a problem if 8 units are used. No other information is available as to noise levels, etc should the installation be increased to 10 units.
12. In view of the distance from residential premises (particularly the village areas) and the estimated times and extent of use it is considered that unacceptable impacts are not likely to occur from the development.
13. **Landscapes Officer** – Additional planting will be required around the facility and the barn. Filling in the sides of the barn will make the structure more bulky and prominent, and the existing planning on the east side of the compound is in poor condition.
14. It is suggested that there should be occasional large native trees (eg Oak, Beech) along the track to the site, and a field gate or gates to match the fence at the entrance to Royston Road, rather than the existing tubular metal gate.
15. **Local Highway Authority** – no objection.
16. **Environment Agency** – states that the Technical Summary provides little information about the transformers, but assuming these will feature oil-based cooling/insulation it states that there is no objection providing that appropriate conditions are included in any consent.
17. These should require the submission and approval of the design of the transformers and any associated housing/bunding/base, which should include details of how oil loss to the environment will be prevented, and a fire emergency plan.

18. **Ecology Officer** – No objection to the principle of development.
19. **Cambridgeshire Archaeology** – no objection or requirements.

### **Representations**

20. 18 letters have been received from the residents of properties in Litlington objecting on the following grounds:
  - a. Lack of local consultation
  - b. Industrial development which will spoil the countryside. Although the site has some screening the view from Therfield Health (an important SSSI) will be affected.
  - c. Noise will be created which will carry towards Litlington. Generated levels will be 65-75 decibels (typical of an industrial estate)
  - d. Exhaust from generators will contain pollutants such as carbon dioxide, carbon monoxide and particulates – will South Cambs commission its own reports or just accept what is submitted in the application? Pollutants could exacerbate existing health problems. The modelling for the pollution plume has used data meteorological data from Stanstead Airport over 20 miles away, and is not comparable to local wind conditions.
  - e. Will exhaust/emissions smell? The Biogen plant on the A505 emits powerful odours. Although this is a different type of plant there are the same concerns.
  - f. How will the operation of the plant be monitored and controlled? The operating hours seem excessive. The application states that National Grid will be able to access the plant remotely to start it up at any time. The hours of operation indicated in the application could not therefore be controlled.
  - g. Proposed usage of 11 hours a week seems a lot of investment for a very few hours of power to the National Grid.
  - h. Concern about storage of large quantities of oil on site.
  - i. Only a single track access road, although gates shown set back to allow a waiting lorry to park. Any waiting lorry parking on Royston Road could become a hazard to traffic.
  - j. Additional traffic problems in Litlington. The applicant has stated that very few delivery vehicles will access the site, but the size of lorries and frequency of deliveries could increase.
  - k. Junction of Royston Road/A505 unsuitable for increase in larger vehicular traffic.
  - l. Green credentials not valid due to carbon footprint of lorries travelling to and from Norfolk. It should be located closer to the source of the oil.
  - m. Efficiency is debatable as the U.S Energy Information Administration projected that by 2017, biofuels are expected to be twice as expensive as natural gas, and slightly more expensive than nuclear power.
  - n. The area is already a net producer of renewable energy i.e. from solar, which does not generate harmful emissions.
  - o. Will adjacent land be polluted by emissions.
  - p. Will the operation be allowed to expand in the future if successful?
  - q. No local employment benefits?
  - r. Site is the breeding ground of the Stone Curlew.
  - s. Green Belt land – is this a suitable site?
  - t. The applicant stated at a Parish Meeting that its existing plants are on industrial/brownfield land.
  - u. With the uncertainty of impacts will SCDC be responsible for future problems of residents trying to sell houses?



- v. The applicant should make a financial contribution to the village by way of compensation.
  - w. Responses given by the applicant to a Parish Council meeting differ from those in the literature submitted with the planning application.
21. Three letters have been received from residents of Litlington supporting the application, provided that the validity of the applicant's statements regarding air quality and noise are approved by the Council's experts.
22. If this is the case the scheme appears to fulfil planning requirements. Most of the local concerns are raised by a vocal group of villagers who seem to have very little understanding of what is proposed. One letter states that the applicant should make a financial contribution to the village by way of compensation.
23. The National Grid connection at Highfield Cottages is sizeable, and it is understood that these are in short supply in the south, which means that there will be efforts made to use it until successful.

### **Applicants Representations**

24. The applicant comments that the primary installation is made of containerised pre-manufactured components, which arrive on site fully assembled to be craned into position. No construction works in the conventional sense is required.
25. The limited extent and containerised nature of the primary installation mean the number of vehicle movements is significantly less than with a scheme using traditional methods of on-site construction.
26. The impact of the scheme in terms of both air quality and noise has been fully assessed in the consultant's reports which accompany the application. These have been considered by the Council's Environmental Health Team who has confirmed that no detrimental impact will arise as a consequence of the installation and operation of the plant.
27. The Council's Landscape Officer has confirmed that the installation will not impact on the local landscape character, or have a negative visual presence. The overall site has been revised to include additional planting, including trees and under-storey planting to further enhance the setting of the scheme, and in line with the Landscape Officer's recommendation.

### **Site and Proposal**

28. This full application, registered on 18 February 2015, proposes the installation of a bio-fuelled power generation plant on a 0.38ha area of land to the west of Royston Road, Litlington. The site is well screened on the north, west and south boundaries.
29. The plant includes 8 containerised power generation sets. Each 'Genset' comprises a prime mover (diesel engine) and electrical generator. This is factory assembled and installed in a bespoke steel container. Each contained measures 15m x 3.5m and is 3m high. The gensets are arranged in two groups comprising one bank of 5 and one of 3, which the applicant states allows for the most efficient connection of each genset to its associated transformer and connection to the grid. The arrangement also allows the use of individual exhausts, with each genset exhausting through individual and silenced ducts to a vertical stack. The vertical stack takes the overall height of each genset to 7m.

30. The proposal includes the retention and refurbishment of an existing open sided barn on the south side of the site, which will house 2, 60,000 litre fully containerised and internally bunded tanks for biofuel storage, and the erection of a sub-station.
31. The applicant states that the installation will provide Short Term Operating Reserve, with the engines running for a maximum of 3 hours per day for 6 days in any week, to a maximum of 600 hours per year.
32. The fuel for the plant will be the applicant's patented refined LF100, which is processed from used cooking oils, or a variety of vegetable oils. The applicant states that the exact fuel sourcing will depend upon market economics at the time, but that oils will always be sourced from auditable renewable and sustainable local or sub-regional sources. The applicant states that the fuel is a fully recognised bio-fuel, not a bio-diesel, and is fully certified by the Environment Agency as an 'end of waste' product. The plant has been configured to operate at 1800kw per genset, to be exported to the national grid.
33. The building, Gensets and sub-station kiosk will be surrounded by a 2.4m high open-mesh security fence, with secured access gates at the end of the access road and in front of the proposed sub-station. The plant will be un-manned and remotely operated.
34. The site is set 250m away from Royston Road, and is served by an existing roadway, which will be upgraded. The applicant states that traffic movements during the construction phase will be limited as each item will be delivered to the site as a pre-finished package. Once operational it is anticipated that not normally more than one visit a month would be made by maintenance staff.
35. The site is surrounded by agricultural land. The nearest residential properties are at Highfield Farm, which is 650m to the south, and Limlow to the north (600m). The site is 850m from properties on the edge of Litlington village, and 1.2km from properties at Morden Grange Farm to the south west.

### **Planning Considerations**

36. The key issues for Members to consider are the principle of development (including renewable energy generation, residential amenity, landscape impact and highway safety).

#### *Principle of development*

37. The site is outside the village framework. Policy NE/2 of the adopted Local Development Framework states that planning permission will be granted for proposals to generate renewable energy from renewable sources subject to the development according with the development principles set out in Policies DP/1 – DP/3. Proposals must demonstrate how they can be connected efficiently to existing national grid infrastructure, unless it can be demonstrated that energy generation would be used on-site to meet the needs of a specific end user. The proposal should also make provisions for the removal of the facility, and reinstatement of the site, should the facilities cease to be operational.
38. The applicant has been asked to provide details of the connectivity of the site to the national grid.

*Residential amenity*

39. The site is located 0.85km south of the main area of Litlington village. The distances from other residential properties are quoted in paragraph 42 above.
40. The report submitted with the application states that it considers short and long-term effects in relation to the air quality standards set out in legislation and in Government and international guidance. The pollutants covered in the assessment are oxides of nitrogen (NO<sub>x</sub> as NO<sub>2</sub>), particulate matter (PM<sub>10</sub> and PM<sub>2.5</sub>), carbon monoxide (CO), and volatile organic compounds (VOCs, assumed to be benzene)
41. The impact assessment concludes that, under the anticipated operational profile of the STOR plant, exceedances of any AQS, AEL, critical level or critical load are unlikely at any human or ecological receptors. In addition, the report concludes that the impacts at human receptors can be defined as 'negligible' following guidance issued by Environmental Protection UK, and that on this basis, air quality factors should be considered a constraint to the development of the site.
42. The report has been considered by the Environmental Health Officer (Air Quality), who agrees with its findings.
43. The impact of the proposal in respect of potential noise generation has also been considered by Environmental Health Officers, and the impact deemed acceptable. The applicant has updated the submitted report so that it refers to 8 units, in accordance with the application.
44. The site is 600m south of the public right of way leading to the Clunch pits. At this distance, and with the screening on the north boundary of the site, officers are of the view that the proposal will not have a materially adverse impact on users of the right of way or Clunch pits.
45. Hours of operation can be controlled by condition.

*Impact on landscape character*

46. The site is already fairly well screened, particularly from the south and west, at a height which will be above the height of the proposed works. Following the comments received from the Landscapes Officer additional planting is now proposed which will adequately screen the proposed development.
47. The applicant has confirmed that the height of the stacks does not need to be above the 7.0m shown, which is below the height of the existing barn on the site.
48. Concern has been expressed that the proposed development will be out of character with the area, and will create an industrial use in the middle of a field. The introduction of the proposed containers is not a traditional feature in the countryside, however, as stated above, the site is set back from the road and is already well screened, with additional landscaping proposed. Any visual impact of the proposal needs to be balanced against the benefits of securing a facility which provides additional electrical power from materials which would otherwise go to landfill or other non-sustainable forms of disposal.

### *Access and highway safety*

49. Following the receipt of additional information from the applicant on proposed traffic generation levels, the Local Highway Authority has raised no objections. A traffic management plan can be secured by condition. This can require traffic to access the site from the A505, rather than through Litlington village.

### *Other matters*

50. Comment has been made regarding an on-going contribution to the community being secured from the applicant. There is no provision for this under planning legislation, and is something that will need to be pursued separately by the Parish Council.

### **Conclusion**

51. Having considered the issues of the need for energy generation, and balanced this against the potential impacts of the proposal in respect of residential amenity, landscape impact and highway safety, officers are of the view that the proposed development can be supported.

### **Recommendation**

52. That the application is approved subject to:

### **Conditions**

Conditions to include:

- 3 Year Time Limit
- Approved drawings
- Landscaping
- Materials
- EA Conditions
- Traffic Management Plan
- Highway Conditions
- Hours of Use

### **Background Papers**

Where the Local Authorities (Executive Arrangements) (Meetings and Access to Information) (England) Regulations 2012 require documents to be open to inspection by members of the public, they must be available for inspection: -

- (a) at all reasonable hours at the offices of South Cambridgeshire District Council;
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- South Cambridgeshire Local Development Framework Development Control Policies DPD 2007
- South Cambridgeshire Local Plan Proposed Submission July 2013
- South Cambridgeshire Supplementary Planning Documents

- National Planning Policy Framework 2012
- Planning File References: S/0400/15/FL

**Report Author:** Paul Sexton – Principal Planning Officer  
Telephone: (01954) 713255

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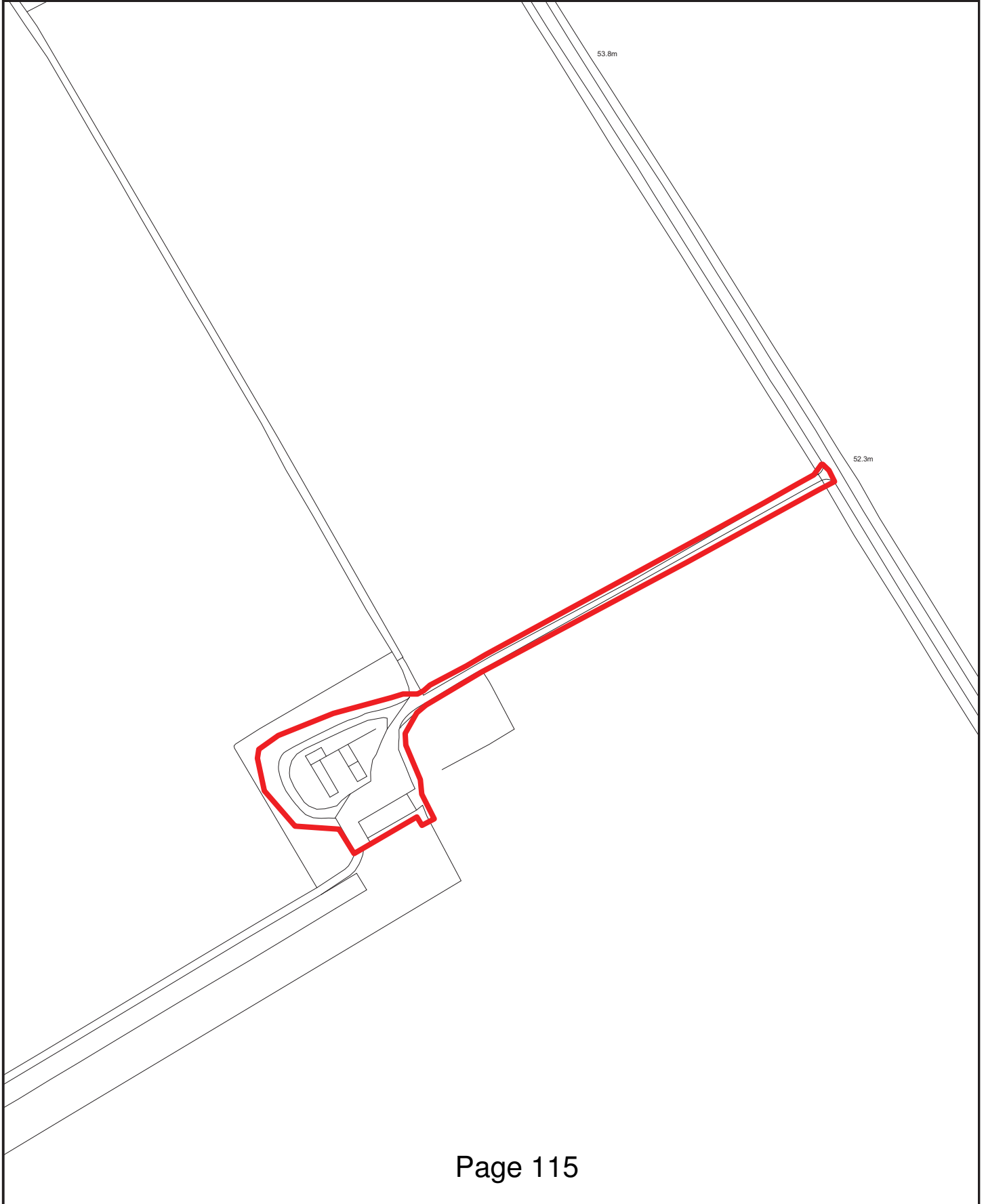
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# Agenda Item 12



**REPORT TO:** Planning Committee  
**LEAD OFFICER:** Planning and New Communities Director

1 July 2015

## Enforcement Report

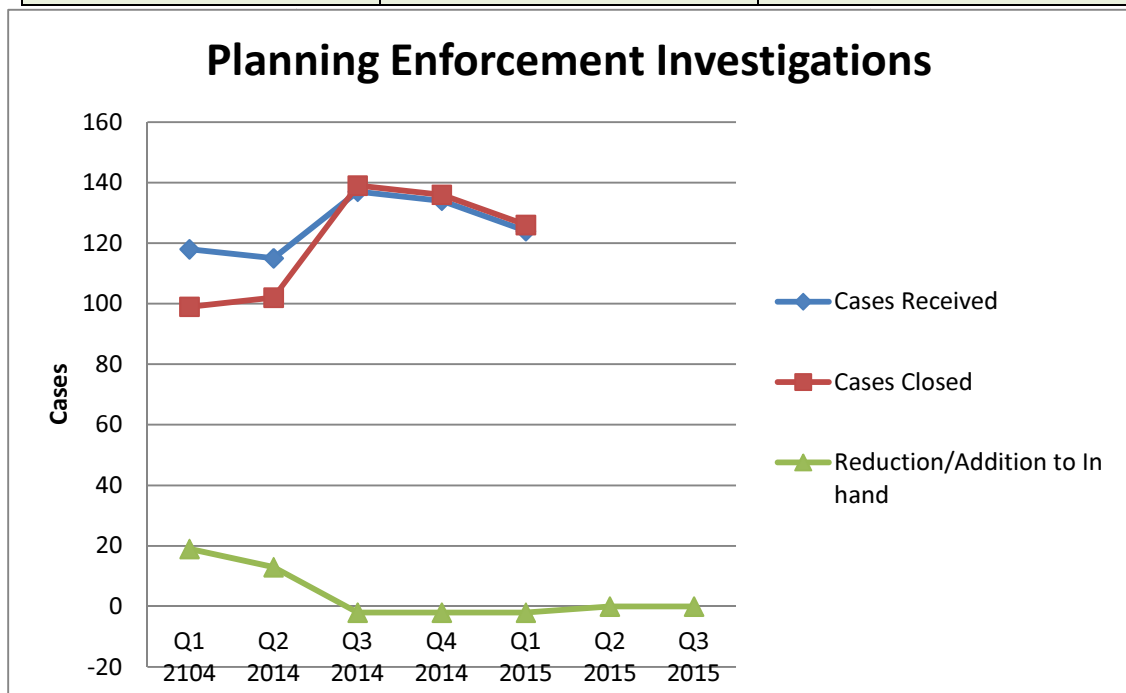
### Purpose

- To inform Members about planning enforcement cases, as at 17<sup>th</sup> June 2015  
 Summaries of recent enforcement notices are also reported, for information.

### Enforcement Cases Received and Closed

2.

Period	Cases Received	Cases Closed
1 <sup>st</sup> Qtr. 2015	124	126
April 2015	44	57
May 2015	47	39
June 2015	-	-
<b>2015 YTD</b>	<b>215</b>	<b>222</b>
<b>2014</b>	<b>504</b>	<b>476</b>



**Enforcement Cases on hand:**

- 3. Target 150
- 4. Actual 90

**Notices Served**

5.

Type of Notice	Period	Year to date
	May 2015	2015
Enforcement	1	6
Stop Notice	0	0
Temporary Stop Notice	1	2
Breach of Condition	6	13
S215 – Amenity Notice	0	1
Planning Contravention Notice	1	2
Injunctions	0	1
High Hedge Remedial Notice	1	1

**Notices issued since the last Committee Report**

6.

Ref. no.	Village	Address	Notice issued
PLAENF 1577	Landbeach	Maryland's Ely Road	Enforcement Notice
SCDC.0001/14/HH	Impington	Ashley House Highfield Road	High Hedge Remedial Notice
PLAENF 1629	Stow Cum Quy	Church View, Newmarket Road	Temporary Stop Notice
SCDC .002/15/PCN	Over	Riverview Farm Overbrook Road	Planning Contravention Notice
PLABOC.1625 PLABOC.1626 PLABOC.1627 PLABOC.1628 PLABOC.1628A PLABOC.1628B	Orchard Park	Arbury Camp/Kings Hedges Road	Breach of Conditions Notice

- 7. 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.

**8. Updates on items that are of particular note**

- a. **Stapleford: Breach of Enforcement Notice on land adjacent to Hill Trees,**

### **Babraham Road.**

Work still in progress regarding legal action relating to the current breach of enforcement. Additional concern noted since the March report regarding the stationing of a mobile home on the nursery land section and the importation of brick rubble to form a track to link the upper field to the main residence. Assessment to the Planning Contravention response and the site inspection 10<sup>th</sup> May 2013 has confirmed the breach of planning control relating to the engineering operation to the new track, and breaches relating to the planning enforcement notices. A report to the planning committee was prepared and submitted. The Committee authorised officers to apply to the Court for an Injunction under Section 187B of the Town and Country Planning Act 1990. Members agreed the reasons for the application as being the desire to protect and enhance the character and amenity of the immediate countryside and the setting of Cambridge, Stapleford and Great Shelford in view of the site's prominent location, and the need to address highway safety issues arising from access to the site directly from the A1307

The draft statements supporting the proposed proceedings have now been considered by Counsel with further information and authorisations being requested in order that the Injunction application can be submitted.

In May 2014, Committee resolved to give officers the authority sought and further work on compiling supportive evidence undertaken since. Periodic inspections of the land have been carried out, most lately in April 2015 (confirming occupation has not ceased, and that breaches of control are continuing and consolidating). Statements accordingly being revised and finalised to reflect; injunction proceedings still appropriate and proportionate to pursue

### **b. 1-6 Pine Lane – Smithy Fen**

Previously the subject of a planning consent resulting from an appeal decision 14<sup>th</sup> October 2003 under reference APP/W0530/C/03/1113679 The planning permission is no longer valid as the owners have failed to comply with their planning permission relating to conditions. Additionally a further permission granted at appeal for plots 4 & 5 Pine Lane 30<sup>th</sup> August 2012 under reference APP/W0530/A/12/2170121 has also lapsed due to planning conditions contained in the appeal decision not being complied with/met. A planning application for plots 4/5 has been submitted but not validated. An application for the remaining plots in Pine Lane, 1, 2, 3 & 6 is in the process of being submitted.

Valid planning applications relating to plots 1-6 inclusive have not been received as requested therefore a file has been submitted to legal requesting the issue of a planning enforcement notice. Notices have now been issued and are effective from 21<sup>st</sup> March 2014

Planning enforcement notice issued relating to plots 1 to 5 inclusive. Plot no 6 is currently empty and not in breach of planning control. Planning application covering plots 1 to 5 inclusive subsequently submitted and validated. Planning Reference no S/0638/14 refers. Application referred to Planning Committee – Application considered by the Committee and refused contrary to officer recommendation within the report. A letter issued to owner/occupiers including a copy of the Planning decision notice and enforcement notice issued to Plots 1 to 5 Pine Lane instructing them to vacate the land as set out in the enforcement notice - Informed by the Planning Inspectorate (PINS) that an appeal has been submitted and validated. Appeal hearing 18th February 2015

Appeal decision issued 20<sup>th</sup> May 2015 under reference number APP/W0530/A/14/2223632. Appeal allowed subject to conditions. Application for award of costs refused. Conditions to be monitored for compliance

**c. Buckingham Business Park, Swavesey**

Complaint received regarding the stationing of buses belonging to Sun Fun Travel on land adjacent to the business park without the benefit of planning permission. Retrospective planning application submitted under reference no S/0065/14/FL – Outstanding items submitted, application now validated – Planning application with external planning consultants – Planning application considered, The Council refused permission for use of land for parking of double decker buses / coaches and the laying of surfacing, erection of metal fencing and a gate (Part Retention) 17<sup>th</sup> September 2014. Sun Fun Travel instructed to vacate the land as soon as possible but no longer than 30 days. Sun Fun Travel failed to comply which has resulted in a file being submitted to legal for the issue of an enforcement notice. Enforcement Notice Issued - Compliance period 1 Month – 10th March 2015. Enforcement Notice complied with and buses removed – Further planning application received and approved under planning reference S/0357/15 29<sup>th</sup> May 2015

**d. Pear Tree Public House, High Street Hildersham**

Complaint received regarding the reported change of use of the premises to residential without the benefit of planning. Investigation carried out; however the results did not reveal any breaches of planning control at this time. Further report received from parish council, content of which investigated resulting in an out of hour's inspection. Planning breach identified as ground floor being used for residential purposes. Breach resolved, situation being monitored. No further information at this time. Planning application - Change of use of shop and ancillary residential use (use class A1), to a 4 Bedroom house. Planning reference S/0040/15 –Refused 27<sup>th</sup> February 2015. Appeal submitted waiting decision- Monitoring continues

**e. Plot 11, Orchard Drive – Smithy Fen**

Application received for the change of use of plot 11 Orchard Drive to provide a residential pitch involving the siting of 1 mobile home and one touring caravan, an amenity building for a temporary period until 2 May 2018. The application has in accordance with section 70C of the Town & Country Planning Act 1990 been declined. The applicants have applied for permission for a Judicial Review.

**f. Land at Arbury Camp/Kings Hedges Road**

Failure to comply with planning conditions at land known as Parcel H1, B1 and G Under planning references S/0710/11, S/2370/01/O, S/2101/07/RM, 2379/01/O and S/1923/11  
Notices part complied, remaining items under review  
Further six breach of conditions notices issued relating to landscaping

**Summary**

10. As previously reported Year to date 2014 revealed that the overall number of cases investigated by the team totalled 504 cases which was a 1.37% decrease when compared to the same period in 2013. The total number of cases YTD 2015 totals

215 cases investigated which when compared to the same period in 2014 is a 19.4% increase in cases

11. In addition to the above work officers are also involved in the Tasking and Coordination group which deals with cases that affect more than one department within the organisation, including Environment Health, Planning, Housing, Anti-Social behaviour Officers, Vulnerable Adults and Safeguarding Children Teams. Strategic Officer Group, dealing with traveller related matters

**Effect on Strategic Aims**

12. This report is helping the Council to deliver an effective enforcement service by

**Engaging with residents, parishes and businesses to ensure it delivers first class services and value for money**

**Ensuring that it continues to offer an outstanding quality of life for its residents**

**Background Papers:**

The following background papers were used in the preparation of this report:       None

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

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# Agenda Item 13



South  
Cambridgeshire  
District Council

**REPORT TO:** Planning Committee  
**LEAD OFFICER:** Planning and new Communities Director

1 July 2015

## APPEALS AGAINST PLANNING DECISIONS AND ENFORCEMENT ACTION

### Purpose

1. To inform Members about appeals against planning decisions and enforcement action, and proposed hearing and inquiry dates, as 19 June 2015. Summaries of recent decisions of importance are also reported, for information.

### Decisions Notified By The Secretary of State

Ref.no	Details	Decision	Decision Date
S/1078/14/FL	Mr C Blundell 135 High Street Harston Extension and one dwelling	Allowed	19/05/15
S/0638/14	Mr T Wall 1-5 Pine Lane Smithy Fen Cottenham	Allowed	20/05/15
S/2841/14/FL	Mr A Aslam 1 Icen Way Orchard Park Utility Room extended into garage with 2 rooflights	Allowed	20/05/15
S/2496/14/PB	Ms H Flint Barn, Coldharbour Farm Guilden Morden Change of use of barn to Dwelling	Withdrawn	03/06/15
S/2770/13/FL	Mr & Mrs Spencer Lower Camps Hall Farm, Bartlow Road Castle Camps Proposed New Farmhouse	Allowed	09/06/15
S/1605/14/FL	Guster Group 31 Granta Terrace Great Shelford 4 Dwelling houses and associated works	Allowed	19/06/15

### Appeals received

3.

Ref. no.	Details	Decision	Decision Date
S/2276/14/PB	Mr J Tilley 45 North Road Great Abington 2 Agricultural Buildings to form 3 houses	Refused	01/05/15
S/3004/14/FL	Dr J Priddle 59 High Street Barrington Instalation and replacement of new windows	Refused	04/05/15
S/0095/15/FL	Mr & Mrs Jakes 19 Burrough Field Impington Extension	Refused	12/05/15
S/0115/15/FL	Mr P Jeffery 18 Hillside Sawston Extension and Dormer	Refused	14/05/15
S/0232/15/FL	Mr D Starr 53 Station Road Harston	Refused	15/05/15
S/0373/15/FL	Mr & Mrs Watney 93 High Street Balsham Two storey extension and garage	Refused	03/06/15
S/0734/15/FL	Mr & Mrs Elliott, Stewart 56 North Road Great Abington, Annexe	Non-determination	09/06/15
S/2822/14/OL	Gladman Developments Ltd Land off Shepreth Road 95 Houses	Refused	10/06/15
S/2913/14/FL	Mr & Mrs Flanagan 4 Millers Close Linton First floor extension	Refused	12/06/15
S/2248/14/OL	Mr S Walsh Land Parcel Comm 4 Orchard Park Cambridge 132 Flats	Refused	15/06/15
S/2975/14/OL	Mr S Walsh Land Parcel Comm 4 Orchard Park Cambridge	Refused	15/06/15



	Apartments		
S/0305/15/FL	Mr & Mrs Dockerill Common Lane Farm Common Lane Sawston Dwelling	Refused	16/06/15

Local Inquiry and Informal Hearing dates scheduled before the next meeting.

4.

Ref. no.	Name	Address	Hearing
S/1451/14/FL S/1476/13/LD S/2097/14/VC	Mr T Buckley	The Oaks Willingham	Inquiry 12/01/16 Offered

#### Summaries of Appeals

5. None

**Background Papers: the following background papers were used in the preparation of this report:** None

**Contact Officer:** Tony Pierce– Development Control Manager

**Report Author:** Sara James- Appeals Admin  
Telephone: (01954) 713201

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