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28 July 2015

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

Quorum: 4

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, 5 AUGUST 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 May 2013) attached to the electronic version of the agenda on the Council's website.

### PROCEDURAL ITEMS

- 1. Apologies**  
To receive apologies for absence from committee members.
- 2. Declarations of Interest** **1 - 2**
- 3. Minutes of Previous Meeting**  
To authorise the Chairman to sign the Minutes of the meeting held on 1 July 2015 as a correct record. The Minutes are available by

visiting [www.scams.gov.uk](http://www.scams.gov.uk) and then following the links from 'Your Council'.

#### **PLANNING APPLICATIONS AND OTHER DECISION ITEMS**

4.	<b>S/2273/14/OL - Fulbourn (Land at Teversham Road)</b>	<b>3 - 28</b>
5.	<b>S/2944/14/FL - Shepreth (Fillcup Field, Meldreth Road)</b>	<b>29 - 52</b>
6.	<b>S/1170/15/FL - Cambourne (6 Garstones)</b>	<b>53 - 62</b>
7.	<b>S/0844/15/OL - Barton (15 Comberton Road)</b>	<b>63 - 74</b>
8.	<b>S/0482/15/FL - Melbourn (56 Medcalfe Way)</b>	<b>75 - 84</b>
9.	<b>S/0975/15/FL - Gamlingay (8a Little Heath)</b>	<b>85 - 96</b>
10.	<b>S/0642/15/FL - Over (23 The Doles)</b>	<b>97 - 102</b>
11.	<b>S/0810/15/OL - Papworth Everard (Land at 84 Ermine Street South)</b>	<b>103 - 114</b>
12.	<b>S/0259/15/FL - Linton (Linton Infants School, Church Lane)</b>	<b>115 - 122</b>
13.	<b>S/0039/15/FL - Cottenham (The Lakes, Twentypence Road)</b>	<b>123 - 130</b>
14.	<b>Planning (Listed buildings and Conservation Areas) Act, 1990 as amended: Section 54 Urgent Works Notice - Sawston (Great Eastern Drying Shed, High Street)</b>	<b>131 - 132</b>

#### **INFORMATION ITEMS**

15.	<b>Enforcement Report</b>	<b>133 - 138</b>
16.	<b>Appeals against Planning Decisions and Enforcement Action</b>	<b>139 - 142</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

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

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

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

### Notes

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

# Agenda 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

5 August 2015

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

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<b>Application Number:</b>	S/2273/14/OL
<b>Parish(es):</b>	Fulbourn
<b>Proposal:</b>	Outline application (access only) for consideration of access points for high quality residential development of up to 110 dwellings with areas of landscaping and public open space and associated infrastructure works.
<b>Site address:</b>	Land at Teversham Road, Fulbourn
<b>Applicant(s):</b>	Castlefield International Limited
<b>Recommendation:</b>	Refuse
<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, landscape impact, and impact on the village character including Conservation Area, level of services and facilities, drainage, ecology, noise, viability and transport.
<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>	6 May 2015

### Executive Summary

1. This proposal seeks outline permission (access only) for a residential development of up to 110 dwellings outside the adopted Fulbourn village framework and in the countryside. The development would not normally be considered acceptable in principle as a result of its location. However two recent

appeal decisions on sites in Waterbeach have shown that 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 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.

2. In this case the combination of the adverse impacts of the development on the landscape character, Fulbourn Conservation Area and ecological interests are considered to demonstrably and significantly outweigh the public benefits that consist of a contribution of 110 dwellings towards the required housing land supply, including 30% affordable.

### **Planning history**

3. No previous planning applications of relevance.

### **Planning Policies**

4. **National**  
National Planning Policy Framework  
National Planning Policy Guidance
5. **South Cambridgeshire LDF Core Strategy DPD, 2007**  
ST/4 Rural Centre
6. **Adopted Local Development Framework, Development Control Policies**  
DP/1 Sustainable Development  
DP/2 Design of New Development  
DP/3 Development Criteria  
DP/4 Infrastructure and new development  
HG/1 Housing Density  
HG/3 Affordable Housing  
SF/6 Public Art and New Development  
SF/10 Outdoor Playspace, Informal Open Space and New Developments  
SF/11 Open Space Standards  
NE/1 Energy Efficiency  
NE/3 Renewable Energy Technologies in New Development  
NE/4 Landscape Character Areas  
NE/6 Biodiversity  
NE/7 Sites of Geological Importance  
NE/9 Water and Drainage Infrastructure  
NE/10 Foul Drainage – Alternative Drainage Systems  
NE/11 Flood Risk  
NE/12 Water Conservation  
NE/14 Lighting Proposals  
NE/15 Noise Pollution  
NE/16 Emissions  
CH/2 Archaeological Sites  
CH/3 Listed Buildings  
CH/4 Development within the curtilage or setting of a Listed Building  
CH/5 Conservation Area  
SF/10 – Outdoor Play Space, 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  
TR/3 Mitigating Travel Impact  
TR/4 Non-motorised Transport

**7. Supplementary Planning Document(s)**

District Design Guide SPD – adopted 2010  
Public Art SPD- Adopted 2009  
Development Affecting Conservation Areas SPD – Adopted 2009  
Health Impact Assessment SPD – March 2011  
Affordable Housing SPD – March 2010  
Open Space in new Developments SPD – Adopted 2009  
Listed Buildings SPD – Adopted July 2009  
Trees and Development Sites SPD – Adopted January 2009  
Landscape and new development SPD – Adopted March 2010  
Biodiversity SPD – Adopted July 2009

**8. South Cambridgeshire Local Plan (emerging)**

*S/1 Vision*  
*S/2 Objectives of the Local Plan*  
*S/3 Presumption in favour of sustainable development*  
*S/5 Provision of new jobs and homes*  
*S/7 Development Frameworks*  
*S/9 Minor Rural Centres*  
*S/12 Phasing, Delivering and Monitoring*  
*CC/1 Mitigation and adoption to climate change*  
*CC/3 Renewable and low carbon energy in new developments*  
*CC/4 Sustainable design and construction*  
*CC/6 Construction methods*  
*CC/7 Water quality*  
*CC/8 S sustainable drainage systems*  
*CC/9 Managing flood risk*  
*HG/1 Design principles*  
*HG/2 Public art in new development*  
*NH/2 Protecting and enhancing landscape character*  
*NH/4 Biodiversity*  
*NH/6 Green infrastructure*  
*NH/11 Protected Village Amenity Areas*  
*NH/14 Heritage assets*  
*H/7 Housing density*  
*H/8 Housing mix*  
*H/9 Affordable housing*  
*SC/8 Open space standards*  
*SC/11 Noise pollution*  
*SC/13 air quality*  
*T/1 Parking provision*

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

9. **Fulbourn Parish Council** (Full comments set out in Appendix A) - Recommend refusal. Comments can be summarised as:

- The outline application indicates that the plan could meet issues, not that it will. The site is difficult to develop and such items such as the number of dwellings, type and layout should not be deferred.
  - Character context and visual impact – setting of Poor Well would be severely adversely affected. The development is not the same character as the rest of the village.
  - Environment and Wildlife Impact – the otter, badger and water vole survey are insufficient. The drainage ditch to the southern boundary is incorrectly described indicating this ditch has not been surveyed. A suitable relocation site for snakes needs to be identified before development can go ahead. Street lighting needs to be addressed to limit the encroachment of urbanisation features.
  - Local Plan Emerging Policy – Fulbourn village is proposed to be reclassified a Minor Rural Centre. This housing is not required to meet housing targets supply do to the memorandum of understanding between Cambridge City/South Cambs.
  - The two fields plus Poor Well and the Old Pump House garden are to be designated Local Green Space.
  - Water Management, Flooding and Sewerage – Sewerage has not been considered. All permitted development rights should be removed as additional development could adversely affect surface water mitigations. The consequential flooding of surrounding area has not been considered. The management company responsible for maintenance and drainage must be fully endowed. The effect of inundation on the sewage system and existing surrounding properties has not been considered.
  - Noise and odour – The plan must ensure there is no impact on existing businesses adjoining the site.
  - Effect on amenities – The primary school is full and would need to be substantially enlarged, as would the Heath Centre. Tesco superstore is not a village amenity and should not be taken into account.
  - Site History – The site lies outside the village development boundary contrary to the current development plan. The site has been rejected as unsustainable for housing development in the draft Local Plan.
  - Affordable Housing – No commitment is given to provide a percentage of affordable housing.
  - Future development – the effect of future completion of up to 340 new homes at the Swifts and Ida Darwin site and an extra care facility must be taken into account when consideration this application.
10. **CLLR Williams** (Full comments set out in Appendix B) – Object. The planning history of the site shows it to be unsuitable for housing development given its high ground water table. The site is an open public amenity and its development would be detrimental to the rural character of Fulbourn. The development is inconsistent with the housing needs of Fulbourn as identified by the Housing Needs survey and Local Plan. The design fails to meet NPPF guidelines. The application is therefore inconsistent with the NPPF policies on a range of matters.
11. **SCDC Drainage** – No objection subject to the conditions advised by the Environment Agency. Please be advised that Land Drainage Byelaws consent will be required from the council before any works on site commence, including a requirement to provide a 5m maintenance strip along the council's award drains and the prior consent of the council will be required for any proposal to increase the rate or volume of flow in the awarded watercourse system.

12. **SCDC Urban Design** – The proposals are generally acceptable, and the designs have the potential to deliver a quality development. The principle of residential development in this location, relationship with existing housing and indicative layout are all acceptable
13. **SCDC Landscape** – Object. The site has a rural character, a green village edge with views through to a mature area of meadow, hedges and areas of woodland. Landscape character would be completely altered as the whole site would have to be either raised as a building platform, or lowered to provide drainage routes or attenuation areas. Grassland will be retained but these will largely be confined to drainage areas, and it is likely the quality of landscape and ecology would be reduced as it will take many years to replace the lost semi-improved grassland. The landscape effects on the water table and the many small springs have also not been considered. Locally the landscape character would not be enhanced by replacing established village edge meadows with built areas and drainage features. Visual effects would be most evident from close viewpoints. Currently the green village edge and mature, tranquil meadow form the views experienced by receptors (local residents and visitors to the site). This would be completely altered by the proposed 110 dwellings. Recommend refusal on grounds the development will irreversibly change the landscape and visual character of a valued and well used village green space, with the development introducing a built area with a high dwelling density into an area of low density with a green and permeable character, and very little of the public open space is accessible.
14. **SCDC Trees** – No objection.
15. **SCDC Ecology** – Object. The grassland within the fields is interesting in that a range of species associated with high value grasslands are present including Early Marsh Orchid, Common Spotted Orchid, Southern Marsh Orchid, Pyramidal Orchid, Adder's-tongue and Yellow Rattle. The mature hedgerows provide habitats for a wide range of bird species and other fauna including some species of conservation importance such as the calling Turtle Dove seen during our visit. The chalk stream with its clear water fed by nearby springs is also of interest.
16. The combinations of these habitats make the site of significant ecological interest in the local parish and possibly even district context. Although the site could not currently be considered to be of County Wildlife Site quality, it has considerable potential for enhancement. The relatively undisturbed soils not subject to significant agricultural improvement and the mosaic of habitats including grassland with several indicator species present, mature hedgerows and a chalk stream could be managed in a way that would result in it becoming of such standard. There are very few places where such a ready mix of interesting habitats and species are found which could be enhanced to meet local and national biodiversity conservation targets and these fields are one of the best opportunities I have seen locally.
17. The current development proposals for 110 dwellings and associated infrastructure will clearly result in a loss of biodiversity in the absence of significant mitigation and ecological enhancement or compensation measures. For example, the requirement to drain the area to allow houses to be built will inevitably result in the loss of suitable damp chalky soil conditions for the species such as March Orchids and Adder's-tongue.

18. The current development indicative layout shows retention of the mature hedgerows and buffer areas around them, as well as a central green corridor based around the chalk stream. However, it doesn't address protection and enhancement of the grassland habitats. Also the loss of most of the grassland area will significantly reduce the foraging potential for fauna using the retained hedgerows and thus reduce the value of the hedgerows.
19. In terms of the indirect impact upon the Fulbourn Fen nature reserve. The Wildlife Trust may not have had the opportunity to raise their concern before. This major development of 110 houses could potentially place more pressure on the Wildlife Trust's reserve. If people do not walk they may choose to drive to it thus generating the indirect impact upon Fulbourn Fen SSSI which policy NE/7 Sites of Biodiversity or Geological Importance seeks to avoid.
20. I would revisit the NPPF paragraph 118 which states that "if significant harm resulting from a development cannot be avoided (through locating on an alternative site with less harmful impacts), adequately mitigated, or, as a last resort, compensated for, then planning permission should be refused."
21. **Environmental Health (Contamination)** – No contaminated land condition is required.
22. **Environmental Health (Noise)** – No objection subject to imposition of a Grampian style condition/S106 securing a no build zone across part of the site.
23. There are a number of industrial units located to the North West of the application site. These units include Gatewood Joinery and P & R Coachworks which when operational generate a significant amount of noise that also includes noticeable acoustic features (tones, screeches, bangs and crashes).
24. These industrial units have established historical planning uses and planning control does not restrict the hours of operation of the businesses. The operation of these units generate relatively high noise levels which are likely to have a significant adverse effect on the general external noise environment and living conditions including the health and quality of life / living conditions of a proportion of the proposed residential development.
25. It is not possible to mitigate against the industrial noise through technical solutions such as façade design and appropriate site layout to create internal and external living spaces that comply with adopted acoustic standards to be secured via the planning process. For the development to be acceptable from a noise perspective it is necessary for a no build zone to be secured in the area of highest noise along with changes to the site layout or for the noise to be mitigated at source.
26. **SCDC Housing** – The starting point for delivery the affordable housing policy requirement is 40%. The applicant needs to justify the mix and percentage of affordable units.
27. **CCC Waste Disposal Authority** – Recommend conditions requiring provision of a site waste management plan and waste audit and construction environmental management plan.

28. **CCC Transport** – The county council does not agree with the applicants that there is adequate pedestrian/cycle provision within the area and no improvements are required, and the following improvements are sought;
- Widen the footway onto Hinton Road to facilitate cycle accessibility, improvements to the Hinton Road/Fulbourn Old Drift uncontrolled crossing facilities;
  - Provide drop kerbs facilities at The Maples, Birdfarm Road, The Haven, Haggis Gap and Swifts Corner Junction to ensure accessibility by pedestrians to key facilities;
  - Provide footway links to connect to existing footways in the vicinity
29. **CCC Highways Development Control** – The proposed means of vehicular access are acceptable to the local highways authority.
30. **CCC Libraries** – A developer contribution will be sought towards additional stock, information resources and facilitated access to books and materials.
31. **CCC Education** – Developer contributions required.
32. **CCC Archaeology** – No significant archaeology was present in the field evaluation undertaken.
33. **Cambridgeshire Fire and Rescue** – Request adequate provision be made for fire hydrants.
34. **Anglian Water** – (Wastewater) The foul drainage from this development is in the catchment of Teversham Water Recycling Centre that will have available capacity for these flows. (Foul Sewerage Network) The sewerage capacity has available capacity.
35. **Natural England** – No objection. This application is in close proximity to Fulbourn Fen and Great Wilbraham Common SSSI. Natural England is satisfied that the proposed development being carried out in strict accordance with the details of the application will not damage or destroy the interest features for which these sites have been notified. These SSSI's do not represent a constraint in determining this application.
36. **Police Architectural liaison Officer** – In general the block design is ideal in terms of Secure by Design.
37. **Sport England** – No comment
38. **Network Rail** – No objection.
39. **Historic England** – The application is in outline form only and therefore it is difficult to assess the full implications. Historic England considers that development within the parameters of the indicative masterplan would have some adverse impact on the character and appearance of the Conservation Area through the loss of the current rural appearance of the area. The extent of the harm would be limited, in particular the 2½ storey dwellings to the edge of the village are not appropriate, the provision of a LEAP on the front part of the site adjacent the pond and pumping station will sit awkwardly in the historic context. It might be possible to mitigate part of the harm through the layout of the housing, design of the units and landscaping.

40. **Environment Agency** – The applicants are proposing to restrict the surface water run-off to the 1 in 1 Greenfield run off rate for all return periods up to and including the 1 in 100 event for the whole site which is significantly better than the existing run off rate, although it results in a large half drain time for the bioretention ponds. The proposals therefore go beyond our requirements for the mitigation for increases in volumes of surface water.
41. At the detailed design stage we would expect to see a drainage layout and attenuation ponds, soakaways and drainage storage tanks, details of who will adopt and be responsible for future storage.
42. Recommend a condition is imposed requiring the provision of a detailed surface water drainage scheme for the site based on the Flood Risk Assessment produced by Cannon Consulting Engineers.
43. **Cambridge Past, Present and Future** – The SHLAA identified a number of issues with the site relating to noise and odour and drainage. Further to these issues there is already extensive development in the pipeline with the danger the village infrastructure and character will be overwhelmed. The site lies outside the village envelope. The whole of the development area has been recognised as a Local Green Space which is protected by the NPPF.
44. **Fulbourn Forum for Community Action** – Strongly object for many reasons including the suitability of the site for development due to its wetness and being prone to flooding. Object for the following reasons:
- The site has been considered in principle and rejected as unsuitable as part of the draft Local Plan process
  - The site is outside the village boundary contrary to the development plan
  - Fulbourn is to be reclassified as a minor rural centre in the Local Plan limiting new development to no more than 30 dwellings
  - The Local Plan proposes to designate the site Local Green Space
  - Housing is not required to meet the 5 year housing land supply obligations due to memorandum of understanding between SCDC and the City Council
  - The site is prone to surface water flooding
  - The wider village infrastructure will be overwhelmed
  - The development does not take account of the new homes planned at The Swifts and Ida Darwin Hospital
45. **Campaign for the Preservation of Rural England** – Object to this application. The site has been identified in the submission Local Plan as Local Green Space. The site is essential to the character of the village. Housing of this scale is not required to meet the 5 year housing land supply obligations due to a memorandum of agreement between SCDC and Cambridge City.
46. **Wildlife Trust** – Object. It is difficult to envisage how the current development proposal will result in anything but a net loss in biodiversity and would therefore be contrary to local and national planning policies. The NPPF states ‘if significant harm resulting from a development cannot be avoided (through locating on an alternative site with less harmful impacts), adequately mitigated, or, as a last resort, compensated for, then planning permission should be refused. From a biodiversity and green infrastructure planning perspective the

current development proposal represents over-development. For a meaningful ecological scheme to be developed in the region of 50-60% of the current site would be required.

### **Representations**

47. Two representations have been received in support of the development.
48. 181 representations have been received opposing the scheme. The majority of these reiterate the views of Fulbourn Forum for Community Action. Additional concerns raised relate to highway safety, residential amenity, capacity of the schools and surgery, loss of countryside, and that the description of the application only refers to a single point of vehicular access.

### **Planning Comments**

49. The application site is located to the north western edge of Fulbourn and is enclosed by Teversham Road (west), Cow Lane (South), Cox's Drove (East), and the railway line which demarcates the sites northern boundary.
50. The site is largely open, with the exception of a number of trees found to the perimeter and within a small ornamental garden (Pumphouse Garden) to the south which abuts Cow Lane. This garden is heavily treed, and subject to a group Preservation Order. The site is generally flat and comprises open grassland with a number of drainage ditches, including the council's award drain, running through it.
51. The site is surrounded by residential properties, with the exception of a number of businesses found on Breckenwood Road industrial estate to the north-west and Cox's Drove to the east. Informal walking paths cross the site and are used by the public without consent of the land owner.
52. The application seeks outline permission (access only) for the construction of up to 110 dwellings with the matters of layout, scale, appearance and landscaping reserved. The scheme includes opening up the ornamental gardens to the public. 30% of the units are to be affordable at a 50/50 rented to shared ownership split. In terms of mix the open market units include 39% 2 beds, 35% 3 beds and 26% 4 or more beds, with the affordable units, comprising 41% 2 beds, 36% 3 beds and 23% 4 beds.
53. The site is located outside the village framework, with the Cambridge Green Belt found beyond the railway line to the north. The site abuts the Conservation Area which runs along Teversham Road to the south, with the ornamental gardens (where no housing is proposed) included in this designation. The emerging Local Plan proposes to designate the site a Local Green Space.

### **Principle of development**

54. 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.
55. 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).

56. Where this is the case, paragraph 14 of the NPPF states 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 110 residential units?*

57. The NPPF states there are three dimensions to sustainable development: economic, social and environmental, which are mutually dependants.

#### **Economic**

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

#### **Social**

*Provision of new housing including affordable housing*

59. 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.
60. The development would provide a clear public benefit in meeting the current housing shortfall in South Cambridgeshire through delivering up to 110 residential dwellings within 5 years from the date of granting outline approval, and officers are of the view significant weight should be afforded this benefit in the decision making process.

*Mix*

61. Adopted policy requires a housing mix of at least 40% homes to be 1 and 2 bedrooms, and approximately 25% 3 and 4 bedrooms respectively, unless it can



be demonstrated that local circumstances suggest a different mix would be better to meet local needs. The application complies with this requirement and officers are of the view it is necessary to control this through condition at the outline stage.

#### *Affordable Units*

62. Adopted policy requires 40% affordable housing subject to particular costs associated with the development. The planning application was supported by a development viability appraisal which was used by the applicant to inform their initial offer of 20% affordable housing (70/30 rented to shared ownership) and a section 106 package totalling £550,000. In accordance with the affordable housing SPD the Council instructed Carter Jonas, acting independently from the Council, to assess the robustness of the applicants position. Several months of discussions ensued culminating in the applicant increasing their offer to 30% affordable housing (50/50 rented to shared ownership) with a section 106 package in the region of £980,000. Although there remain some areas of dispute between the two valuers, the view taken by Carter Jonas is that all things considered this is a reasonable offer.
63. As such the development is compliant with the council's policy on affordable housing, which recognises the need to take into account 'viability' in ensuring new development is deliverable.

#### *Services and facilities*

64. Fulbourn is served by a co-operative supermarket, butchers, green grocers, chemist, take away, hairdressers, beauty salon, café and three Public Houses. In addition the village has a children's nursery, primary school, library, church, village hall, health centre, community centre, tennis court and all weather sports area. Furthermore a Tesco Superstore is located a short distance (circa 3km) from the site, outside the parish boundary.
65. In terms of secondary education Fulbourn is served by Bottisham Village College, located circa 3km from the site to the other side of the A14. A bus service is provided for pupils residing in Fulbourn to attend this school.
66. Good access to employment opportunities exist with Cambridge city centre and the Science Park both circa 8km from the site.
67. In terms of health provision the NHS target ratio of GP to patient is 1:1800. For both Fulbourn Health Centre and Cherry Hinton Medical Centre, this is exceeded with ratios of 1:1839 and 1:2562. Cherry Hinton Surgery and Cornford House Surgery have available capacity and are within easy access. The closest dental practice with capacity for new patients is The Gables located on Cherry Hinton Road, circa 4km from the site.
68. Although the emerging Local Plan seeks to reclassify Fulbourn as a Minor Rural Centre (from the current designation as a Rural Centre) it is considered there is sufficient level of services and facilities in the village to cater for the needs arising from the development.

## *Transport*

69. 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*', however '*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.
70. Fulbourn is served by CITI buses 1 and 3 which run a service every 20 minutes including evenings and weekends to Cambridge city centre with a journey taking approximately 30min. Further services include Stagecoach 16 and 17 linking Fulbourn to Haverhill and Newmarket. The closest bus stop is located on Teversham Road, adjacent the site. Officers are of the view the site is well served by public transport.
71. No concerns are raised by the county council in respect of highway safety, however improvements are sought to the pedestrian/cycle network in the area. The applicant is willing to fund these works, however this would impact on the viability of the scheme further reducing the level of affordable housing provision.
72. Officers are of the view that whilst further improvements to the pedestrian/cycle network would be of public benefit this is not justified at the expense of affordable housing.

## **Environmental**

### *Local Green Space*

73. The NPPF has created a designation called 'Local Green Space,' which is for green areas of particular importance to local communities and which once designated can prevent new development other than in very special circumstances.
74. The site is proposed to be designated a 'Local Green Space' under the emerging Local Plan, where the scheme would conflict with policy NH/12 which seeks to protect such sites from development which would adversely impact on the character and particular local significance, as would be the case here.
75. The Local Plan is not adopted and as such the site is not currently subject to this designation. Paragraph 216 of the NPPF advises that from the day of publication, decision-takers may also give weight to relevant policies in emerging plans according to:
- the stage of preparation of the emerging plan (the more advanced the preparation, the greater the weight that may be given);
  - the extent to which there are unresolved objections to relevant policies (the less significant the unresolved objections, the greater the weight that may be given); and
  - the degree of consistency of the relevant policies in the emerging plan to the policies in this Framework (the closer the policies in the emerging plan

to the policies in the Framework, the greater the weight that may be given).

76. Given the Inspectorates interim findings on the Local Plan the emerging policy is not at an advanced stage, and taking into account the unresolved objections to this designation this significantly tempers the weight which can be afforded emerging policy NH/12. Officers are of the view limited weight can be given to the emerging Local Green Space designation.

#### *Landscape character*

77. The site is located to the northern edge of the village and is enclosed to three sides by development with the railway line demarcating the northern boundary and separating from site the open countryside beyond.
78. The council's landscape officer describes the site as having a '*rural character, a green village edge with views through to a mature area of meadow, hedges and areas of woodland*', and although enclosed is fairly permeable with views from Cox's Drove and Teversham Road. Both the east and west frontages feature mature trees and hedgerows, with filtered and clear views of the meadows which are divided by a mature hedgerow and stream running south to north. The southern boundary has more of a village edge character, retains a green frontage, and features two areas (The Pumphouse garden and Poorwell Water) of open space which connect to and offer views through to the site.
79. Officers are of the view, taking into account the land parcel is almost fully enclosed by development, and notwithstanding the site is an attractive green space which extends into the village the extent of harm to the landscape character is 'less than substantial'.

#### *Green Belt*

80. The site is separated from the Cambridge Green Belt by the railway line, which provides a physical barrier between Fulbourn village and the designated land to the north. Officers are of the view this clear separation prevents any harm to the openness of the Green Belt.

#### *Ecology*

81. The NPPF advises the planning system should contribute to and enhance the natural and local environment by, amongst other criteria, minimising the impacts on biodiversity and contributing to the Governments commitment to halt the overall decline in biodiversity. Paragraph 113 advises '*distinctions should be made between the hierarchy of international, national and locally designated sites, so that protection is commensurate with their status and gives appropriate weight to their importance and contribution they make to the ecological network*'. Paragraph 118 advises development resulting in significant harm should be refused.
82. The councils ecologist advises the site is not of county wildlife site quality but is of 'local district/parish level' importance primarily due to the range of species found on the grasslands. These species include Early Marsh Orchid, Common Spotted Orchid, Adders Tongue and Yellow Rattle. Additionally the mature hedgerows provide habitats for a wide range of bird species and other fauna including some species of conservation importance.

83. The indicative layout plan shows the retention of the mature hedgerow and buffer areas around as well as a central green corridor, but does not address the protection of the grassland habitat, with this loss notable in its own right as well as significantly reducing the foraging potential of fauna using the retained hedgerows and thus the value of the hedgerows.
84. Although the application is in outline form, and consent is not sought for layout the proposal is accompanied by a drainage plan which demonstrates how the site is to be drained of surface water, with this plan indicating engineering operations within the area of high value grassland. No evidence has been supplied demonstrating these engineering works, necessary to drain the site of surface water, can be achieved without impacting on the grassland. Officers are of the view the loss of this grassland, without appropriate compensation/mitigation, is considered to result in substantial harm to ecological interests.
85. This adverse impact on ecological interests weighs heavily against the application, although the extent of harm is tempered by the sites status as being of district/parish level importance.
86. In respect of the impact higher tier ecological sites, Natural England advice the sites proximity to Fulbourn Fen and Great Wilbraham Common SSSI will not damage or destroy the interest features for which these sites have been notified, and this does not represent a constraint in determining this application.
87. The development has been screened under the Environmental Impact Assessment Regulations and found not to constitute EIA development.

#### *Noise*

88. There are a number of industrial units which adjoin the site to the north-west, including Gatewood Joinery and P & R Coachworks which when operational generate significant levels of noise that includes noticeable acoustic features (tones, screeches, bangs and crashes). These industrial units have established historical planning uses and planning control does not restrict the hours of operation.
89. The environmental health officer advises the operation of these units generates noise levels which are likely to have an unacceptable adverse effect on the general external noise environment and living conditions including the health and quality of life / living conditions of the residential units located closest to the industrial units. It is possible to adequately address this through appropriate mitigation measures at source, however this is outside the control of the applicant.
90. Subject to securing a 'no build zone' preventing new residential development within a defined area where noise levels are unacceptable (which can be secured through the S106) the development provides an acceptable impact on future resident's amenity.
91. Should the applicant be in a position to address these noise concerns this would allow the development to be built out in full (110 dwellings), however failing this the 'no build zone' will be maintained in its current state (can be controlled by condition).

### *Trees*

92. Permission is sought for access only and the tree officer agrees it is possible to design a scheme without impacting on existing mature trees which tend to be located to the perimeter. No major works are proposed within the area subject to the Preservation Order.

### *Heritage assets*

93. Fulbourn Conservation Area extends along part of the southern boundary and includes the ornamental gardens.
94. English Heritage advise that development within the parameters of the indicative masterplan would have some adverse impact on the character and appearance of the Conservation Area through the loss of the current rural appearance of the area and consider the extent of the harm 'limited'.
95. Chapter 12 of the NPPF relates to Conserving and Enhancing the historic environment where paragraph 132 advises that when considering the impact on the significance of a heritage asset, great weight should be given to the assets conservation. The NPPF goes on to advise that where a proposal will lead to 'less than substantial harm' to the significance of a designated asset this harm should be weighed against the public benefits of the proposal.
96. Further concerns are expressed by English Heritage over the 2½ storey height of the dwellings to the edge of the village and provision of a LEAP on the front part of the site adjacent the pond and pumping station. As the application is in outline form these matters are not fixed and would be assessed at reserved matters stage.
97. Other designated heritage assets in the vicinity include the grade II listed 29 Hinton Road and 28 Cow Lane, which are both sufficiently separated from the site to negate any harm to their setting. Non-designated heritage assets identified include the Pumping Station (Cow Lane), Gate Lodge (Teversham Road) and Bakers Arm Public House (Hinton Road), none of whose setting will be compromised by the development.

### *Archaeology*

98. A field evaluation has been undertaken and no constraints with regards to archaeology have been identified.

### Flood Risk and Surface Water Drainage

99. The applicants are proposing to restrict surface water run-off to the 1 in 1 Greenfield run off rate for all return periods up to and including the 1 in 100 event for the whole site which the Environment Agency advice is significantly better than the existing run off rate. This is to be achieved through constructing a number of attenuation ponds which in turn drain into the councils award drains and off the site. Neither the agency nor councils drainage manager oppose the scheme subject to conditions

100. A number of representations draw attention to the site being 'wet' as evidenced in the photographs received. The site is liable to surface water flooding, however appropriate mitigation is being proposed to address this.

### **Other considerations**

#### *Contamination, rail, crime, fire and rescue and foul drainage*

101. No concerns are raised with regard to contamination, impact on the rail network or crime and disorder. Concerns relating to providing sufficient fire hydrants can be secured by condition.
102. Anglian Water confirm there is sufficient capacity for foul drainage in the catchment of Teversham Water recycling Centre, with the sewerage system having available capacity for these flows

#### *Local representations*

103. There is strong local opposition to the development, with close to 200 representations received. Much of this correspondence supports the views of Fulbourn Forum whose objection is focussed on the status of the emerging Local Plan, housing targets, lack of affordable housing difficulties of the site and existing planned development.

### **Contributions**

104. Contributions will be sought for pre-primary school £231 000, pre-primary school £323 400, Secondary school £343 750, Libraries £7636.88, strategic waste £20 900 and Household bins £69.50 per dwelling, along with an appropriate monitoring fee.
105. Planning law requires that applications for planning permission must be determined in accordance with the development plan unless material considerations indicate otherwise. Development Control Policies DPD July 2007 requires that "All residential developments will be required to contribute towards Outdoor Playing Space (including children's play space and formal outdoor sports facilities) and Informal Open Space to meet the additional need generated by the development in accordance with the standards in Policy SF/11". Further the Council has historically secured contributions from single dwelling developments towards indoor community space via Development Control Policies DPD DP/4.
106. The recreation and open space study 2013 identified that Fulbourn experiences a deficit in both sports space, play space and informal open space. Fulbourn is also considered to have an identified shortfall in indoor community space.
107. CIL Regulation 123 effectively says that where there are section 106 agreements in place for more than five S106 contributions after April 2010 for a project or type of infrastructure, from April 2015 or the date CIL is adopted if earlier, a Local Planning Authority will not be able to collect any more contributions for that purpose. Officers can confirm that there have been more than five s106 agreements signed for development in Fulbourn to secure generic offsite contributions towards 'open space' and 'indoor community space'.

108. There has been debate about the exact meaning of 'infrastructure projects or types of infrastructure' (CIL Reg 123) and legal advice has been sought by some authorities. Whilst there are as yet no case law or appeal decisions which gives guidance on the subject, what is certain is that requests for s106 funding must now be towards a specific project to be considered lawful.
109. During the course of the planning application the Parish Council were advised and later reminded about this issue, and invited to submit details of (i) qualifying schemes (considered necessary to mitigate the impact of the development) and (ii) costs associated with those schemes.
110. Although Development Control Policies require contributions towards offsite open space and (where necessary) indoor community space the application of these policies are impeded by the CIL Regulations. If a qualifying scheme had been identified, which was unable to be funded on the grounds of viability, then this may have constituted a further reason for refusal. However in the absence of such a scheme coming forward officers have been unable to make this assessment.

### **Conclusions**

111. 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. In this case the applicant has demonstrated it is likely all of the units will be delivered within 5 years from the date of the outline consent and as such the proposal will make a notable contribution towards delivery of the councils housing targets.
112. The NPPF states there are three dimensions to sustainable development: economic, social and environmental and that these roles should not be undertaken in isolation because they are mutually dependant, and to achieve sustainable development gains should be achieved jointly and simultaneously.
113. There are economic benefits associated with the scheme. Likewise there are clear social benefits through the delivery of up to 110 much needed houses, including a percentage of affordable housing which has been justified on grounds of viability in accordance with the adopted policy requirements, and which the applicant has demonstrated can be delivered within 5 years from the date of outline consent being granted. These considerations weigh in favour of the development.
114. The environmental implications are more ambiguous, and there will be an adverse impact on the landscape character, setting of the adjoining Conservation Area, as well as harm to ecological interests.
115. The application is in outline form with consent only sought for access, and therefore the site layout and landscape details are not subject to consideration. Officers are of the view the development will result in harm to the landscape character, but taking into account the screening offered by the surrounding built form and introduction of appropriate landscaping (which would be assessed at reserved matters stage), the extent of this harm is limited. Similarly, the development of this site will impact adversely on the setting of Fulbourn

Conservation Area but the extent of harm is not 'significant', and can partly be mitigated through the site layout and landscape details.

116. The adverse effect on ecological interests is more pronounced with the development harmful to a site of local biodiversity importance. Despite requests for further discussions, the applicant has failed to demonstrate the engineering operations which are necessary to mitigate surface water drainage can be delivered without impacting adversely on the sites ecological value. As such the proposal is likely to result in demonstrable and significant harm to nature conservation interests.

117. Officers are of the view, on balance, the identified collective harm to the landscape character, setting of Fulbourn Conservation Area and ecological interests significantly and demonstrably outweigh the benefits that include delivering up to 110 dwellings (30% of which will be affordable) in a village with a range of services and facilities.

### **Recommendation**

118. Refuse for the following reason –

119. The collective adverse impact of the development on the landscape character, setting of Fulbourn Conservation Area and ecological interests results in demonstrable and significant harm which, on balance, outweighs the benefits which arise from delivering up to 110 dwellings (30% of which will be affordable at a 50/50 rented to shared ownership split) in a village which is well served by services and facilities and has good access to public transport links. For this reason the proposal does not represent sustainable development and conflicts with the requirements of the NPPF.

### **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 or elsewhere at which copies can be inspected.

- Nation 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>

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



# FULBOURN PARISH COUNCIL

C/o The Fulbourn Centre, Home End, Fulbourn, Cambridge CB21 5BS

Telephone/Fax: 01223 881042 email: [clerk.fpc@btconnect.com](mailto:clerk.fpc@btconnect.com)



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31<sup>st</sup> October 2014

Andrew Fillmore  
Principal Planning Officer  
South Cambridgeshire District Council  
Cambourne Business Park  
Cambourne  
Cambridge  
CB23 6EA

Dear Mr Fillmore

## **S/2273/14/OL**

### **Outline Planning Application for 110 dwellings at Teversham Road/Cow Lane, Fulbourn – Reasons for our recommendation to refuse.**

1. Hutchison Wimpoa/Castlefield are only seeking approval for the road access, all other details such as layout, style and even number of dwellings are "reserved matters" and will only be defined (and could well change) at the detailed planning application, at which only the council planning officer will have the opportunity to object, not the PC and the public. All the information about ecology, park areas, surface water flooding mitigations, etc are all just indications of what could be done, not what the developer is committed to doing. As these factors are so important to the ability of the plan to meet the planning policy they should be firm commitments in this outline planning application.
2. The outline planning application indicates that the plan **could** meet issues, not that it **will**. With a site as sensitive, and difficult to develop as this, items such the number of dwellings, type and layout should not be deferred - they should not be in the reserved matters of the application, approval should be sought for the scope, design and layout of the scheme in addition to access.
3. There is nothing in the application that indicates Hutchison Wimpoa has control or resource to deliver policies to demonstrate the policy tests are fully met.
4. There are no commitments to the environment, merely suggestion to what could be done.

5. Section 106 planning obligations need to be stated.
6. The application states buildings will be up to 2 ½ storeys high. This is inadequate; heights to roofline from a set datum reference must be stated.

### **Character, Context and Visual Impact**

7. The context and setting of Poor Well would be severely adversely affected. Currently the backdrop to Poor Well when facing north is open countryside, only partially screened by deciduous trees. The picture in the Visual Impact study across Poor Well is taken from a point at the far south east corner of Poor Well facing the line of trees along the eastern boundary. This gives a totally misleading impression of the impact that the development would give to the backdrop of Poor Well. The view from Cow Lane in the centre of the southern boundary of Poor Well is much more open, and the development would be clearly visible, especially in winter, when the deciduous trees have no leaves. No winter views have been presented in the supporting information to the plan. Visual permeability must be considered.

8. The development is not the same character as the rest of the village, especially the housing in the immediate vicinity which is part of a conservation area.

### **Environmental and Wildlife Impact**

9. The otter, badger and water vole survey was as simple "site walkover" on one visit. This is insufficient to determine whether otters, badgers and voles are present. Additional visits at different times of the year are required.

10. The drainage ditch to the southern boundary of the site is incorrectly described as "The banks of Ditch 2 were almost exclusively man made concrete slabs (see Photograph 2)" in the supporting information. In fact the banks of ditch 2 are all earth, with the exception of the last 5 metres or so, where the photograph was taken, where ditch 2 joins ditch 1, which are concrete. This would indicate that the majority of ditch 2 has not been surveyed at all.

11. A suitable relocation site for snakes etc. needs to be identified before any development can go ahead.

12. Street lighting needs to be addressed to limit the encroachment of urbanisation features and the effect on wildlife such as bats which are known to use the site.

### **Local Plan Emerging Policy**

13. The outline planning application is in contravention of emerging local policy classifying Fulbourn as a Minor Rural Centre as Fulbourn does not satisfy the criteria to remain a Rural Centre.



14. This housing is not required to help meet SCDC/Cambridge City Draft Local Plan housing targets or the 5 year housing land supply as these obligations are met in the Memorandum of Understanding between Cambridge City council and South Cambs. This was in place when the application was made and should be included in the application.

15. The two fields plus Poor Well and the old Pump House garden to be designated Local Green Space. The land has for decades been exclusively used by the local community for leisure activities and is considered a public amenity space.

### **Water Management, Flooding and Sewerage**

16. Sewerage has not been considered in the planning application

17. The application should have all permitted development rights removed, as any additional development could adversely affect the surface water mitigations suggested, increasing the flooding risk not only to the site but the surrounding area.

18. The 100 years plus 30% surface water provision is inadequate. The site must be future proofed.

19. The consequential flooding of the surrounding area has not been considered. This technically difficult, wet site, prone to surface water flooding and with high ground water levels, will become an area of relatively dense housing surrounded by marsh, water retention basins and accessed by boardwalks, creating an unsuitable environment and difficult and expensive maintenance conditions. . The storage areas, if breached, could exacerbate the effects of flooding both on site and the surrounding area.

20. It must be specified who maintains the drainage of the site, how access is guaranteed, and who is responsible for foreseeable consequential effects in all weather states and circumstances.

21. The management company responsible for maintain the site and drainage features must be fully endowed to make sure it continues in perpetuity.

22. The surface water drainage of existing properties surrounding the site must be maintained, and has not been considered in the application. The discharge levels for surface water into the two drainage ditches is lower than the height of the development site.

23. The effect of inundation of water from the development site into the sewerage systems of existing surrounding properties has not been considered. The Pines has an electric pumping system to pump sewerage up to the main sewer on Cow Lane. If inundated by surface water flooding from the development site, this would be inoperative.

## **Noise and Odour**

24. The plan must ensure there is no control or impact on existing businesses adjoining the site. These businesses must not be affected to their fullest extent. With the joinery and car bodywork businesses noise and odour would reasonably be expected to be an issue, therefore any mitigation must be done within the development site itself.

## **Effect on Amenities**

25. Fulbourn Primary School is full and would need to be substantially enlarged to cope with a further influx of school age children.

26. Fulbourn Health Centre is full up and would need to be substantially enlarged or consideration given to the effect of other developments on healthcare facilities in the surrounding villages such as Cherry Hinton.

27. The Tesco superstore is not a village amenity and should not be taken into account as such.

## **Site History**

28. The site has previously been considered in detail and rejected as unsuitable for housing development by South Cambs following their 'Call for Sites', part of the Draft Local Plan process on three previous occasions. Nothing has changed to reverse or invalidate these rejections.

29. The site is outside the village development boundary so these proposals are contrary to the current Development Plan. Any development would be unsustainable development on greenfield land in an unsuitable location and would cause material harm to the village and surrounding area, including the adjacent Conservation Area.

## **Affordable housing**

30. No commitment is given by the developer to satisfy the important issue of providing the statutory percentage of affordable homes.

## **Future development**

31. The effect of future completion of up to 340 new homes at the Swifts and the Ida Darwin site, plus an extra care facility and their effect on the village must be taken into account in considering this application. The wider village infrastructure is in danger of being overwhelmed with further traffic in the High Street and at the School and Health Centre.

Yours sincerely

Mrs M Drage – Chairman

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Councillor John Williams  
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Planning & New Communities  
South Cambridgeshire District Council  
South Cambridgeshire Hall  
Cambourne Business park  
Cambourne  
Cambridge  
CB23 6EA

28 October 2014

Dear Sir

**PLANNING APPLICATION S/2273/14/OL LAND AT TEVERSHAM ROAD,  
FULBOURN**

I write to object to this planning application for the following reasons:

1. The planning history of this site shows it to be unsuitable for housing development given its high ground water table; it is therefore not providing a sustainable development nor is it recognising the future impact of climate change in accordance with the National Planning Policy Framework (NPPF).
2. The site is also an open public amenity and its development would be detrimental to the rural character of Fulbourn village and destroy an area of natural tranquillity contrary to NPPF guidance.
3. The housing development proposed is inconsistent with the housing needs of Fulbourn as identified by its Housing Needs Survey and Local Plan and does not therefore accord with NPPF policy in "reflecting local demand".
4. The design of the development fails to meet NPPF guidance.

**High Ground Water Table**

There is consistent planning history to this site which has demonstrated that it has a high ground water table, which is not challenged by the applicant. This not only affects the design, construction and use of the buildings and supporting infrastructure, but also the surface water drainage systems. Indeed the Environment Agency (EA) in responding to the South Cambridgeshire Strategic Housing Land Availability Assessment advised there is a high probability of periodic groundwater flooding occurring at the site. This EA evidence is not disputed by the applicant. The applicant also accepts that because of this high ground water table, developing the site would involve abnormal costs. This makes it clear that its economic sustainability is doubtful. There is likelihood of more extreme weather occurrences

in future with high levels of rainfall over short periods and its high ground water table makes this site vulnerable to flooding from such events. The NPPF makes it clear that development should be directed away from areas at high risk of flooding. The high ground water table therefore makes this development unsustainable and prone to the adverse affects of climate change contrary to NPPF policies.

### **Loss of open public amenity**

The two fields affected by the development which are not fenced have been used to my knowledge for over 20 years as a recreational amenity. This has been recognised by a Magistrates Court in a recent court case and South Cambridgeshire District Council has designated the land as a Local Green Space in its submitted Local Plan given its purpose not only as an area of importance to the village landscape and its rural character, but also as an area of tranquillity for local residents. The development would destroy this amenity and again would go against the NPPF.

### **Housing types**

The NPPF makes it quite clear that new housing should reflect local demand and that by using evidence based identification it should meet the size, type, tenure and range of housing that is required in particular locations. Fulbourn has a Housing Needs Survey and a Local Plan which identify the local housing demands, particularly for affordable homes. The proposed development does not accord with the demand identified (particularly with regard to the provision of affordable homes both locally and in the council district) and therefore fails to meet the expectations of the NPPF.

### **Design**

The NPPF expects the design of the development to “function well and add to the overall quality of the area, not just for the short term but over the lifetime of the development.” It also should “create safe and accessible environments where crime and disorder, and the fear of crime, do not undermine quality of life or community cohesion.” The outline design of the development fails to meet these criteria. Due to the high ground water table and the high risk of flooding the roads and footpaths are not of highway standard and cannot be adopted and maintained by the highway authority. This poses risks to asset management in the long term, particularly with regard to the broad-walks and stewardship of the fen areas. There is also a high risk of personal safety with the high number of drainage ditches and the location of the balancing pond; and the design of the development heightens the fear of personal crime.

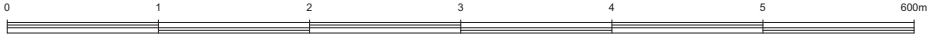
### **Conclusion**

This application is inconsistent with NPPF policies on a range of matters as indicated above. Permission should be refused because of this.

Yours sincerely

Councillor John Williams  
cc. Fulbourn Parish Council





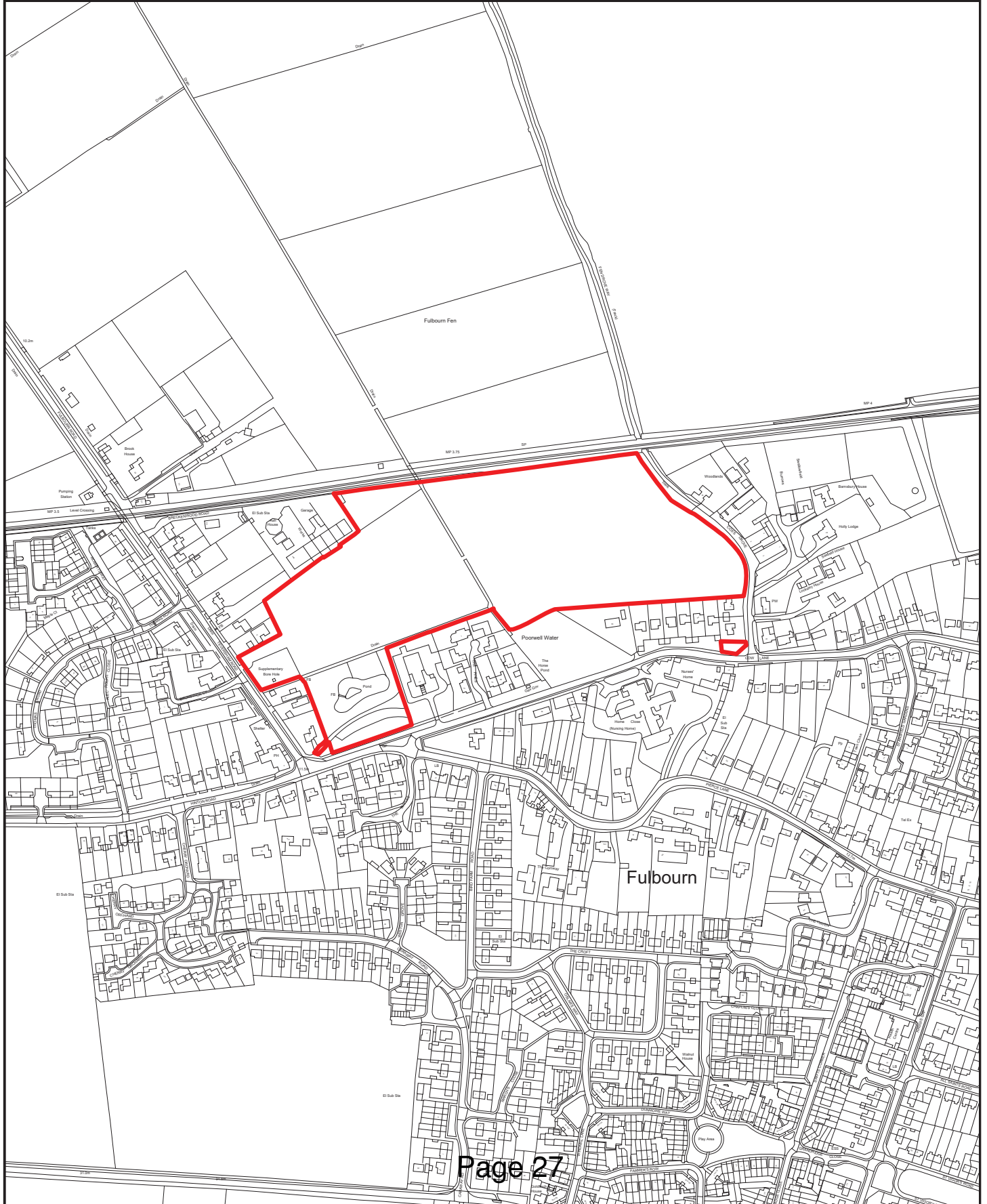
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Cambridgeshire  
District Council**

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# Agenda Item 5

## SOUTH CAMBRIDGESHIRE DISTRICT COUNCIL

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**REPORT TO:** Planning Committee

5 August 2015

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

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<b>Application Number:</b>	S/2944/14/FL
<b>Parish(es):</b>	Shepreth
<b>Proposal:</b>	The construction of a Glasshouse, 380kW Biomass Boiler, 150kW Anaerobic Digestion Plant, Covered Feed Stock Storage Clamps, Covered Digestate Loading Area, Covered Vehicle Store, & Associated Plant
<b>Site address:</b>	Fillcup Field, Meldreth Road, Shepreth, Royston, Cambridgeshire
<b>Applicant(s):</b>	Mr T Naylor, Nethy AD Ltd
<b>Recommendation:</b>	Delegated Approval (completion of a legal agreement)
<b>Key material considerations:</b>	Principle Highway Safety Residential Amenity Impact on Countryside and Visual Amenity Impact on Biodiversity Drainage, pollution and contamination
<b>Committee Site Visit:</b>	4 August 2015
<b>Departure Application:</b>	No
<b>Presenting Officer:</b>	Tony Pierce
<b>Application brought to Committee because:</b>	The recommendation of the Parish Council is contrary to that of officers
<b>Date by which decision due:</b>	15 May 2015

### Executive Summary

1. The application as amended proposes a large glasshouse and associated development on an unused agricultural field. The principle of the use is acceptable in policy terms and incorporates proposals to generate energy from renewable sources.
2. The increase and impact of traffic generation on local roads, particularly by HGVs is of concern, but can be mitigated through conditions restricting vehicle numbers and a

lorry routing agreement. The capacity to impact on residential properties by way of noise, odours and air quality can also be mitigated through appropriate conditions. The re-siting of buildings and submission of a detailed landscaping scheme will minimise its visual impact and allow for biodiversity enhancement. Drainage, pollution and contamination concerns can also be overcome through the use of appropriate safeguarding conditions.

3. When viewed in the context of the development plan as a whole and the requirements for sustainable development as set out in the NPPF, the development is considered to be an appropriate use of the site.

### **Site and Surroundings**

4. The application site is a rectangular field on the north side of Meldreth Rd 250m west of the edge of Shepreth Village and 1km East of the edge of Meldreth village. It is some 72m wide and 280m deep, and covers an area of approximately 2 ha. It has no permanent buildings and appears to have been used for small scale informal agriculture in the past, but is now semi-natural in character. The south boundary (front), north (rear) and east boundaries of the site are marked with indigenous hedgerows and beyond that are bounded by ditches. The north east corner contains some mature trees. The western boundary is open apart from a low clump of self-set shrubs on part of the boundary. The ditch along this side of the site is within the site boundary. The site vehicle access is in the centre of the site frontage.
5. The land to the east, north and west is in agricultural use for arable crops. The site on the opposite side of the road to the south is the L-Moor SSSI, which is a combination of dry and wet chalkland habitats. It has a stream and a public footpath running through it.
6. The nearest residential property is 94 Meldreth Road, 240m to the west. There are a few other houses spread along Meldreth Road. The edge of Meldreth Village Development Framework is 1.6km away. The nearest houses to the east are 800m away on the edge of Shepreth Village Development Framework.
7. Meldreth Road is accessed from the A603 by roads through Shepreth, Frog End or Meldreth. Shepreth Station is 1.6km from the site.

### **Proposal**

8. The application has been the subject of amended drawings and a Transport Assessment. The various components that now make up the development are as follows.
9. **Glasshouse** – This would have a footprint of 3,500sqm with two layers of cultivation. The glasshouse building would be 50m wide by 70m deep, 6m high at the eaves and 9m at the ridge. The roof would have four parallel ridges running from front to back. The main walls would be glass covered with insulating 'ivory white' plastic film. The front 12m would house the office and staff area and be clad in 'light beige' panels. The building would be positioned 110m back from the front of the site, 8m in from the SW boundary and 14m in from the NE boundary. Power for heating and lighting the glasshouse would be provided by a small Anaerobic Digester plant and a supplementary Biomass Boiler at the rear of the site (see below). The glasshouse would be lit by LED lights for 18-20 hours a day and would incorporate directed lights and blackout blinds.

10. **Silage Clamps** - Two silage clamps would be positioned 20m behind the glasshouse and be set 8m in from the SW boundary. These would have concrete bases and surrounds together measuring 30m wide and 33m long. They would be 3-4m high when empty. The original proposal to cover the clamps with a 9m high, open fronted barn has been amended to reduce the visual impact. The clamps would be filled with maize and grass silage in late autumn at harvest time and covered with polythene sheeting. The silage would be fed into the Anaerobic Digester Unit until early summer.
11. **Vehicle store** – A vehicle store, 15m wide and 10m deep, would be positioned between the greenhouse and the clamps. It would have an arched, 6m high roof and be set in 20m from the SW boundary.
12. **Anaerobic Digester (AD)**- The AD building would measure 21m wide, 35m deep and 7m high. It would be positioned to the rear of the site in the NW corner but set 5m in from NE boundary and 17m from the rear of the site. The external walls would be clad in green steel and the roof in grey steel. The AD is where silage would be mixed with farmyard manure (FYM) and sealed to decompose and produce biogas (methane and carbon dioxide). The building would contain four sealed AD containers and an open-sided covered area for loading of feed and unloading of spent vegetable matter (digestate). The FYM prior to loading and digestate after use would be stored on the site in the open for up to 24 hours.
13. **Gas Store** - The gas and percolate store would be 10m in diameter and 9m high. It would be dome-shaped and coloured grey. It would be positioned behind the silage clamps in a bunded area near the NW corner of the site. Biogas from the ADs would be stored in the gas membrane and piped to the Combined Heat and Power Unit (CHP) to be burnt to produce electricity and usable heat for the glasshouse and the percolate water (which circulates around the ADs to enable the AD process).
14. The Combined Heat and Power Unit (CHP) would be contained in a 7m wide, 2.5m deep and 3m high steel clad construction. It would have a 7m high exhaust flue. It would be positioned to the rear of the site between the gas dome and the AD building.
15. **Biomass Burner** – There would be a wood store and a biomass boiler 15m from the rear boundary of the site. The buildings would be relatively small: the store 8m x 6m and 4m high and the boiler 5m x 4m and 2.5m high. Both buildings would have shallow pitched roofs and be clad in green-coloured timber. At the rear of the site would be a fenced gas flare in a 20m diameter clear zone.
16. The front 80m of the site would be left open and planted as a wild-flower meadow. It would contain an attenuation pond for rainwater harvested from the greenhouse roof. The initial plans included a log cabin as accommodation for management on the front of the site but this has been removed in the revised scheme.
17. The existing vehicle access in the centre of the site frontage onto Meldreth Road would be closed off. A new access would be created in the South corner of the site onto Meldreth Road with a permeable surfaced driveway. The access road would run along the SW boundary for 70m and lead to the front service yard for the greenhouse. The service yard would provide 12 car parking spaces and a cycle parking facility.
18. The access road would lead past the NE side of the glasshouse to the rear of the site. The area between the clamps, ADs, CHP and wood store would have an impermeable surface. Surface water run-off from this area would be collected and

stored. Proposals to filter it through a swale and discharge it into the rear ditch have been amended in response to Environment Agency comments.

19. The boundaries of the site and the access road would be marked by a security fence except for the 80m deep meadow on the site frontage. The fence would be approximately 2.3m high but details of the materials and style have not been submitted. The existing hedgerows and trees (apart from two trees at the site access) would be retained and enhanced. Further hedgerows and trees would be planted along the SW boundary.
20. Around 12 new on-site jobs would be created.

### **Planning History**

21. None.

### **Planning Policies**

22. **National Planning Policy Framework  
Planning Practice Guidance**
23. **South Cambridgeshire Local Development Framework Core Strategy 2007**  
ST/7 Infill Villages – Shepreth
24. **South Cambridgeshire 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/7 Development Frameworks  
HG/9 Dwelling to Support a Rural-based Enterprise  
NE/2 Renewable Energy  
NE/3 Renewable Energy Technologies in New Development  
NE/4 Landscape Character areas  
NE/6 Biodiversity  
NE/7 Sites of Biodiversity Importance  
NE/8 Water and Flooding  
NE/9 Water and Drainage infrastructure  
NE/10 Foul Drainage  
NE/11 Flood risk  
NE/12 Water Conservation  
NE/14 Lighting Proposals  
NE/15 Noise Pollution  
NE/16 Emissions  
TR/1 Planning for More Sustainable Travel  
TR/2 Car and Cycle Parking Standards  
TR/3 Mitigating Travel Impact  
TR/4 Non-motorised Modes
25. **South Cambridgeshire Local Development Framework Supplementary Planning  
Documents**  
District Design Guide SPD – March 2010  
Trees and Development Sites SPD – January 2009

**26. Proposed Submission Local Plan**

S/3 Presumption in Favour of Sustainable Development  
S/7 Development Frameworks  
S/11 Infill Villages  
CC/2 Renewable and Low Carbon Energy Generation  
CC/9 Managing Flood Risk  
HQ/1 Design Principles  
NH/2 Protecting and Enhancing Landscape Character  
NH/4 Biodiversity  
SC/10 Lighting Proposals  
SC/11 Noise Pollution  
SC/13 Air Quality  
SC/15 Odour and other fugitive emissions to air  
TI/2 Planning for Sustainable Travel  
TI/3 Parking Provision  
TI/8 Infrastructure and New Developments

**Consultations**

27. **Shepreth Parish Council** recommends refusal (based on the amended drawings) stating the Council has rejected the application, a result of a vote at the Planning meeting on 26th May 2015. The refusal is on the grounds of various material facts mainly relating to highways issues as illustrated below in the Transport survey:
28. (Paragraph) 3.20 Glosses over pedestrian access on Meldreth Rd which is important as it is frequently used as a walking route to Shepreth station. 4.31 Includes information about employees walking to site from the station. How would this be possible without a pavement? 4.59 States route to the A10 is 1.25 miles away from the site, this potentially means going through Shepreth or Meldreth. There is no legal reason to deter traffic from the development driving through Shepreth apart from over Mill bridge which has a weight limit. The survey mentions a pledge not to but this is no guarantee to the residents of Shepreth. Therefore the traffic could actually travel via Frog End which has its own problems and has been on the District and County accident cluster list over many years.
29. Other concerns are noise and smell exceeding agreed levels. Noise at unsociable hours from vehicle movements leaving the site and smell extending farther depending on the weather affecting the air quality.
30. If the development is recommended for approval the Parish Council would like the following conditions applied; provide a safe walking route between Meldreth and Shepreth, a guarantee that the traffic would not travel through Shepreth, a reduction in the speed limit on the stretch between Meldreth and Shepreth near the development site, high levels of sound insulation on the generator, controls on radio use and lighting to prevent noise and light pollution, the introduction of traffic calming technology on exit/entry to the development site and traffic measures at Frog End, Shepreth to alleviate the ongoing problems at this junction. However, if this were the case, we would appreciate advance warning of the planning committee date and any recommendations so the Parish Council are able to consult the village and confirm in more detail.
31. **Meldreth Parish Council** recommends refusal (based on the amended plans). If SCDC is minded to approve the application that a condition is applied to only have one vehicle used to bring in the raw materials for the biodigester to avoid dangerous passing on the North End bends.

32. **Bassingbourn cum Kneesworth Parish Council** – It has been brought to the attention of the parish council that the application includes a proposed traffic route through Kneesworth along Chestnut Lane. This road has been a concern, due to its width, for the existing heavy goods vehicles currently using it.
33. Councillors strongly object to the proposed traffic route through Chestnut Lane due to the expected increase in traffic on the narrow road.
34. **The Local Highways Authority** has requested and received a Transport Assessment (dated April 2015). On 29 May 2015, it commented that the applicant had failed to provide a drawing showing the required visibility splays. Its default position for vehicle to vehicle visibility splays is the use of the Design Manual for Roads and Bridges, which would require splays of 2.4m x 215m in both directions as measured from and along the nearside edge of the carriageway to be provided on both sides of the access. The splays must be within the existing adopted public highway or land under the control of the applicant. If the applicant can provide empirical data in the form of speed and traffic flows and subjective observations these will be considered and the use of lower visibility splays may be acceptable.
35. Otherwise the proposal should have no significant impact on the public highway subject to conditions in respect of:
- (i) Access width to be a minimum of 6m for a distance of 15m back from the highway boundary
  - (ii) Use of 10m radii kerbs
  - (iii) Bound surface near to the access point/ suitable falls and levels
  - (iv) Closure of existing access
  - (v) Construction management plan
36. On 3 July 2015, the local highway authority confirmed that following further investigation of land ownership, the required visibility splays can be provided. Drawing no. DR1 has been provided to confirm this.
37. **The County Council Transport Assessment Team** confirms that as a result of the revised information submitted by the applicant, the Transport Assessment Team can withdraw its holding objection to the above application subject to securing the following conditions (in addition to those requested by the LHA):
- (i) No more than a maximum of 20 2-way HGV movements shall enter and leave the site in any one day (07.00 - 19.00) except for two days each year where no more than 140 2-way HGV movements shall enter and leave the site in any one day. A daily record of all vehicle movements, including details of all internal and external road movements, shall be maintained by the site and made available within one week of a written request.
  - (ii) The applicant shall submit a HGV routing plan which outlines what routes the HGVs shall take to the site and which routes HGVs are restricted from using
38. Following concerns by local members, the Transport Assessment Team has been asked to comment on the likely impact on traffic flows following the recent approval for housing development on the Barrington Cemex site. It has responded as follows.
39. The traffic flows that will be generated by the Barrington CEMEX works heading to/from Shepreth are as follows:

**AM Peak**

Towards Barrington CEMEX From Shepreth	13
Towards Shepreth from Barrington CEMEX	36
Total Vehicles:	49

**PM Peak**

Towards Barrington CEMEX From Shepreth:	34
Towards Shepreth from Barrington CEMEX:	19
Total Vehicles:	53

40. The majority of these vehicles will be likely to travel through Shepreth to access the A10, as such very few would be likely to travel directly past the proposed AD Plant on Meldreth Road – only those vehicles with an origin or destination in Meldreth.
41. HGVs will be required to access the AD plant using roads to the west of the site access which means that no HGV traffic generated by the AD Plant will be allowed to travel through Shepreth. This arrangement will be secured by condition in the event of planning permission.
42. Traffic from the proposed Barrington CEMEX development will therefore have very little interaction with traffic from the AD Plant and is not considered to alter the previous conclusions drawn regarding the proposed AD plant.
43. **The Environment Agency has** commented on the Flood Risk Assessment, Waste Issues, Land and Water Issues. The Agency originally objected to the proposal on the basis of the flood risk assessment. A second FRA was submitted and the EA has withdrawn its objection subject to a condition requiring a sustainable surface water drainage scheme and an assessment of the hydrological and hydro-geological context of the development. Further details of the design of the silage clamp, the underground dirty water storage tank and domestic sewage discharges are required via a condition.
44. **Anglian Water** has not responded.
45. **The County Archaeology Officer** has commented that the area has high archaeological potential. The surrounding area has Bronze Age and Medieval remains. He has requested a condition be placed upon any decision requiring archaeological investigation prior to any development on the site.
46. **Natural England** has no objection subject to implementation in accordance with the submitted details. The development would not adversely impact on water table levels, water quality or air quality. Information regarding Protected Species on the application site should be sought from local wildlife organisations. Consideration should also be given to landscape character and biodiversity habitats and species. The site may provide opportunities for biodiversity enhancement.
47. **The Cambridgeshire Wildlife Trust** recommends further surveys for reptile habitat in the Spring. Remedial measures to provide habitat for any species present shall be required. Surveys of dormice are not necessary in this location. An ecological management plan for the wildflower meadow should be sought.
48. **Environmental Health Officer Contaminated Land** – No response received.
49. **Environmental Health Officer.** I have some issues with this proposal and the applicant has not provided sufficient detail or assurances regarding the impacts on

the locality as a result of such a development. (This follows additional information provided in the applicant's email dated 12 June 2015 and forwarded to the EHO for his comments).

50. **Noise assessment.** In order that we can make a more reasoned assessment of the impacts on noise I would recommend the following condition be attached. It would need to demonstrate the plant would not adversely impact residential premises. It would also ensure if the report does identify concerns an appropriate attenuation scheme be added to minimise, or preferably remove, those impacts.

"Before the development/use hereby permitted is commenced, a noise impact assessment of building(s) and associated plant / equipment and a noise insulation scheme to include proposals for noise mitigation as appropriate, in order to minimise the level of noise emanating from the said building(s) and/or plant or equipment shall be submitted to and approved in writing by the local planning authority. The scheme as approved shall be fully implemented before the use hereby permitted is commenced and shall thereafter be maintained in strict accordance with the approved details."

51. Methodology to be used is as per the SCDC SPD Appendix 6 for noise.

52. Similarly, I would recommend a condition requiring a post installation assessment be carried out if permission is given, to ensure the levels predicted are in fact being met in the "real world". Below is an example of a previously used condition.

"The plant/equipment and any associated plant enclosures, hereby approved, shall be installed, operated, maintained and serviced in accordance with the submitted details in the (Name of Acoustic Consultancy) acoustic report entitled '(Report name)', dated (date), and the details of the (attenuation suggested). Prior to the commencement of use, a post installation operational noise performance completion report for plant and equipment shall be submitted to and approved in writing by the Local Planning Authority. Should the attenuation levels detailed in the report referred to above not be met then the details of further attenuation work, as required, shall be submitted to the Local Planning Authority for its approval in writing. The noise attenuation/insulation scheme shall be implemented and thereafter maintained in strict accordance with the approved details. (Reason - In order to minimise noise disturbance for adjoining residents in accordance with the aims of Policies DP/3 and NE/15 of the adopted Local Development Framework 2007.)"

53. An informative should also be applied that where a noise / vibration assessment and or noise insulation scheme is required due regard should be given to current government / industry standards, best practice and guidance and South Cambridgeshire District Council's Supplementary Planning Document - "District Design Guide: High Quality and Sustainable Development in South Cambridgeshire", Adopted March 2010: Chapter 10 - Environmental Health & in particular Appendix 6: Noise"

54. **Air Quality.** This was referred to the Growth Team in H&ES (Kenny Abere) to assess. In his absence I do not see why an assessment is required on arable land unless it was to ensure 360° acceptability to account for changes in wind direction that could affect odour dispersion.

55. **Odour.** I have concerns over the loading/unloading and storage of the filling material and digestate in the open air. I would recommend a condition be attached to require



this is carried out in an enclosed/contained manner/space to prevent unnecessary odour release into the environment.

56. The applicant has made reference to odours being dealt with by the Environment Agency. This will only be true if the plant is regulated by the EA, If the plant is exempted from their regulatory regime, odours will be dealt with by South Cambridgeshire District Council.
57. Additionally, depending upon the exact specification of the CHP including the rate of fuel consumption the plant may need to hold a permit under the Environmental Permitting (England and Wales) Regulations 2010 (as amended) as a Small Waste Incineration Plant (SWIP).
58. **Landscape Officer.** Has no objections now that the whole development has been moved closer towards the road, thus allowing more landscaping features to be incorporated into the site.

### **Representations**

59. **Cllr Hart (Local Member)** - I have found it hard to reach a decision concerning this application: as the planning department will know, many of my residents in both Meldreth and Shepreth (the majority from the latter) have felt strongly enough to have written to the council and there have been many more objections raised in such correspondence than those writing in in support. People are concerned at the possible effect this development will have on both villages and it has been hard to gauge what a "worse case scenario" might be if the environmental data in support of the application proves incorrect.
60. We are asked to determine this application on material planning grounds and if I restrict myself to those which fall within my remit as district councillor I find I am unable to put together a reasoned argument against this application. Local, strategic and national planning policies support the setting up of new businesses with the economic and employment benefits they bring to the locality in question. I welcome a new business bringing diversification to local agriculture and horticulture and I welcome a progressive use of sustainable energies to support the business.
61. There are no loss of sunlight, nor overlooking nor loss of privacy issues here. If there is a loss of outlook it is to swap a scrubby unused piece of land littered with debris for an admittedly developed site but one that is to be sympathetically screened. The view will change, but not necessarily for the worse, although I appreciate that this is a subjective opinion. I place myself in the capable hands of the statutory consultees in determining whether there will be adverse environmental impact and they have deemed the development not to pose a risk.
62. The applicant has, working with the council, addressed the layout and density of the design of the development, together landscaping issues such that I believe the site will be low impact and sympathetic to its surroundings.
63. This leaves highways issues, smells or fumes and noise or disturbance: these can I believe be successfully dealt with through planning conditions. I believe my county councillor colleague, Susan van de Ven will address the issue of highways in more detail, but suffice it to say that if we are to effect modal change in the way people travel, we have a duty to provide safe and accessible means for people to walk and cycle, instead of needing to get in their car or other motor vehicles.

64. Much of the correspondence sent to the planning department which I have had the fortune to be copied into has been well reasoned, addressing all of the issues above, and in some cases drawing different conclusions from mine. I do not dispute that feelings about this application have run very high, especially in Shepreth within whose village boundaries the site falls. However, I must give more weight to the few houses situated nearby the site than to those situated beyond the railway lines and across the Meldreth village boundary. These are the dwellings undeniably most likely to be affected if this application is passed. There is majority support for the development from the nearest households, provided there is strict observance by the business of planning conditions which they seek to be attached to any permission.
65. It only leaves me to address, for the record, non-material, but nonetheless I believe important considerations. In my view it is unfortunate that the site is situated opposite a Site of Special Scientific Interest. Even though the Environment Agency has approved the application as posing no undue risk, it is nevertheless inevitably the case that if there is a contamination of the land or the water supply, its potential effect on the L Moor could be grave.
66. There does not seem to be a planning consideration which allows me to ask the planning department to take into consideration cumulative impact. Development has begun for 220 new houses in Barrington and appeals have been or are likely to be lodged for 95 houses in Foxton and 199 houses in Melbourn. Inevitably these, if they are all passed, will put a great deal more traffic on our local roads, and while I am sanguine about the relatively low traffic movements generated by this proposed development, they do need to be considered together with the likely increase in traffic movements locally. This goes to the need for modal change and encouragement to people to choose other methods than the car to travel locally.
67. **County Councillor Susan van de Ven (Cambridgeshire County Councillor)** - "I declare an interest in this application given that I live along the proposed traffic route.
68. I have received numerous representations from local residents of Meldreth and Shepreth, attended public meetings, and spoken to nearest neighbours. My comments are confined to the County Council's remit.
69. (i) I support the principle of new small business and new employment opportunities in our villages.  
(ii) I welcome efforts outlined in this application to provide on-site sustainable energy.  
(iii) I support local production of food that will have a local market.  
(iv) In my view there are unavoidable problems related to traffic and the unfortunate site of the proposed development, elaborated below and revolving around a) unsafe conditions for non-motorized users (NMUs) accessing the site and b) the introduction of new traffic including HGVs in this environment. Please note that in conjunction with these concerns, a survey of pedestrians and cyclists has been carried out and is attached.
70. The Cambridge and South Cambs Transport Strategy strongly encourage non-vehicle use for short distances in local areas, given concerns about growing congestion on roads. The less safe a route is perceived to be, the more often people will choose to drive, and the problematic culture of vehicle use for short distances multiplies.
71. The applicant argues that the location of the proposed development is desirable because it sits near Shepreth Station. However, a complete journey to work by sustainable transport lacks a safe route on the final stretch of Meldreth Road. From Shepreth, present conditions require pedestrians to walk on an unlit agricultural verge

punctuated by drainage slits. From Meldreth, present conditions include significant stretches with no pedestrian refuge whatsoever.

72. Cemex and their predecessors at Barrington Cement Plant operated their vehicle traffic according to a route agreed with the Barrington Liaison Group that protected the safety of NMUs and on this basis did not use Meldreth Road at all. Other key problematic stretches within Meldreth that benefitted from that arrangement were College Farm bend and the narrow pinch point at Stone Lane.
73. Shepreth Parish Council has in the past applied for Minor Highways Improvement funding to create an off-road pedestrian route alongside Meldreth Road but available funding was never intended for more than genuinely minor items and therefore the parish council's applications were unsuccessful.
74. The prospect of City Deal funding for the A10 corridor might have addressed this stretch as a key pedestrian/cycle link between villages, but the A10 corridor scheme was not successful in this round. Meldreth and Shepreth Parish Councils are currently preparing a joint application to lower the speed limit between the villages, as one measure to improve safety conditions for NMUs.
75. In summary, while Meldreth Road may hold plenty of spare traffic capacity, the siting of the proposed development on the bend in the stretch of road between Meldreth and Shepreth that has for so many years been the subject of safety concerns is undesirable. Should the application be approved, there should be a condition requiring the creation of an off-road path for NMUs.
76. Traffic beyond Meldreth Road: The revised application proposes to route all traffic through Meldreth, taking HGV traffic out via the Station Road bridge to the A10 or to Fenny Lane and the Whitecroft Rd junction with Kneesworth and Whaddon. Over the past few years, Meldreth Parish Council and I have worked together to discourage HGV traffic on Station Rd and Whitecroft Rd, and with the support of Cambridgeshire County Council, advisory HGV signage has now been erected on the A1198 directing drivers to the A505 so as to avoid the villages of Meldreth and Whaddon.
77. Should any options for routing traffic through Shepreth be revisited, I cannot see where this would be satisfactorily achieved: the Frog End junction is a prominent accident cluster site costing the County Council annual revenue for free bus travel for Shepreth students needing to cross the A10 to Melbourn Village College. Shepreth Mill Bridge is unsuitable for HGVs.”
78. There were 135 responses to the initial consultation exercise in Jan/Feb 2015. These were from residents in Shepreth and Meldreth as well as a number of objectors who did not provide an address.
79. Six letters were in support of the application for the following reasons:
  - employment generation
  - energy efficient agriculture
  - clear up untidy site
  - producing food/saving food miles
  - support as long input materials are limited to plant waste and equine/bovine manure, landscaping scheme is carried out in full and noise mitigation is in place at start
80. The others were objections to the application and, in summary, were as follows:

- dangerous site entrance
- dangerous route with no cycle/foot path
- route for delivery lorries is not suitable; particularly concerns raised re use of Mettle Hill/Chestnut Lane and onto the A1198
- accident spots on A-Road connections
- increase in traffic journeys
- damage to roads from heavy vehicles
- site is poorly served by public transport
- smell from farm yard manure and digestate materials
- noise from the CHP, shredders and vehicles
- an adequate noise assessment has been submitted
- would spoil the separation of Shepreth from Meldreth
- visual impact. Out of character with its surroundings. The proposed landscaping would not conceal the buildings
- residential cabin would erode the countryside (this element has since been removed)
- light pollution and an adverse impact on living environment and wildlife
- air pollution. Unacceptable odours and smells.
- hazardous nature of gas storage
- inadequate assessment of flood risk
- risk of pollution of groundwater
- run off should not be into ditches around the site
- the proposed use may pollute the ground
- there may be asbestos on site
- impact on SSSI L Moor
- ecological surveys are inadequate
- archaeological assessment is inadequate
- borehole would affect wetland at the SSSI
- adverse impact on quiet enjoyment of the SSSI
- explosions from the AD plant
- industrialisation of the area
- too close to dwellings
- devalue property
- adverse impact on wider village

81. In his former capacity as local MP, **Andrew Lansley CBE** raised concerns relating to traffic safety, visual impact and lighting. He asked that the application be considered by the Council's Planning Committee.

82. A number of further responses have been received to the amended proposals. These have not raised any new issues.

### **Planning Comments**

83. The main planning considerations in this case are considered to be:

- The principle of development
- Traffic generation and the impact on highway safety and the local road network
- The impact on residential amenity, particularly with regard to noise and odours
- Impact on the countryside and visual amenity
- Impact on biodiversity and the nearby SSSI
- Drainage, pollution and contamination

## **Principle of development**

84. The application site is outside the Village Development Frameworks of both Shepreth and Meldreth. Policy DP/7 states that outside of village frameworks, only development for agriculture, horticulture and other uses which need to be located in the countryside will be permitted. While the proposal is considered by some to be an industrial use of the land, officers consider that in principle the proposed development comprises a mainly agricultural use. The main part of the development comprises the glasshouse and this is supported by the anaerobic Digester plant and a supplementary Biomass Boiler. The overall use is, in principle, in accordance with Policy DP/7.
85. Policy NE/2 also states that the Council will support proposals to generate energy from renewable sources subject to the end users being identified and provision for removal of the facilities should they cease to operate.
86. The proposal includes generating energy for the site's own consumption from bio fuels. The technologies involved would be two-fold: a bio-mass burner principally to heat the glasshouse and an anaerobic digester to generate methane for burning in a combined heat and power unit and provide light and electric power for the glasshouse. Whilst both energy sources would not be carbon free they would recycle green waste, which would otherwise be landfill or composted. The end user of the energy is clearly identified as being on the site and, subject to a condition requiring their removal in the event of the glasshouse ceasing to operate, the proposal is acceptable in terms of Policy NE/2.

## **Highway safety**

87. There have been ongoing discussions between the applicant and the local highway authority, as well as between local members and the local highway authority.
88. The local highway authority has confirmed it no longer has any technical objection. Its proposed conditions are all considered to meet the relevant tests for conditions in NPPG and should be applied in the event the application is approved. The application site would be served by a new access with appropriate visibility splays and provide parking and turning spaces for staff and delivery/vehicles. This is considered to be a sufficient provision of on-site parking and the proposal is therefore considered acceptable in terms of the access, parking and turning facilities provided.
89. Cllr van de Ven has coordinated a group of volunteers drawn from Meldreth Speedwatch and Shepreth Parish Council, and including the District Councillor and herself to provide data on the number of pedestrians and cyclists travelling past the site. This is fairly limited in its extent, and while the local highway authority has remarked that the data provided has been very useful, it advises it would struggle to request the installation of a footway/cycleway link to either Shepreth or Meldreth.
90. The view of the local highway authority is that the potential conflict between pedestrians or cyclists as a result of this development will be very minimal given the level of pedestrian and cycle usage at present from the data presented. The applicants own data states that the site will produce 20 HGV movements over a 12 hour period which equates to 1.6 HGV per hour.
91. In the circumstances, and despite the real concerns of many of the objectors, it is difficult to justify the requirement for a footway/cycleway link to either nearby village.

92. The Transport Assessment Team has considered the wider and more strategic implications of the development. Members will note that it too supports the application and that the daily number of HGV movements is acceptable subject to a restrictive condition, which includes monitoring. The enforceability of such a condition can prove difficult, but such conditions have been used before. The suggested condition is considered acceptable.
93. A HGV routing plan which outlines what routes the HGVs shall take to the site and which routes HGVs are restricted from using is also required to minimise the impact of large vehicles travelling through nearby villages. Details have been provided along with a draft Unilateral Undertaking to enforce this. The proposed route is for all HGV vehicles to approach the site from the south via Meldreth and to exit the site by turning right and again passing through Meldreth. Thus no HGVs would need to travel through Shepreth.
94. Both Meldreth and Bassingbourn-cum-Kneesworth parish councils are concerned about the level of traffic through their villages. A further letter solely in respect of the routing plan has been received from Meldreth Parish Council and is reproduced as appendix 1 to this report. Nonetheless, the route has been chosen to minimise the impact on the surrounding road network. In addition, the bridge in Shepreth is a grade 2 listed single span gault brick arch dating from circa 1800 with stone copings. The existing 7.5 tonne weight limit is in place to preserve the fabric of this historic bridge because the carriageway is narrow with limited visibility and the bridge has no separate footways. Allowing larger vehicles to regularly use this bridge would increase the likelihood of damage to the parapets and spandrel walls that may cause expensive repairs.
95. The local highway authority has been provided with a copy of the Parish Council's objection and any comments will be reported at the meeting. However, the proposed routing plan has the support of the local highway authority who consider this is the preferred route from a road safety point of view. There is no evidence to suggest that the increased level of HGV traffic is likely to cause damage to other local roads.
96. It is accepted that the site is poorly served by public transport and that the use will lead to additional car journeys. 12 full-time people are to be employed. Given the nature of the proposed use these are not considered to be compelling reasons why what is otherwise an appropriate countryside use should be resisted. The local highway authority has not sought any additional conditions/restrictions including speed-reducing measures. It also considers that the cumulative impact arising from the redevelopment of the Cemex site will have very little interaction with traffic associated with the AD plant.
97. In the circumstances, officers consider the proposal would not have an unacceptable adverse impact on highway safety subject to agreement of the proposed unilateral undertaking (the precise wording of which is yet to be agreed) and the safeguarding conditions set out at the end of this report.

#### **Residential Amenity**

98. The main considerations under this heading include noise, odour and air quality.
99. **Noise** – Policies DP/3 and NE/15 state that planning permission will not be granted for development which would have an unacceptable adverse impact on the indoor and outdoor acoustic environment of existing development. Appendix 6 (Section 7) of the District Design guide (2010) requires development not to increase the background

noise levels for sensitive uses such as housing by more than 3dB over an hour or 5dB for 5 minutes. The proposed development would give rise to noise from both traffic generation and from the CHP unit.

100. The nearest residential property is some 240m away to the west with the main built-up parts of Meldreth and Shepreth further away. The EHO has considered the noise statement submitted with the application. While there is no objection in principle, a noise impact assessment of building(s) and associated plant/equipment and a noise insulation scheme to include proposals for noise mitigation as appropriate is required. In addition, a condition requiring a post installation assessment should be carried out if permission is given, to ensure the levels predicted are in fact being met. As a matter of fact and degree, the level of traffic noise is unlikely to materially worsen the enjoyment of any residential properties.
101. The suggested conditions and informative at paragraphs 47 - 50 are recommended in the event the application is approved.
102. **Odour** – Policies DP/3 and NE/16 state that planning permission will not be granted for development that would have an adverse impact from odour and that development should be appropriately located to avoid detriment to local amenity. An Odour Assessment was submitted with the application. The two potential sources of odour from the proposed development are the storage of Farmyard manure (FYM) and storage of digestate.
103. Both of these would be stored on the site for 24 hours each in every week: the FYM before feeding into the AD and the other after emptying the AD. The odour assessment identified the proposed AD feeds of maize, grass, FYM and green waste which are allowed under T234 without an Environment Agency Permit. The odour assessment considers these feeds to be relatively low odour producers and to not be inappropriate in an agricultural setting. The digestate is also claimed to have a low odour production.
104. The inclusion of food waste (as used at other larger AD plants at Baldock and Tye Green and which has a stronger odour) would require a permit from the Environment Agency (EA). However, this could occur without the need for planning permission so control of the feeds by condition is considered reasonable and necessary in this case. Although the nearest receptors are 230m away they are on the SW of the site. Properties to the NE are further away. However, the wind direction does alter as the OA shows and for a considerable %age of the time blows towards either Shepreth or Meldreth villages.
105. The EHO has expressed concerns over the loading/unloading and storage of the filling material and digestate in the open air. He has recommended a condition requiring this to be carried out in an enclosed/contained manner/space to prevent unnecessary odour release into the environment. On this basis, the proposals are found to accord with policies DP/3 and NE/16.
106. **Air Quality** – Policies DP/3 and NE/16 also require assessments to be done to control the impact on local air quality to meet national objectives and that development proposals should seek to minimise any emissions, control risks and prevent any detriment to local amenity. An Air Quality Assessment was submitted with the application. The study identified two potential polluting sources in the proposed development: the flue from the CHP and the flue from the Biomass Boiler. These would emit nitrates, nitrogen dioxide, sulphur and lead. The impacts of the proposed development on the air quality at the nearest sensitive receptors

(neighbouring dwellings) and the L Moor SSSI were assessed and found to meet current Environment Quality Standards, which include Air Quality Objectives set by DEFRA in 2007 in line with European Directives and the Environment Act of 1995.

107. An assessment of the impact on arable crops in adjacent fields was not done, although the EHO has found no cogent reason to consider this essential.

### **Countryside and Visual Amenity**

108. The proposal is for agricultural buildings, which are not, by definition, inappropriate in a rural context. Nonetheless, the glasshouse is of substantial size and bulk being 9m high at the ridge. The other buildings and structures will collectively add to the physical presence of development on the site. The buildings will be set back well into the site, but will clearly have a material impact on the visual amenity of the surrounding area. Given the design of the proposal and the configuration of the land around the site the buildings would be visually prominent unless properly screened.
109. Following concerns from officers, the site layout was amended and a revised, detailed landscaping scheme submitted. Members will see from the proposed site visit that the site is already reasonably well screened along its boundaries and is otherwise a featureless plot of land. The proposed landscaping scheme reflects the advice of the Council's Landscape Officer and will provide a wildflower meadow at the front of the site and enhance existing hedgerow planting. While it will not hide the development, it will assist in assimilating the development into the wider area and provide a good level of visual screening from the public domain along Meldreth Road in both directions and from Barrington Road to the North East. It will also provide sufficient openness in wider landscape views from the countryside.
110. The glasshouse would be lit by LED lights for most of the day and would incorporate directed lights and blackout blinds to prevent light spillage. There would also be a need for external lighting in an area that is generally unlit. The applicant's lighting assessment recognises the need to minimise light spillage to adjoining properties and it is intended that most external lighting will be turned off outside of normal working hours. A preliminary general external lighting layout has been prepared and in the absence of fully detailed proposal, a condition is required seeking approval of a full lighting scheme.
111. The proposed development is thus considered acceptable in terms of its impact on the rural character of the countryside and the visual amenity of the area. This impact should be further protected through the removal of permitted development rights for change of use of agricultural buildings. On this basis, the proposed development is considered to be acceptable in terms of the impact on the countryside and the visual amenity of the area.

### **Biodiversity**

112. Concerns have been expressed by consultees about the potential impact of the proposed development on both the L Moor SSSI and the application site itself.
113. The SSSI covers 5Ha on the south side of Meldreth Road opposite the application site. There is a public footpath through part of the site. The habitats are grassland communities on calcareous alluvium, which are scarce in Cambridgeshire and rare in England. It contains dry areas supporting calcicole herbs, damp grassland supporting wet-loving herbs and a chalk stream with aquatic herbs. Invertebrates, scrub and adjacent hedgerows and trees are also present. Cambridgeshire Wildlife



Trust and Natural England are satisfied that the proposed development (including the borehole and storage of farmyard manure) would not damage or destroy the features for which the site has been noted provided it is implemented in accordance with the submitted details and meets the requirements of the Environment Agency.

114. Natural England has no objection in principle while the Cambridgeshire Wildlife Trust recommends further surveys for reptile habitat in the Spring. A Biodiversity Statement was submitted with the application in respect of the site itself. This recommended a Phase II Survey for reptiles and the inclusion of a wildlife corridor along the existing hedgerows. The amended layout retains the hedgerows and introduces tree and hedge planting along the south west boundary, which is currently open.
115. The inclusion and effective management of a wildflower meadow at the front of the site and properly controlled external lighting will help provide an improved habitat for numerous species. If the various recommendations of the Biodiversity Statement are followed, the aims and objectives are policy NE/6 will be met. This can be controlled by way of a suitably worded condition.

### **Drainage, Pollution and Contamination**

116. The past uses of the site appear to have been miscellaneous agriculture and associated activities. The Council's Scientific Officer has recommended that a contamination investigation be undertaken on the site and an investigation report and remediation methodology be produced prior to any development being carried out. On that basis, the risk from contamination of the land is considered to be acceptably mitigated.
117. The groundwater resource in this part of Cambridgeshire is an important strategic resource and critical to the public water supply. It is also significant importance to the L Moor SSSI on the south side of Meldreth Road. It is vulnerable to any development which could pollute it or prevent it from re-charging. The proposal includes measures for collecting and harvesting rainwater and for a borehole on the site. The extraction of water without a permit is limited by the Environment Agency, which is satisfied in principle subject to conditions requiring a sustainable surface water drainage scheme (which will also aid biodiversity interests) and an assessment of the hydrological and hydro-geological context of the development. Further details of the design of the silage clamp, the underground dirty water storage tank and domestic sewage discharges are also required.

### **Other Matters**

118. The application has been screened and is not considered to amount to EIA development.
119. The County Archaeology Officer has commented that the area has high archaeological potential and the surrounding area has Bronze Age and Medieval remains. The Archaeology Officer has therefore requested a condition requiring archaeological investigation prior to any development on the site.

### **Conclusion**

120. Paragraph 14 of the NPPF explains that the presumption in favour of sustainable development means granting permission unless any adverse impacts would significantly and demonstrably outweigh the benefits, or policies in the NPPF indicate that development should be resisted.

121. There are number of development plan policies that support the proposal which will deliver a number of economic, social and environmental benefits. This will only be possible if a range of conditions are agreed and properly discharged before development proceeds. Notwithstanding the objections received, officers have not been able to identify sufficient harm that would significantly and demonstrably outweigh the benefits. Planning permission should therefore be granted.

### **Recommendation**

122. Approval subject to:

### **S106 requirements**

HGV Routing agreement (wording of agreement to be finalised)

### **Conditions**

- (a) Time limit (SC1)
- (b) Approved plans (SC95)
- (c) Materials (SC13)
- (d) Landscape implementation (SC6)
- (e) Surface Water drainage scheme (SuDS) and hydrological/hydrogeological assessment (as requested by EA)
- (f) Foul water drainage, and pollution prevention measures to protect SSSI (EA)
- (g) Contamination remediation (EA)
- (h) Surface water disposal and Infiltraton (EA)
- (i) Parking, turning, loading (SC15)
- (i) Access width
- (j) Access drainage and construction
- (k) Use of 10m radii kerbs
- (l) Closure of existing access on or before first use of new access
- (m) Visibility splays – drawing DP1 (SC21)
- (n) Construction/traffic management plan (SC92)
- (o) No more than a maximum of 20 2-way HGV movements shall enter and leave the site in any one day (07.00 - 19.00) except for two days each year where no more than 140 2-way HGV movements shall enter and leave the site in any one day. A daily record of all vehicle movements, including details of all internal and external road movements, shall be maintained by the site and made available within one week of a written request
- (p) Details of the installation, operation and maintenance of plant/equipment and a post installation operational noise performance completion report
- (q) Enclosure for the loading/unloading and storage of the open air filling material and digestate.
- (r) Removal of AD plant in the event the glasshouse is no longer required
- (s) Archaeological investigation (SC72)
- (t) Scheme for lighting (SC58)
- (u) Noise impact assessment of building(s) and associated plant / equipment and a noise insulation scheme
- (v) Working hours for use of power operated machinery during construction (SC40)
- (w) Removal of change of use Permitted Development Rights from the site (SC48)
- (x) Biodiversity measures as per recommendations in Biodiversity Statement to include phase II survey for reptiles and invertebrates

- (xi) Wildflower meadow and hedgerow ecological management plan
- (xii) Tree/hedge protection (SC8)

**Informatives (to include)**

- (a) EA Waste issues (Anaerobic digester)
- (b) EA AD Plant, silage Clamp, Underground Silage Effluent Tank, silage effluent, domestic sewage discharges
- (c) Noise impact methodology
- (d) Noise / vibration assessment and or noise insulation scheme - regard should be given to current government / industry standards, best practice and guidance

**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 Ref: S/2944/14/FL

**Report Author:** John Koch – Team Leader (West)  
Telephone: (01954) 713268

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## MELDRETH PARISH COUNCIL

Clerk: Mrs Judy Damant

Parish Office, Meldreth Sheltered Scheme, Elin Way, Meldreth, Royston, Herts, SG8 6LT  
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20<sup>th</sup> July 2015

Ref: 4.19.3

Mr J Koch  
SCDC  
Planning Department  
South Cambridgeshire Hall  
Cambourne  
Cambridgeshire  
CB23 6EA

email: [john.koch@scambs.gov.uk](mailto:john.koch@scambs.gov.uk)

Dear John

**Re: Meldreth Parish Council's Further Comments on Planning Application for Fillcup Field, Land to the north of Meldreth Road, Shepreth by Nethy AD Ltd S/2944/14/FL**

We have studied the map showing the proposed two routes, put forward by the applicant's consultant, for feed materials for the bio-digester and the bio-mass boiler and for the waste from the processes on site.

We note with concern that both routes go through Meldreth and that the CCC accident statistics show a total of 15 recent accidents on these routes. Both routes enter Meldreth at North End.

Route 1 turns at the village stocks into Fenny Lane and over the crossroads and via Kneesworth Road and Mettle Hill to Chestnut Lane to join the A1198 at Kneesworth. Route 2 follows the same route to the Fenny Lane crossroads where it turns left onto Whitecroft Road, then right at the busy station junction over the narrow railway bridge to the A10. We understand from the company representative, Mr Tom Naylor, that there will be 6 to 7 HCV movements each way from the site per day.

Both the routes proposed have to negotiate bends in Meldreth Road, Shepreth where the road sides are overgrown and CCC Highways have refused to cut back vegetation on the road edge to improve sight lines.

In Meldreth, both routes cover the narrow bends at College Farm and the Church to the Fenny Lane crossroads where there have been numerous accidents (Accidents 6, 7, 8, 9 & 10) although not all are reported.

**Route 1** goes over Mettle Hill to join the A1198 in Kneesworth (Accidents 11, 12, 13, 14 & 15) where there are already congestion and accidents at the roundabouts at this junction.

Pg 1 of 2

**Route 2** makes a difficult left turn on Whitecroft Road, particularly if a trailer is used as has been suggested by the applicant, then joins Station Road at a busy junction with the High Street and the station entrance continuing over the railway bridge (narrow with narrow footway and danger to pedestrians from overhanging rear view mirrors). Station Road is the busiest road in Meldreth with over 400 vehicle movements/hour at peak times (Accidents 1, 2, 3, 4 & 5).

We understand why access through Shepreth to the A10 is not proposed. However a **left** turn onto the A10 North at Frog End would be less hazardous than the proposed **right** turn onto A10 North at Station Road, Meldreth. We have asked the applicant if another route via Shepreth/Barrington/Orwell to the A603 had been considered. Mr Naylor's reply was that his consultant had only suggested the two routes through Meldreth that are proposed.

We are concerned that the size of the lorries to be used has not been finalised so the impact on the narrow bends and junctions cannot be fully assessed. We understand a HCV with a trailer is still an option and this would be a problem turning onto Whitecroft Road, A10 and A1198. We are also concerned that more than one vehicle could be used at busy times allowing vehicles to and from the site to meet at the narrow bends. Mr Naylor says that the company will only use one HCV but that is not clear on the application.

### **Recommendation**

If SCDC are minded to approve this application we ask for conditions:

- to use entirely different routes for vehicle entering and leaving the site to avoid the possibility of vehicles having to meet on narrow bends and junctions
- for all vehicle movements to be made outside rush hours but not before 0700 or after 1900 hours.

Yours faithfully

Judy Damant  
Clerk



**FOR INTERNAL USE ONLY**

Scale - 1:2500

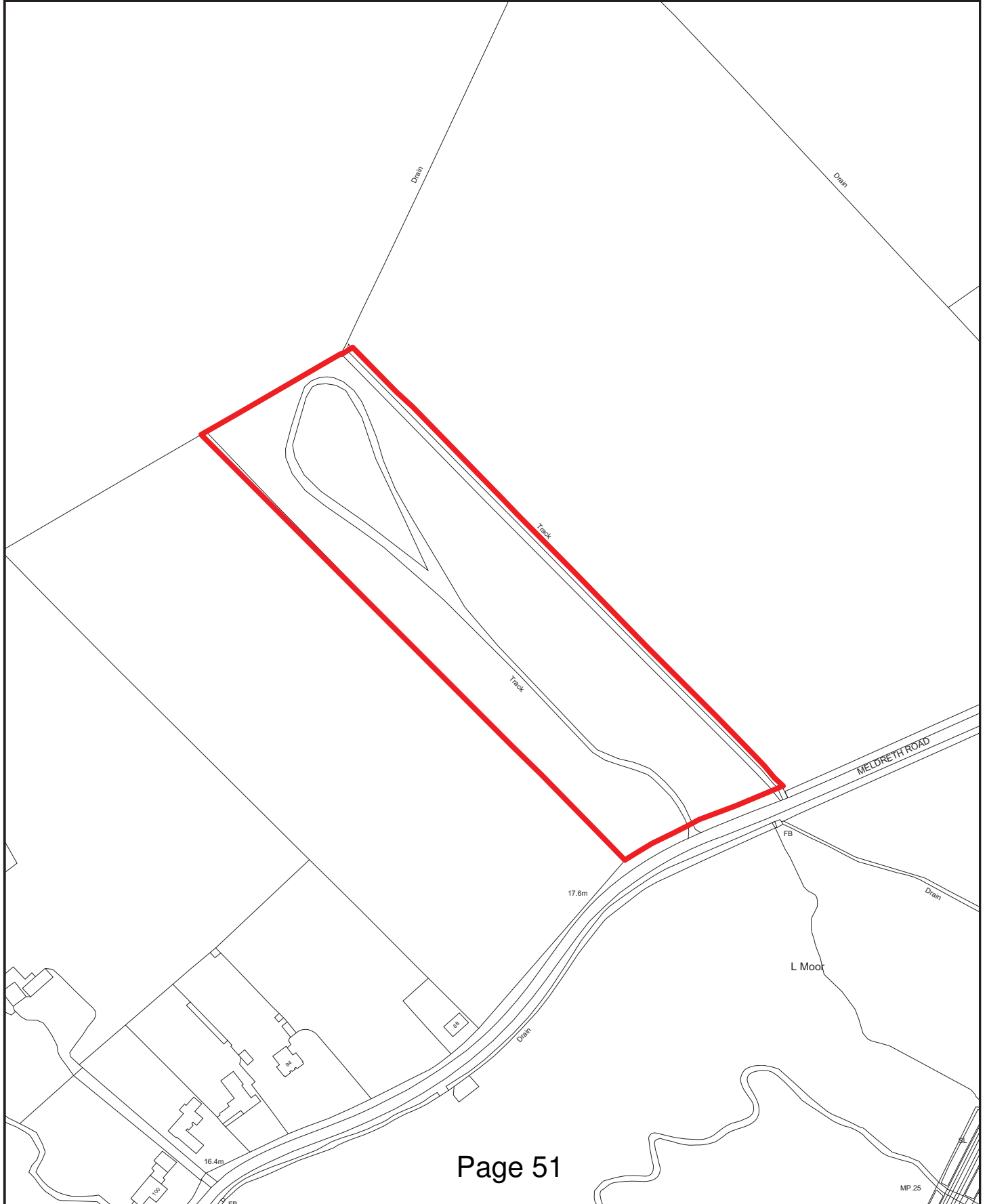
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Date of plot: 23/07/2015



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Cambridgeshire  
District Council**

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# Agenda Item 6

## SOUTH CAMBRIDGESHIRE DISTRICT COUNCIL

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**REPORT TO:** Planning Committee

5 August 2015

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

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<b>Application Number:</b>	S/1170/15/FL
<b>Parish(es):</b>	Cambourne
<b>Proposal:</b>	Replacement of Mobile Home with a pair of semi-detached dwellings (re-submission)
<b>Site address:</b>	6 Garstones, Cambourne, CB23 5HZ
<b>Applicant(s):</b>	Mr Thomas Pateman
<b>Recommendation:</b>	Approval
<b>Key material considerations:</b>	Principle of development Residential amenity Character of the surrounding area Highway safety and parking
<b>Committee Site Visit:</b>	No
<b>Departure Application:</b>	Yes
<b>Presenting Officer:</b>	Rebecca Ward
<b>Application brought to Committee because:</b>	The recommendation of Cambourne Parish Council conflicts with the Officer's recommendation of approval.
<b>Date by which decision due:</b>	2 July 2015

### Planning History

1. S/6321/05/FL –Removal of existing mobile homes and retention of stationing of replacement residential mobile home, oil tank and storage shed on reduced site area. Approved 18<sup>th</sup> July 2006.
2. PRE/0458/12 – Dwelling to replace mobile home – One single-storey dwelling could be supported
3. S/2045/14/FL – Replacement of mobile home for a pair of semi-detached dwellings – Refused due to lack of amenity space.

## **Planning Policies**

4. **National**  
National Planning Policy Framework (NPPF)  
National Planning Policy Guidance (NPPG)
5. **Local Development Core Strategy 2007:**  
ST/4 Rural Centres
6. **South Cambridgeshire LDF Development Control Policies DPD, 2007:**  
DP/1 Sustainable Development  
DP/2 Design of New Development  
DP/3 Design Criteria  
DP/4 Infrastructure and New Developments  
DP/7 Development Frameworks  
HG/7 Replacement Dwellings in the Countryside  
SF/10 Outdoor Playspace, Informal Open Space and New Developments  
SF/11 Outdoor Space Standards  
NE/1 Energy Efficiency  
NE/6 Biodiversity  
NE/15 Noise and Pollution  
TR/2 Car and Cycle Parking Standards
7. **South Cambridgeshire LDF Supplementary Planning Documents (SPD):**  
Trees and Development Sites SPD – adopted 2009  
District Design Guide SPD – adopted 2010
8. **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  
HQ/1 Design Principles  
NH/4 Biodiversity  
H/7 Housing Density  
H/11 Residential space standards for market housing  
TI/2 Planning for sustainable travel  
TI/3 Parking provision  
SC/7 Outdoor play space, informal open space and new development  
SC/8 Open space standards

## **Consultations**

9. **Cambourne Parish Council** – object to the proposal for the following reasons: It was noted that the planning committee recommended the original application for approval but that South Cambridgeshire District Council had refused the application on the lack of garden amenity. Concerns were raised regarding the lack of details on the vehicular access and parking provision. Parking should only be within the curtilage and no parking should take place on the road or access so as not to impede access to the Trailer Park. It was also noted that the footprint of the building on the block plan was incorrect and it was not showing the correct size building on the drawing of the proposed buildings. Concerns were raised that a single dwelling should not be replaced by two dwellings on such a constrained site.

10. **Highway Authority** – no objection subject to conditions relating to the management of traffic and the storage of materials during the construction process.

### **Representations**

11. No objections received

### **Site and Proposal**

12. The proposal seeks full planning permission to replace a mobile home with a pair of 2 bedroom semi-detached dwellings. The proposal includes the formation of two vehicular access points. The application has been amended as the dimensions of the size of the private garden amenity areas were not stipulated on the plans. The elevation/floor plans (5158-PL01b) were also amended on the 7 July 2015 as they did not accord with the submitted block plan (5158-Site).
13. The proposed dwellings will be one and a half storeys and are to be constructed using brick and tiles to match the adjacent properties.
14. The site is located outside but adjacent the designated village framework of Cambourne. The framework boundary runs across the front of the site. The site is on the edge of the existing village, adjacent the Trailer Park.

### **Planning Comments**

15. The main issue to consider in this instance is whether the development represents sustainable development with regard to its potential impact upon residential and visual amenity, design scale and layout and impact on highway safety.

#### *Principle of Development*

16. The site is located outside, but immediately adjacent to the designated village framework of Cambourne. For this reason the proposal conflicts with the principle of local plan policies ST/4 of the Core Strategy and DP/1 and DP/7 of the Development Control Policies
17. However Paragraphs 47 and 49 of the National Planning Policy Framework state that where a planning authority does not have an up to date five year housing supply, the relevant local policies for the supply of housing should not be considered up-to-date and that housing applications should be considered in the context of the presumption in favour of sustainable development. The Council does not currently have an up to date 5 year housing supply and therefore the above mentioned policies are considered out of date and the proposal should be assessed against the policies contained within the NPPF.
18. In terms of the economic role and social role, it is acknowledged that the proposed dwellings would have a positive economic and a good degree of social benefit. The site is adjacent the village framework for Cambourne which is identified as a Rural Centre and therefore is in a sustainable location with good access to services and facilities. It is considered the proposal satisfies the economic and social role.
19. In terms of the environmental role, the site is well related to the existing pattern of development and is immediately adjacent the village framework. Although the existing residential development is on the other side of Garstones the site is brownfield land and not in open countryside. It is adjacent a large Trailer Park and

there are storage buildings to the rear of the site. The replacement of the mobile home with a suitable designed permanent dwelling would visually enhance the character of the area.

*Character of the surrounding area*

20. The proposal is for a pair of semi-detached dwellings of 1½ storeys to be constructed using bricks and tiles to match surrounding development. The scale of the building exceeds the advice given at pre-application stage for just a single dwelling, but with an eaves height of 3.7 metres and a ridge height of 6.5 metres the resulting building is of simple design and still relatively modest in scale and size. The use of dormers is not an alien feature in the street scene locally and overall the form and scale of the building is not considered so harmful as to warrant refusal.
21. The specific materials have not been specified and no details have been provided in respect of the boundary treatment to the front of the proposed properties. Conditions could be imposed requiring such details to be agreed to ensure the development is assimilated well into the street scene.
22. The submitted scheme makes provision for each dwelling to have a rear private garden amenity area. Unit 1 will have a garden area of 54m<sup>2</sup> and unit 2 will have an amenity area of 45m<sup>2</sup>. Officers have checked the dimensions on the submitted plans that have been re-submitted. Paragraphs 6.70 – 6.75 of the adopted Design Guide attaches importance to the need for effective private garden and amenity space. It advocates that two-bedroom residential units should ideally be provided with a private garden space of 40 sq m in urban settings and 50 sq m in rural settings. Both proposed garden areas would meet the requirements of this guidance document. Officers are now satisfied the scheme meet the policy requirements of DP/3 as to remove the original reason for refusing the scheme.
23. There is a sufficient degree of separation between the proposed and existing properties to protect the privacy of the proposed and existing residents.

*Highway safety and parking*

24. The proposal provides for a new access and parking space for each dwelling. Cambourne is recognised as a sustainable location because it has a number of shops and community facilities which are accessible on foot and there are also good public transport services which are described as being of high quality. Policy TR/2 of the South Cambridgeshire Development Control Policies (DCP) (2007) requires the provision of car parking spaces in accordance with the maximum standards, which require an average of 1.5 spaces per dwelling.
25. Policy TR/2 also states that in some locations, such as those with good accessibility to facilities and services and served by high quality public transport the Council will seek to reduce the amount of car parking provided. This indicates that a lower level of parking provision than the maximum standard would be applicable in this case in order to encourage the use of sustainable modes of transport. The good level of accessibility by bicycle and the fact that the dwellings are relatively small in size with only two bedrooms per unit reinforces this point. However this must be balanced against highway safety considerations.
26. The proposals site is accessed via New Hall Lane which is a dual aspect road. Whilst on site it was evident that current occupiers of the houses in the area park on-street without obstructing or interfering with the public highway. The Local Highway

Authority has raised no objection to the proposal subject to conditions requiring a traffic management plan to be agreed in respect of vehicular movements/ deliveries during construction and control of mud and debris on the highway. A condition could be imposed to ensure the proposed parking is maintained in perpetuity could be applied to the decision notice.

27. For the reasons officers consider the proposal would not be prejudicial to highway safety. It would accord with policy TR/2 of the DCP and with policy DP/3.1(c) which requires car parking provision to be kept to a minimum.

#### *S106 Contributions*

28. 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.
29. 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.
30. The Guidance is a material consideration and the benefits of the development are considered to outweigh the need to make suitable arrangements for the provision of infrastructure. No request for such provision is therefore sought.

#### **Conclusion**

31. Paragraph 14 of the NPPF explains that the presumption in favour of sustainable development means granting permission unless any adverse impacts would significantly and demonstrably outweigh the benefits, or policies in the NPPF indicate that development should be resisted.
32. In this instance, the development is considered to be compatible with the local area and acceptable in highway safety terms. On this basis, there are no adverse impacts that would significantly or demonstrably outweigh the benefits of the proposal. Accordingly, the development is recommended for approval.

#### **Recommendation**

33. Approval 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: 5158-Site, 5158-PL01b

(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 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. The boundary treatment shall be completed before 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.)
- e) 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 development within Classes A & 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 providing adequate amenity space in accordance with Policies DP/3 of the adopted Local Development Framework 2007.)
- f) No development shall take place until a traffic management plan has been submitted to and approved in writing by the Local Planning Authority to address the following areas of concern:
- i) Movements and control of muck away from 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 site 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.)
- g) During the period of demolition and construction, no power operated machinery shall be operated on 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.)

## **.Informatives**

- h) The granting of planning permission does not constitute a permission or licence to a developer to carry out any works within, disturbance of, or interference with, the Public Highway, and that a separate permission must be sought from the Highway Authority for such works.

## **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 Core Strategy DPD 2007
- South Cambridgeshire Local Development Framework Development Control Policies DPD 2007
- South Cambridgeshire Local Development Framework Supplementary Planning Documents
- Proposed Local Plan
- National Planning Policy Framework 2012

**Report Author:** Rebecca Ward – Senior Planning Officer  
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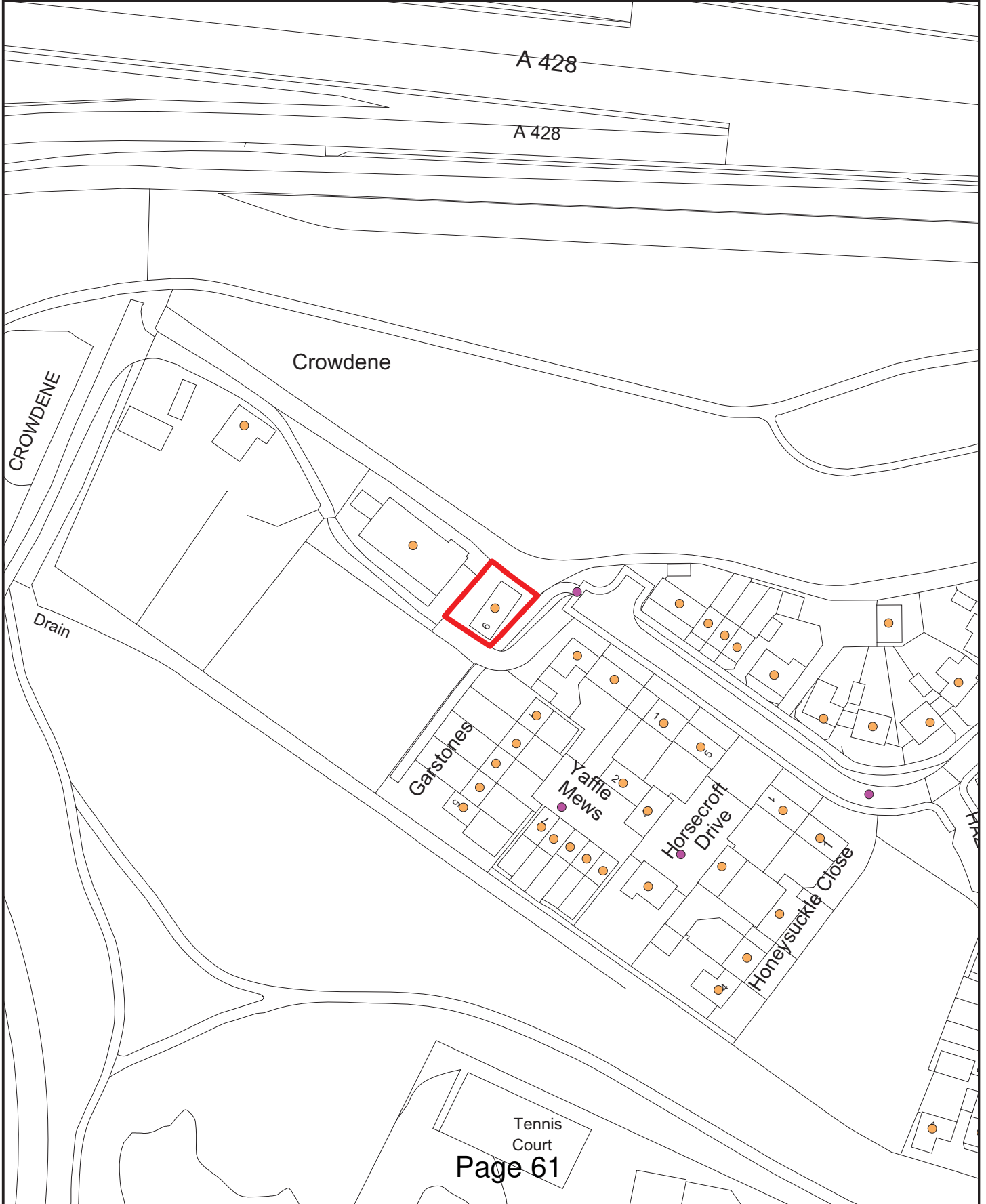
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# Agenda Item 7

## SOUTH CAMBRIDGESHIRE DISTRICT COUNCIL

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**REPORT TO:** Planning Committee

5 August 2015

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

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**Application Number:** S/0844/15/OL

**Parish:** Barton

**Proposal:** Outline Application for the demolition of existing dwelling and construction of three dwellings with access included (all other matters are to be reserved).

**Site address:** 15 Comberton Road, Barton

**Applicant(s):** Mrs M Thwaites

**Recommendation:** Approval

**Key material considerations:** Character and Appearance  
Highway Safety  
Residential amenity  
Trees

**Committee Site Visit:** 4 August 2015

**Departure Application:** No

**Presenting Officer:** Rebecca Ward

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

**Date by which decision due:** 3 July 2015

1. **Planning History**

None of relevance

**Planning Policies**

2. **National Planning Policy Framework (NPPF) 2012**

**South Cambridgeshire Local Development Framework (LDF) Core Strategy, adopted January 2007**

ST/ 6 Group Villages

3. **South Cambridgeshire LDF 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  
DP/7 Village Frameworks  
HG/1 Housing Density  
NE/15 Noise Pollution  
SF/10 Outdoor Playspace, Informal Open Space and New Developments  
SF/11 Open Space Standards

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

District Design Guide SPD – adopted March 2010  
Open Space in New Developments SPD – adopted January 2009  
Landscape in New Developments SPD – adopted March 2010

5. **Proposed Submission Local Plan (July 2013)**

CC/4 Sustainable Design and Construction  
H/7 Housing Density  
H/11 Residential Space Standards  
H/13 Replacement Dwellings in the Countryside  
HQ/1 Design Principles  
S/3 Presumption in Favour of Sustainable Development  
S/7 Development Frameworks  
S/6 Group Village  
SC/7 Outdoor Playspace, Informal Open Space, and New Developments  
SC/8 Open Space Standards  
TI/2 Planning for Sustainable Travel

**Consultations**

6. **Parish Council** – Recommends refusal for the following reasons:

- The proposed building of three houses would represent overdevelopment of the site and intrude on the green and relatively open nature of that part of the village.
- The access to the proposed houses, shared with three existing properties, would be narrow and curved and only allow one vehicle at a time, offering a poor view of an approaching vehicle.
- The Parish Council is very reluctant to agree to an outline application, which in itself shows no precise detail of the size, location, and especially design of the proposed houses.
- We also know that the owners of two neighbouring properties have submitted objections directly to the council.

7. **Local Highways Authority** – No objections raised to the scheme. Pre-application advice was sought from Local Highways Authority prior to the determination of the application. The LHA visited the site before making comments. The following conditions should be added to any planning permission:- Visibility splays and Traffic Management Plan

8. **County Council Archology Team** – No objections raised in principle but a condition requiring a programme of archaeological investigation should be undertaken prior to the commencement of development. Records have indicated that the site lies in an area of high archaeological potential located in close proximity to St Peters Church and the medieval settlement that once extended along Comberton Road to the west of the church and the moated university farm.
9. **Trees Officer** – No comments received

### **Representations**

10. Owner/Occupier of 13a, 15a, 15b, 17, and 25 – Object to the proposal on the following grounds:

Highway Safety – Increase in vehicle movements, visibility of oncoming traffic on the bend, unsuitable for construction traffic, obstruction of access to No.13 and No.13a, insufficient on-site parking.

Character and Appearance – Removal of trees will downgrade the area, increased density that will not be in character, cramped form of development.

Amenity Concerns – Overlooking

Other Matters – Concerns with the red line and boundary/ownership issues, lack of information in regards to tree species.

### **Site and Proposal**

11. No.15 Comberton Road, Barton is a detached 1930s dwelling which set in a plot of 0.22ha. The site lies within the village development framework of Barton but is not within the Conservation Area. The site contains a number of established trees, none of which have Tree Preservation Orders. The rear boundary of the site abuts the Cambridge Green Belt.
12. This outline application, as amended by drawings received on 24 June 2015, relates to the erection of three detached two-storey dwellings and the associated access. The layout, design, scales and landscaping is to be considered by a Reserved Matters application.
13. The existing dwelling on the site is to be demolished and the indicative block plan demonstrates how the dwellings and associated garages could laid out.
14. The dwelling will be served by the existing private access driveway, which will be shared with four other properties.

### **Planning Comments**

15. The key issues in this case are the principle of development, impact on the character of the area, residential amenity and highway safety.

### *Principle of Development*

16. 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 Barton as a 'Group Village' where the construction of new residential dwellings within the framework is supported.
17. The proposed development would have been acceptable in principle having regard to adopted LDF and emerging Local Plan policies, had policies ST/6 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.
18. The site is 0.23 hectares in size and with the provision of three dwellings on the site would lead to a density of 13.2 dwellings per hectare. Officers consider this density to be acceptable in regards to policy HG/1, which states that residential developments should make best use of the site, by achieving average net densities of 30 dwellings per hectare unless there are exceptional local circumstances that require a different treatment. In this instance officers accept this lower density due to the site location on the edge of the village framework and the physical constraints of the site.
19. The current dwelling on the site was built around the 1930's and officers consider it to be quite a unique/attractive building and very much of its time. However, the building is not located within a Conservation Area, it is not prominent in the street, nor is it considered to be suitable for listing. As such, officer cannot require its retention.
20. As the scheme represents a net increase of only two dwellings, there is no need to consider affordable housing in this instance. For the above reasons, officers consider the principle of the development is considered to be acceptable, subject to the considerations set out below.

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

21. The comments and concerns of the neighbouring and the parish council are acknowledged in relation to the density, layout and appearance of the development. These points are assessed as follows.
22. The proposal is located within a residential area characterised by a mixture of housing styles and sizes. The dwellings in the area are all set within reasonable sized plots surrounded by trees and hedgerows giving the area that semi-rural/edge of village feel.
23. From the Comberton Road the proposal site is set back by approximately 30m (from its closest boundary) and between this are other residential properties and trees/hedgerows. Officers consider the site to be discrete with limited views from the public highway.
24. As this is only an outline planning application the layout of the dwellings on the site is indicative. However, officers consider the submitted plan demonstrates that three dwellings could sufficiently fit on the site with the ability to still retain a large number of trees on all boundaries of the site.
25. By virtue of the site's discrete nature, away from the main road, officers consider a scheme of three dwellings would continue to retain that semi rural character as

described above without having an adverse impact to the street character and mixed housing styles in the local area in accordance with policies DP/2 and DP/3 of the Local Development Framework.

*Access, Parking and Highway Safety*

26. The agent/applicants were involved with pre-application discussions with the Local Highways Authority prior to submitting the application. This involved a meeting on site to discuss the scheme for two additional dwellings on the site.
27. The site is accessed off a private drive from Comberton Road. The drive is un-adopted and currently serves four properties (including No.15, No.15a, No.15b and No.17). All of these properties have access to off-street parking facilities. The access from the highway verge also accommodates two entrance points for the residents of No.13 and No.13a.
28. The concerns of the residents relate to the restricted width of the drive, constrained access for larger vehicles and the poor visibility of two cars on a bend. However, it is important to note that the current driveway is only 3m in width at certain points and cars are required to wait on the verge (adjacent to the highway) for vehicles to pass. The same situation would arise for large delivery vehicles to the properties.
29. The minimum spacing for two cars to pass at a squeeze, in accordance with Manual for Streets, is 4.1m. The guidance document does identify that any curvature nature of the street would also need to be considered.
30. The plans were amended on the 24 June 2015, to increase the width of the drive at the more constrained points. The plans now demonstrate that a width of 4.7m can be achieved from the access point of the drive up to the boundary of the proposal site. The proposal will seek to remove some of the shrubs on the southern part of the access and the drive widened to accommodate car movements. A planting/buffer area could be accommodated beyond the southern part of the access to soften the boundary.
31. Occupiers of the properties will need to continue to take due care when entering/exiting the site. However, officers consider the new arrangement would be an improvement from what is currently practiced and would be sufficient in allowing two cars to pass without the need to reverse and wait on the verge. In the event this does need to take place, officers are minded this would only be for a short period, allowing the occupiers of No.13 and No.13a to still have access without any prolonged obstruction.
32. Critically, the Local Highway Authority have been asked to confirm there would not be any threat to highway safety or the free flow of traffic on the public highway as a result of this scheme. In response, it has confirmed that it has no objections relating to highway safety.
33. Sufficient car parking is provided for both the proposed dwellings accordance with Policy TR/2. Two parking spaces are provided for the existing and proposed dwelling and with sufficient space to meet the required 2.5m x 5m dimensions of the Local Highway Authority. The development therefore does not present an adverse impact upon existing on-street parking.
34. Officers consider the points raised by residents relate to matters of inconvenience rather than highway safety. For these reasons, officers conclude that the proposal

would not be prejudicial to highway safety and it would accord with policy TR/2 and with policy DP/3 1(c).

#### *Residential Amenity*

35. As the application has been submitted in outline, officers are not able to make detailed comments on the impact of the scheme in regards to issues of overlooking, overbearance, shadowing of neighbouring sites. However, the layout proposed on the block plan is considered sufficient to demonstrate that three dwellings could be achievable without having any direct adverse impacts.
34. The creation of a further two dwellings in this location would give rise to further traffic and car fumes but to a limited extent given the size/scale of the development. The concern raised in relation to car fumes is therefore not considered to be significant in this instance.
35. Consequently, at this outline stage, development for three new dwellings need not have any unacceptable adverse impacts upon residential amenity in accordance with Policy DP/3. A standard condition is nonetheless recommended to control noise and disturbance during the construction process.

#### *Trees*

36. The tree survey identifies 26 different trees on the site which are a mixture of mature and semi mature native and exotic broadleaves and evergreens. As a result of the development six trees will need to be removed, three of which are considered to be diseased or dying.
37. The indicative site plan shows that some of the hard surfaces might be within the Root Protection Areas of the trees and as such special construction techniques could be used to minimise disturbance. Officers recommend a condition for details to be submitted. Additional tree planting has been proposed on the site, however due to the current stock levels on the site, officers do not consider this is be a necessity.
38. Officers consider the proposed development would not have a major long term impact on the site's tree stock. The majority of trees along the rear boundary will be retained and as such will retain the soft buffer with the adjacent Green Belt land. As proposed, the development is not considered to have an adverse impact on biodiversity in accordance with policy NE/6 of the Local Development Framework.

#### *Outdoor Playspace and Indoor Community Infrastructure*

39. Local Development Framework 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 had been identified. Such provision cannot be made on site and can therefore only be provided by way of financial contributions.
40. 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.



41. The Guidance is a material consideration and the benefits of the development are considered to outweigh the need to make suitable arrangements for the provision of infrastructure. No request for such provision is now therefore sought.

#### *Other Matters*

42. Residents and members of the Parish Council have asked for the application to be considered as a full planning application rather than an outline application. Whilst officers are mindful that this will provide them with the comfort of knowing how the proposed scheme will be finished, the local planning authority has to consider what is set out before it.
43. In accordance with the above comments officers consider there is scope for three dwellings to fit on the site without causing any detrimental harm to neighbouring amenity, or the character of the area.

#### **Conclusion**

44. Paragraph 14 of the NPPF explains that the presumption in favour of sustainable development means granting permission unless any adverse impacts would significantly and demonstrably outweigh the benefits, or policies in the NPPF indicate that development should be resisted.
45. In this instance, the development is considered to be compatible with the local area and acceptable in highway safety terms. On this basis, there are no adverse impacts that would significantly or demonstrably outweigh the benefits of the proposal. Accordingly, the development is recommended for approval.

#### **Recommendation**

46. Approval, subject to the following:

#### **Conditions**

- a) Approval of the details of the layout of the site, the scale and appearance of buildings and landscaping (hereinafter called "the reserved matters") shall be obtained from the Local Planning Authority in writing before any development is commenced.**  
(Reason - The application is in outline only.)
- b) Application for the approval of the reserved matters shall be made to the Local Planning Authority before the expiration of three years from the date of this permission.**  
(Reason - The application is in outline only.)
- c) The development hereby permitted shall begin not later than the expiration of two years from the date of approval of the last of the reserved matters to be approved.**  
(Reason - The application is in outline only.)
- d) 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.**

**The boundary treatment for each dwelling shall be completed before that 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.)

- e) The landscaping details required in condition 1 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.)

- f) 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.)

- g) During the period of demolition and construction, no power operated machinery shall be operated on 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.)

- h) No development shall take place until a traffic management plan has been submitted to and approved in writing by the Local Planning Authority to address the following areas of concern:**

- i) Movements and control of muck away from 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 site 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.)

- i) Prior to the first occupation of the development visibility splays shall be provided each side of the vehicular access in full accordance with the**

**details indicated on the submitted plan No.2364-03 rev B. The splays shall thereafter be maintained free from any obstruction exceeding 0.6m above the level of the adjacent highway carriageway.**

(Reason - In the interests of highway safety in accordance with Policy DP/3 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;
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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 Ref S/0844/15/F

**Report Author:** Rebecca Ward – Senior Planning Officer  
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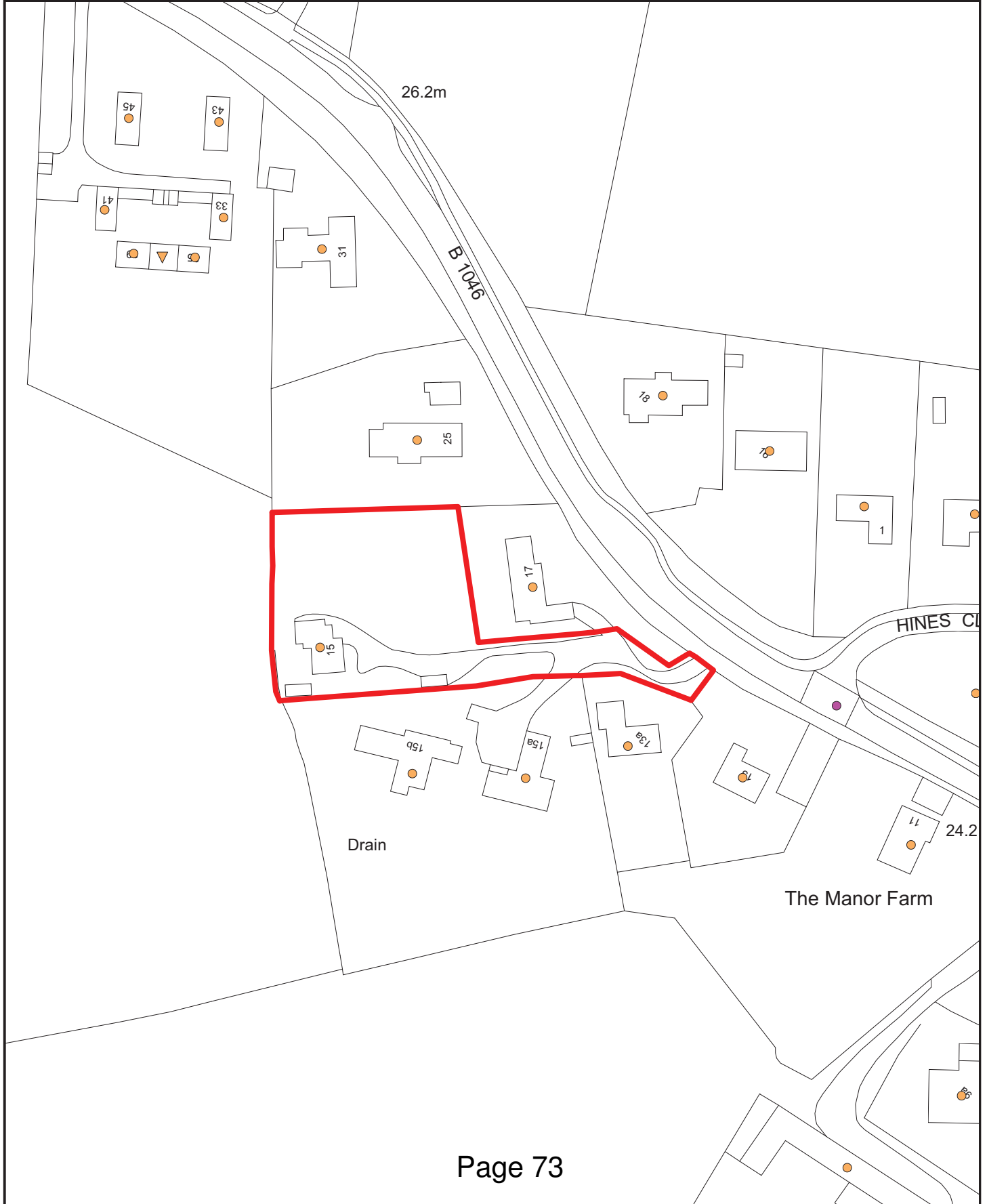
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# Agenda Item 8

## SOUTH CAMBRIDGESHIRE DISTRICT COUNCIL

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**REPORT TO:** Planning Committee

5 August 2015

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

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**Application Number:** S/0482/15/FL

**Parish:** Melbourn

**Proposal:** Demolition of existing outbuilding and erection of new dwelling attached to No.56 Medcalfe Way

**Site address:** 56 Medcalfe Way

**Applicant(s):** Mr C Digby

**Recommendation:** Approval

**Key material considerations:** Principle of development  
Scale, layout and design  
Access, parking and highway safety  
Residential amenity  
Noise and disturbance

**Committee Site Visit:** 4 August 2015

**Departure Application:** No

**Presenting Officer:** Andrew Winter

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

**Date by which decision due:** 22 April 2015

1. **Planning History**

S/0224/89/F – Double garage (approved)

**Planning Policies**

2. **National Planning Policy Framework (NPPF) 2012**

3. **South Cambridgeshire Local Development Framework (LDF) Core Strategy, adopted January 2007**

ST/ 5 Minor Rural Centre

4. **South Cambridgeshire LDF 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  
DP/7 Village Frameworks  
HG/1 Housing Density  
NE/15 Noise Pollution  
SF/10 Outdoor Playspace, Informal Open Space and New Developments  
SF/11 Open Space Standards

5. **South Cambridgeshire LDF Supplementary Planning Documents (SPD):**

District Design Guide SPD – adopted March 2010  
Open Space in New Developments SPD – adopted January 2009  
Landscape in New Developments SPD – adopted March 2010

6. **Proposed Submission Local Plan (July 2013)**

CC/4 Sustainable Design and Construction  
H/7 Housing Density  
H/11 Residential Space Standards  
H/13 Replacement Dwellings in the Countryside  
HQ/1 Design Principles  
S/3 Presumption in Favour of Sustainable Development  
S/7 Development Frameworks  
S/9 Minor Rural Centres  
SC/7 Outdoor Playspace, Informal Open Space, and New Developments  
SC/8 Open Space Standards  
TI/2 Planning for Sustainable Travel

**Consultations**

7. **Parish Council** – Recommends refusal: “The concern is that this is overdevelopment on a plot which is on a corner of a junction. Access is therefore problematic.”
8. **Local Highway Authority (LHA)** – Raises an objection to the above planning application in its current format as the application does not show a dropped kerb along Medcalfe Way to enable access from the public highway to the proposed car parking spaces.
9. The Highway Authority can confirm that CP1 for number 56 Medcalfe Way will be unable to achieve the required 2x2m pedestrian visibility. CP2 for number 56A access entrance will require minor modification to the public highway to provide a more contained single car parking space and potentially more landscaping.
10. If, following provision of the above, the Highway Authority is satisfied that the proposal will have no significant adverse effect upon the public highway, please add the following conditions and informatives to any permission that the Planning Authority is minded to issue in regard to this application.
11. Conditions are recommended to secure two 2.0 x 2.0 metres pedestrian visibility splays, surface water drainage that prevents water run-off onto the adopted public



highway, and that the proposed drive be constructed using a bound material to prevent debris spreading onto the adopted public highway.

12. In the event that the Planning Authority is so minded as to grant permission to the proposal please add an informative to the effect that the granting of a planning permission does not constitute a permission or licence to a developer to carry out any works within, or disturbance of, or interference with, the Public Highway, and that a separate permission must be sought from the Highway Authority for such works.

### **Representations**

13. **Owner/Occupier of 54 Medcalfe Way** – Objects to the proposal on the following issues: the change in street plan (semi-detached to terraced); the dwelling is too close to the T-junction causing visibility problems for motorists and an unsafe crossing for school children; the allocated car parking does nothing to alleviate existing on-street parking problems; and pollution from car fumes entering windows of No.54 Medcalfe Way.

### **Planning Comments**

#### **Principle of Development**

14. 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 Melbourn as a 'Minor Rural Centre' where the construction of new residential dwellings within the framework is supported.
15. The proposed development would have been acceptable in principle having regard to adopted LDF and emerging Local Plan policies, had policies ST/5 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.
16. The density of the proposal is accepted with regard to Policy HG/1 and taking into account the physical constraints of the site. Consequently, the principle of the development is considered acceptable subject to the detailed considerations discussed below.

#### **Scale, Layout and Design**

17. The proposed dwelling is located on a corner plot at the junction of Medcalfe Way and Trigg Way. The new dwelling would continue the scale, height and form of No.56 to create a terraced set of three dwellings (instead of the current pair of semi-detached properties). Other terraced properties can be found within Medcalfe Way and the creation of a further terrace in this specific location is not considered harmful to the character of the area. The proposal would continue the linear pattern of development found in the area and would reflect the simple style and character of existing housing. On this basis, the proposal is considered to preserve the character of the area.
18. The dwelling would be set back from the front walls of No.2a Trigg Way and No.56 Medcalfe Way to avoid any undue prominence within the street scene. It would also be sufficiently scaled within its plot to avoid appearing cramped or too close to the corner junction.

19. Consequently, the dwelling is considered to accord with the objectives of Policies DP/2 and DP/3.

### **Access, Parking and Highway Safety**

20. The siting of the dwelling is not considered to obstruct visibility for motorists at the junction of Medcalfe Way and Trigg Way given the highway verge at this point. The nearest part of the dwelling is shown on the submitted plans at 12m distance back from the edge of the carriageway at the give way point of this junction. Consequently, there is no strong reason to object to the development on this point.
21. Sufficient car parking is provided for both the proposed and existing dwelling in accordance with Policy TR/2. Two parking spaces are provided for both the existing and proposed dwelling with sufficient space to meet the required 2.5m x 5m parking dimensions. The development therefore does not present any adverse impact upon existing on-street parking. The developer cannot be required to alleviate any existing parking concerns there may be in the area.
22. The proposed parking spaces accessed from Medcalfe Way, along with the dropped kerbs, do not require specific planning permission and can be carried out under permitted development, subject to the use of permeable materials or adequate drainage to direct run-off water to a permeable area within the site. A condition is recommended to achieve this objective and the applicant will need to obtain separate consent from County Highways for the dropped kerbs along Medcalfe Way. This can be relayed to the applicant via a planning informative.
23. The LHA has recommended that pedestrian visibility splays will not be achievable for all of the parking spaces; however, this would appear to relate more to land ownership issues rather than any specific highway obstruction. As previously mentioned, the parking bays can already be implemented under permitted development which does not require the provision of 2m x 2m pedestrian splays. Furthermore, any new boundary treatment causing obstruction above 1m in height would automatically require specific planning consent.
24. Vehicular access to the side of the new property along Trigg Way already exists and benefits from a dropped kerb. The proposal would not intensify the use of this access, as it would provide access for a single parking space with further parking provided in front of the property along Medcalfe Way. This existing access does not benefit from any turning area and this is common of many other properties found within the area. Cars therefore already reverse out onto Trigg Way at this point but do so without any significant visual obstruction, and onto a limited speed residential road. This, together with the existing and unaltered use of the access, does not present any new or significant impacts upon highway safety to warrant a refusal in this instance.

### **Residential Amenity**

25. The dwelling would be sited to the north of the immediate neighbour at No.2a Trigg Way to avoid any adverse overshadowing impact. Overlooking has been addressed to the rear first floor bathroom windows, which will be obscure glazed and fixed shut apart from any top hung vent (to be conditioned). Finally, overbearing impact is mitigated by the distance to No.2a and the good degree of outlook maintained by this property to the rear (south-west).

26. The creation of a further dwelling in this location would give rise to further traffic and car fumes but to a limited extent given the development is for a single dwelling only. The concern raised in relation to car fumes is therefore not considered to be significant in this instance.
27. The proposed 44m<sup>2</sup> allocated garden space to the new dwelling would accord with the recommended garden spaces set out in paragraph 6.75 of the Council's District Design Guide SPD.
28. Consequently, the development would not have any unacceptable adverse impacts upon residential amenity in accordance with Policy DP/3.

### **Noise and Disturbance**

29. A standard condition is recommended to control noise and disturbance during the construction process, as set out at the end of this report.

### **Outdoor Playspace and Indoor Community Infrastructure**

30. Local Development Framework 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 had been identified. Such provision cannot be made on site and can therefore only be provided by way of financial contributions.
31. 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.
32. The Guidance is a material consideration and the benefits of the development are considered to outweigh the need to make suitable arrangements for the provision of infrastructure. No request for such provision is now therefore sought.

### **Conclusion**

33. Paragraph 14 of the NPPF explains that the presumption in favour of sustainable development means granting permission unless any adverse impacts would significantly and demonstrably outweigh the benefits, or policies in the NPPF indicate that development should be resisted.
34. In this instance, the development is not considered to be an overdevelopment of the site, is compatible with the local area, and acceptable in highway safety terms. On this basis, there are no adverse impacts that would significantly or demonstrably outweigh the benefits of the proposal. Accordingly, the development is recommended for approval.

### **Recommendation**

35. Approval, 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: Site Plan (scale 1:200; date stamped 11 June 2015) and Elevation, Floor, Roof Plan and Site Plan (scales 1:100/1:1250; date stamped 11 June 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 dwelling, 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 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. The boundary treatment shall be completed before 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.)
- e) **The dwelling, hereby permitted, shall not be occupied until parking has been laid out within the site in accordance with the approved Site Plan (date stamped 11 June 2015). The approved parking areas shall be retained thereafter for the purposes of vehicular parking.**  
(Reason – To ensure sufficient off-street parking to meet local parking standards and in the interests of highway safety in accordance with Policies DP/3 and TR/2 of the adopted Local Development Framework 2007.)
- f) **The new vehicular accesses and parking areas to the existing dwelling (known as No.56a Medcalfe Way) shall be constructed of porous materials or provision shall be made to direct run-off water from the hard surface to a permeable or porous area or surface within the curtilage of the dwellinghouse.**  
(Reason - In the interest of highway safety in accordance with Policy DP/3 of the adopted Local Development Framework 2007.)
- g) **Apart from any top hung vent, the proposed first floor windows in the rear elevation of the dwelling, hereby permitted, shall be fitted and permanently glazed with obscure glass and fixed shut.**

(Reason - To prevent overlooking of the adjoining properties in accordance with Policy DP/3 of the adopted Local Development Framework 2007.)

- h) During the period of demolition and construction, no power operated machinery shall be operated on 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.)

- 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 rear elevation of the dwelling 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.)

### **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 Ref: S/0224/89/F

**Report Author:** Andrew Winter – Senior Planning Officer  
Telephone: (01954) 713082

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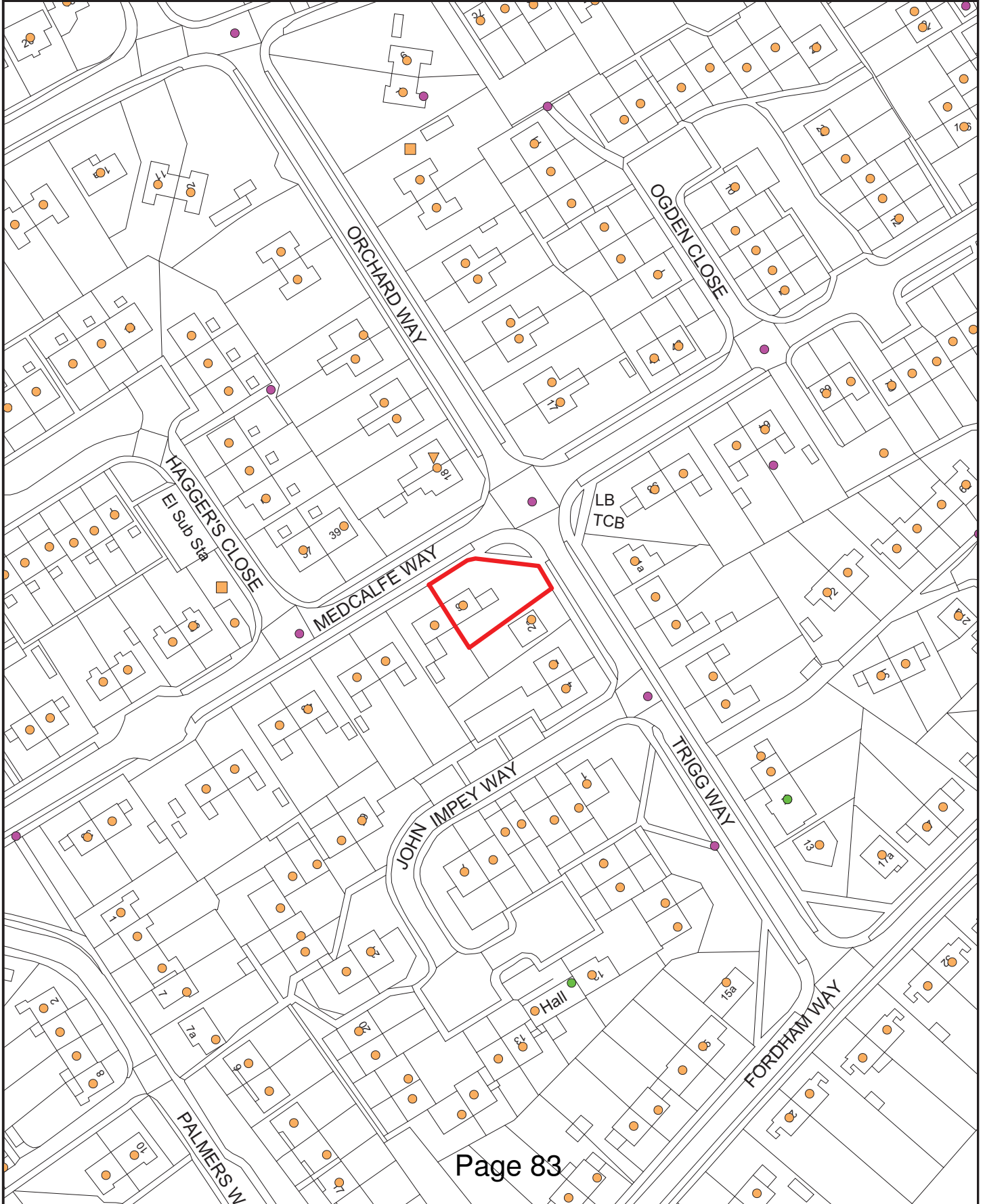
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# Agenda Item 9

## SOUTH CAMBRIDGESHIRE DISTRICT COUNCIL

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**REPORT TO:** Planning Committee

5 August 2015

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

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<b>Application Number:</b>	S/0975/15/FL
<b>Parish:</b>	Gamlingay
<b>Proposal:</b>	Retention and residential use of mobile home on a permanent basis for a gypsy pitch including existing dayroom and garden shed
<b>Site address:</b>	8a Little Heath, Gamlingay
<b>Applicant(s):</b>	Miss Sara Swain
<b>Recommendation:</b>	Approval
<b>Key material considerations:</b>	Principle The general need for gypsy sites Access Infrastructure Visual Amenity Residential Amenity The applicant's personal circumstances
<b>Committee Site Visit:</b>	Yes
<b>Departure Application:</b>	No
<b>Presenting Officer:</b>	Andrew Winter
<b>Application brought to Committee because:</b>	The recommendation of officers conflicts with that of the Parish Council. The application has also been requested to be determined at Committee by Cllr Bridget Smith
<b>Date by which decision due:</b>	8 July 2015

### Planning History

1. **S/1396/08/F** – Temporary mobile home for occupation solely by persons responsible for the care of Mrs Catherine Titmus (approved)
2. **S/0656/13/FL** – Provision of temporary mobile home for residential use (approved for a temporary period of two years for Ms Sara Swain and immediate family/dependents)

**Neighbouring site to west:**

3. **S/2047/13/FL** - Retention of mobile home and timber porch for temporary period (approved for a temporary period of two years for occupation solely by Mr James Izzard and immediate family/dependents)

**Neighbouring site to east:**

4. **S/1997/12/FL** – To retain a mobile home and shed and their use as a residence (approved for a temporary period of three years by Mr Alan Titmus)

**Neighbouring site to south (in front of) existing bungalow:**

5. **S/2530/14/FL** – Temporary siting of mobile home (approved for a temporary period of 2 years for occupation solely by Mr James Titmuss and Kimberley Morean only)

**Planning Policies**

6. **National Policy**

National Planning Policy Framework 2012  
Planning Policy for Traveller Sites (PPTS) 2012  
DCLG "Designing Gypsy and Traveller Sites: Good Practice Guide", May 2008

7. **South Cambridgeshire Local Development Framework Core Strategy 2007**

ST/5 - Minor Rural Centres

8. **South Cambridgeshire LDF Development Control Policies DPD, 2007:**

DP/1 Sustainable Development  
DP/2 Design of New Development  
DP/3 Development Criteria  
DP/4 Infrastructure in New Developments  
DP/7 Development Frameworks  
SF/10 Outdoor Playspace, Informal Open Space, and New Developments  
SF/11 Open Space Standards  
NE/4 Landscape Character  
NE/10 Foul Drainage

9. **South Cambridgeshire LDF Supplementary Planning Documents (SPD):**

District Design Guide SPD – Adopted March 2010  
Landscape in New Developments SPD – Adopted March 2010

10. **Proposed Submission Local Plan (July 2013)**

H/19 Provision for Gypsies and Travellers and Travelling Showpeople  
H/21 Proposals for Gypsies and Travellers and Travelling Showpeople in unallocated sites outside the development frameworks  
H/22 Design of Gypsy and traveller Sites and travelling Showpeople Sites  
S/7 Development Frameworks  
S/10 Group Villages  
SC/7 Outdoor Playspace, Informal Open Space, and New Developments  
SC/8 Open Space Standards  
S/9 Minor Rural Centres

## Consultations

11. **Gamlingay Parish Council** – recommends refusal: “The Parish Council had previously *resolved* to approve temporary consent for a mobile home on the grounds that the applicant said she was not a traveller herself and did not seek use of the land as a temporary traveller’s site but needed time to find a permanent home. The Parish Council would consider a revised application for a further 5 year temporary permission for the siting of a mobile home in this location for the applicant and her family. It acknowledges that the mobile home on this site does not appear to cause any significant visual impact and the family is well integrated into the community. It would support a further temporary consent to enable some stability whilst the children are still young, but would still expect the applicant to seek permanent suitable housing in the future.”
12. **Local Highway Authority** – no objections

## Representations

13. **Cllr Bridget Smith** – “I think there are issues that need to be aired especially regarding whether it will be possible to limit a future increase in numbers of caravans on the site.”
14. **Owners/Occupiers of Homefield; Meadow View; Springfields; Brook Farm; Rose Villa; Belle Vue House; No.16; and No.8 Little Heath** – raise the following comments:
  - a) the principle of a gypsy and traveller site in this location (Policies DP/7 and HG/7)
  - b) lack of legal access to the proposed site
  - c) the site is not suitable as it is located within a residential area
  - d) the applicant is not a gypsy – misleading information
  - e) proliferation of caravans on the site and setting a precedent
  - f) lack of justification/exceptional circumstances put forward
  - g) there is no objection in principle to Miss Swain staying at this address on a temporary/permanent basis
  - h) inappropriate use of a dirt track and resulting dust, dirt, fumes and noise
  - i) harm to visual amenity/character of local area
  - j) concern surrounding sewerage, general waste and other residential paraphernalia
  - k) harm to residential amenity of neighbours

## Planning Comments

15. The main issues in this application are:
  - Gypsy/Traveller status

- Current Gypsy & Traveller provision
- The extent to which the application accords with the provisions of the development plan taking into account: access, visual amenity, residential amenity; and infrastructure
- Prematurity
- The applicants' personal needs and circumstances;
- Human Rights Issues

### **Gypsy/Traveller status**

16. 'Planning Policy for Travellers Sites' 2012 (Annexe 1) defines "gypsies and travellers" as:

"Persons of nomadic habit of life whatever their race or origin, including such persons who on grounds only of their own or their family's or dependants' educational or health needs or old age have ceased to travel temporarily or permanently, but excluding members of an organised group of travelling showpeople or circus people travelling together as such."

17. The applicant has advised officers that both her, her partner (Mr Barry Lamb) and two children are from an English travelling background. The family previously resided on the Whaddon traveller site and this has been confirmed by the Council's former gypsy and traveller liaison officer.
18. The representations received in the application, and the submitted information in the previous application S/0656/13/FL, appear to contradict Miss Swain's status as a gypsy or traveller. Notwithstanding this, her partner's status as a traveller has not been called into question and the family did previously reside at a traveller site in Whaddon. This raises the possibility that even if Miss Swain did not originally come from a travelling or gypsy background she may have chosen to adopt such a way of life for her family and children.
19. The information in the application raises little doubt that the applicant and her family do not travel at present. However, their reason for doing so is explained by a current lack of employment, their children's educational needs and the health needs of the applicant's mother and step father who reside in the bungalow at No.8a. As previously mentioned, Planning Policy for Travellers Sites 2012 recognises that travellers can cease to travel temporarily or permanently for educational or health needs.
20. Consequently, whilst doubt has been raised regarding the travelling background of the applicant, the same cannot be said of her partner and their wish as a family to live as travellers given their previous residence at the Whaddon traveller site. At present the family have ceased to travel for reasons already mentioned and, on balance, there is considered to be sufficient reason to consider this as a traveller application.

### **Current Gypsy & Traveller Provision**

21. Local planning authorities are required to set targets for the provision of Gypsy and Traveller pitches which address the likely site accommodation needs of the travellers in their area. The council, along with neighbouring authorities, undertook a Gypsy and Traveller Accommodation Needs Assessment (GTANA), which identified a need to provide 85 pitches in South Cambridgeshire by 2031. On the basis of this assessment no further allocations are proposed in the emerging Local Plan.

22. Notwithstanding the above, several appeal decisions (the most recent being in respect of land at Cambridge Road, Wimpole in February 2015) have concluded that there are misgivings about the robustness of the Gypsy and Traveller Accommodation Needs Assessment (GTANA) and its assumptions. This has led to a serious underestimate of the need for additional pitches. In the Wimpole appeal, the inspector concluded “the time likely to pass before sites are delivered, in tandem with existing demand, carries substantial weight in favour of a temporary planning permission for a site for general gypsy and traveller occupation”
23. Following these appeal decisions the Council still considers the GTANA an effective means of establishing the need for traveller sites in the district. However further work addressing some the queries raised by inspectors is being undertaken and will assist the Local Plan examination where this issue will be scrutinized.

**The extent to which the application accords with the provisions of the development plan**

24. Planning law requires that applications for planning permission must be determined in accordance with the development plan, unless material considerations indicate otherwise.
- a) Land Use
25. Policy DP/7 of the adopted Local Development Framework 2007 restricts development outside of village frameworks to that for agricultural, horticulture, forestry, outdoor recreation and other uses which need to be located in the countryside. Given the limited scope of Policy DP/7, there is reliance in the determination of this application upon the 'General Principles' Policies DP/1 - DP/3 and the advice of national policy - PPTS. This and numerous appeal decisions confirm that gypsy sites are often located in the countryside and that issues of sustainability should be seen in the round with a more relaxed approach taken to gypsies' normal lifestyle.
26. The site is accessed via a poorly maintained private road (Little Heath). The road has a rough surface in places but it is capable of accommodating the development and already serves several residences. The poor condition of the road would discourage cycling and walking and the site is not served by public transport. Consequently, occupiers would more likely travel by motor car. The site is, however, not far from the edge of the village framework of Gamlingay (approximately 420m) and a short drive away from its services and facilities. The development would also not be isolated in the countryside and would accord with one of the aims of Policy DP/1, which requires development to contribute to the creation of mixed and socially inclusive communities and provide for health, education and other social needs of all sections of the community. Conversely, the development is for a single traveller pitch and would not put undue pressure on existing services and facilities.
- b) Visual Impact
27. In terms of visual impact, the proposal would be relatively inconspicuous being small in size and scale and located behind (to the south of) a large shed on the site. The site is already residential in use and the proposal is not found to have any significant visual impact upon the local area or the surrounding rural character.

c) Access

28. Current access to the site is via a private, unmade track running to the rear of No.8a and to the side of Meadow View. Upon site inspection, the track is sufficient to gain access by car to the site. The applicant does not own this access or the site itself, but has benefited from use of this access over the last two years and has stated that future access over this land will be possible. Were it not, then they would be able to gain access via the front of No.8a Little Heath. Consequently, the site would benefit from sufficient access.

d) Residential Amenity

29. The impact of the proposal on the residential amenity of neighbours is also considered to be minimal. The concerns raised with regard to noise, dust, dirt and fumes is related to the use of the access. The proposal in this instance represents a single pitch for a single family and as such does not represent a significant number of traffic movements. The access may also serve the other two caravans either side of the site but these have temporary permissions that expire in the near future and cumulatively do not represent a significant amount of traffic compared to that already experienced along Little Heath.
30. The proposal is not considered to result in any adverse overbearing, overshadowing or overlooking issues for neighbours. As the site is owned by No.8a Little Heath and is included within its rear garden area there is a close relationship between the development and the amenities of the occupier of No.8a. Access to the site is not owned and in future could be dependent on the existing access to the front of No.8a. Given this close relationship and dependence between the two properties a personal use condition is recommended in the event the application is approved.

e) Infrastructure

31. Local Development Framework 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 had been identified. With the exception of waste receptacles, such provision cannot be made on site and can therefore only be provided by way of financial contributions.
32. 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.
33. As stated in the application forms, foul sewerage is already disposed of by means of a cess pit. Refuse is currently stored at No.8a Little Heath and collected via the council's refuse vehicles.

**Prematurity**

34. Should permanent consent be granted in this instance it would not result in an unduly large addition to the accommodation stock that would in turn predetermine decisions about the allocation of gypsy sites in the emerging Local Plan. Consequently, there is

not considered to be a strong reason why the development would prejudice the draft Local Plan.

### **Proliferation of Caravans**

35. Concern has been raised in relation to the number of caravans in the local area and the precedent this application might set. The proposal is for a single static mobile home and a condition is recommended to control the use of the site to this effect. There are three temporary permissions for single caravans surrounding the application site and each of these, if presented as permanent caravans, would need to be assessed on their individual merits. Approval, if given in this instance, would be based on the exceptional circumstances presented by the applicant, which are considered to accord with the advice set out in PPTS, and therefore it does not set a precedent for future applications given these applications will need to present their own justification.

### **The applicant's personal needs and circumstances**

36. As previously mentioned, the applicant and her family have lived on the Whaddon traveller site and, as detailed in the submitted correspondence, they found this difficult. In the previous application S/0656/13/FL the applicant argued that the need to move specifically to the site was justified mostly on educational and medical grounds with written support to this effect from representatives of Bassingbourn Community Primary School and Royston Health Centre Practice. The benefits of living near to family is not in itself strong reason to support exceptional circumstances to general countryside policy; however, the main justification put forward in this application relates to the:
- lack of alternative gypsy and traveler sites
  - educational needs of the applicant's children
  - need to provide care for the progressed ill-health of the applicant's mother and step-father since application S/0656/13/FL
  - ability of the applicant to continue her employment, which is based in Gamlingay
37. The applicant has specifically requested a permanent permission. On the basis of the above there is considered to be exceptional circumstances to justify the applicant's proposal relative to both traveller and general countryside policy.

### **Other Issues**

38. Local residents have raised concern in relation to waste and tipping near to the site. This is not a material planning consideration and is subject to separate legislation governing fly tipping. The Council's environmental health team have been alerted to the issue.
39. Concerns regarding security and theft are also separate issues to this application.

### **Human Rights Issues**

40. Refusal of permanent planning permission would effectively leave the applicant and her family homeless and would lead to interference with the applicant's rights under Article 8 of the European Convention on Human Rights. This must, however, be balanced against the protection of the public interest in seeking to ensure needs arising from a development can be properly met, or that they do not prejudice the

needs of others. These are part of the rights and freedoms of others within Article 8 (2). Officers consider that refusal of permanent planning permission would not be proportionate and justified within Article 8 (2).

### **Conclusion**

41. Paragraph 14 of the NPPF explains that the presumption in favour of sustainable development means granting permission unless any adverse impacts would significantly and demonstrably outweigh the benefits, or policies in the NPPF indicate that development should be resisted.
42. The site is generally well screened and situated in a reasonably sustainable location. In that sense, it scores well when judged against other sites in the surrounding area. It would continue to assist the family with its employment and educational needs. The general need for gypsy and traveller accommodation, the lack of suitable alternative sites and the family's general needs are considered to weigh in favour of the proposal.

### **Recommendation**

42. Approval subject to the following:

#### **43 Conditions**

- a) **The development hereby permitted shall be carried out in accordance with the following approved plans: Site Plan (Scale 1:1250, date stamped 26 June 2015), Block Plan (Scale 1:500; date stamped 20 June 2015) and Plan & Elevations of Mobile Home (Scale 1:100, date stamped 15 April 2015).**  
(Reason - To facilitate any future application to the Local Planning Authority under Section 73 of the Town and Country Planning Act 1990.)
- b) **The site shall not be occupied by any persons other than Gypsies and Travellers as defined in paragraph 15 of the ODPM Circular 01/2006: Planning for Gypsy and Traveller Caravan Sites.**  
(Reason - The site is in a rural area where residential development will be resisted by Policy DP/7 of the adopted Local Development Framework 2007 unless it falls within certain limited forms of development that Government guidance allows for. Therefore the use of the site needs to be limited to qualifying persons.)
- c) **The use of the site and the mobile home and day room, hereby permitted, shall not be occupied other than by Miss Sara Swain, Mr Barry Lamb and their immediate family and any dependant living with them.**  
(Reason – The applicant has presented unique and personal circumstances which have facilitated her residential use of and access to the application site, which forms the rear garden of No. 8a. The use of the site by other persons would therefore present potential conflict in terms of amenity and access contrary to Policy DP/3 of the adopted Local Development Framework.)
- d) **The residential use, hereby permitted, shall be restricted to the stationing of no more than one mobile home and one day room.**  
(Reason – In the interests of residential amenity and to ensure there is no adverse pressure on local infrastructure such as local schools created by further people living on the site.)



- e) **The site shall not be used for any trade or business purpose other than as a home base for light vehicles used by the occupants of the site for the purpose of making their livelihood off-site. In particular, no materials associated with such activities shall be stored in the open on the site.**  
(Reason - In order to limit the impact of the development on the area's rural character and the residential amenities of the neighbours in accordance with Policy DP/3 of the adopted Local Development Framework 2007.)
- f) **No vehicle over 3.5 tonnes shall be stationed, parked or stored on the site.**  
(Reason - In order to limit the impact of the development on the area's rural character and the residential amenities of neighbours in accordance with Policy DP/3 of the adopted Local Development Framework 2007.)
- g) **No commercial activities shall take place on the land, including the storage of materials.**  
(Reason - In order to limit the impact of the development on the area's rural character and the residential amenities of neighbours in accordance with Policy DP/3 of the adopted Local Development Framework 2007.)
- h) **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 - In order to limit the site's impact on the area's rural character in accordance with Policy DP/3 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 Core Strategy DPD 2007
- South Cambridgeshire Local Development Framework Development Control Policies DPD 2007
- South Cambridgeshire Local Development Framework Supplementary Planning Documents
- Proposed Local Plan
- National Planning Policy Framework 2012
- Planning file reference S/0975/15/FL

**Report Author:** Andrew Winter – Senior Planning Officer  
Telephone: (01954) 713082

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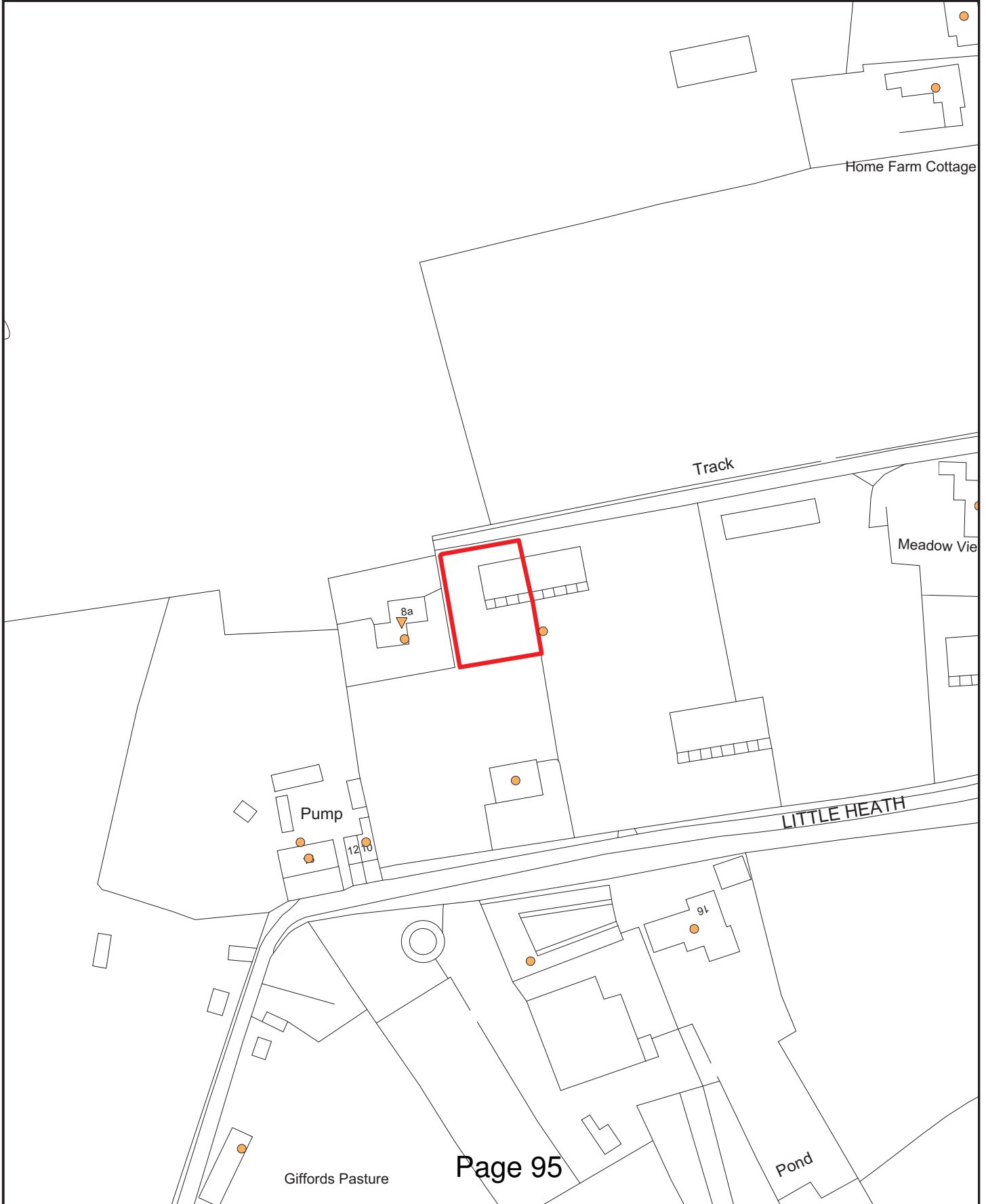
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South Cambridgeshire District Council

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# Agenda Item 10

## SOUTH CAMBRIDGESHIRE DISTRICT COUNCIL

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**REPORT TO:** Planning Committee

5 August 2015

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

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**Application Number:** S/0642/15/FL

**Parish(es):** Over

**Proposal:** Change of use amenity land, enclosed by close boarded wooden fence to curtilage of No.23 The Doles, Over.

**Site address:** 23 The Doles, Over

**Applicant(s):** Mr & Mrs Wren

**Recommendation:** Approval

**Key material considerations:** Visual Amenity

**Committee Site Visit:** None

**Departure Application:** No

**Presenting Officer:** John McCallum

**Application brought to Committee because:** Parish Council Recommended Refusal

**Date by which decision due:** 17<sup>th</sup> July, 2015

1. **Planning History**

S/0285/84 - six bungalows – approved  
S/0425/74/D -17 houses and 11 bungalows with parking – approved  
C/1419/73/O - residential development – approved  
C/016 9/63 - local authority housing – approved

**Planning Policies**

2. **National Planning Policy Framework (NPPF) March 2012**

3. **South Cambridgeshire District Council, 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  
NE/6 – Biodiversity

4. **South Cambridgeshire District Council, Local Development Framework, Supplementary Planning Documents DPD , 2007:**  
District Design Guide SPD – Adopted March 2010  
Trees and Development Sites SPD – Adopted January 2009
5. **Proposed Submission Local Plan (July 2013)**  
HQ/1-Design Principles  
NH/4 Biodiversity

#### **Consultations**

6. **Over Parish Council** - Recommend refusal on the grounds that “We are opposed to the sale of this public amenity area and also that the proposed fencing would not be in keeping with the existing walls surrounding this green.

#### **Representations**

7. **Neighbours** – None received

#### **Planning Comments**

8. No.23 the Doles is the westernmost property comprising a pair of single-storey brick and tile dwellings, forming part of a larger development of similar properties. As a result of being set back from No. 25, and the footpath running along the rear boundary of the property, this dwelling has a small rear garden.
9. Between the existing western boundary of the property and the junction of The Doles and Drings Close is a landscaped area mostly laid to grass, with a mature tree covered by a Tree Preservation Order and set close to the pavement.

#### **Principle of Development**

10. The proposal consists of extending the existing garden of this property by erecting a close boarded wooden fence (approximately 1.8 m high) along the entire western boundary of the site, extending out 4 m from the existing brick wall, providing additional residential curtilage to the occupiers of No.23 The Doles.
11. The current occupiers of No.23 The Doles are tenants of the District Council. The land in question is also under the ownership/control ownership of the District Council. The Affordable Housing Department has agreed to the proposal in principle subject to the applicants gaining any relevant planning and building control permissions required.

#### **Visual amenity**

12. The land to be annexed forms part of a larger area of open space and provides some public amenity in the form of an undeveloped green area. The Council’s Trees Consultant has expressed no concern with regards to the impact of the proposal on the nearby tree given the modest scale of the foundations required for the fence. It is nonetheless considered prudent to remind the applicant/ contractor that any damage to a tree covered by a Tree Preservation Order is an offence, and to consider this during any construction phase.

13. The proposal still leaves an area of approximately 13m by 5m in Council ownership and as an undeveloped area of land. Notwithstanding the parish council's concerns, officers consider the remaining area of land will still provide an attractive area of land that will still contribute to the openness of the area.
14. Close boarded wooden fencing is the material proposed for the extension to the boundary of the property, rather than the existing buff coloured brick. If the new boundary treatment was to be constructed of brick this would better match the existing boundary walls and dwellings. However, this is likely to be significantly more expensive than wooden fencing, as well as being more permanent, and increasing its physical presence.
15. The neighbouring properties have a range of boundary treatments including low brick walls or post and rail fencing, through to substantial hedges and in the case of the property at the rear of No.14 The Doles, a close boarded wooden fence, approximately 1.4 m high.
16. The proposed wooden fence is not considered to be unduly harmful to the character of the area, being of an appropriate scale and form, and given the variation of other boundary treatments serving neighbouring dwellings.

### **Conclusion**

17. On balance, the use of the land as an enlarged garden area and the new boundary fence are not considered to be unduly prominent, or to be harmful to the character of the area.

### **Recommendation**

18. Approval, 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: Site Plan LØ1 (scale 1:500), date stamped received, Fence FØ3 (annotated photograph), date stamped received 11may, 2015.**

(Reason - To facilitate any future application to the Local Planning Authority under Section 73 of the Town and Country Planning Act 1990.)

#### **Informatives**

a) The applicant's attention is drawn to the fact that trees located close to the site are statutory protected and this should be considered during the construction phase of the development.

## **Background Papers**

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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 Supplementary Planning Documents
- National Planning Policy Framework 2012
- South Cambridgeshire Local Plan Proposed Submission July 2013
- Planning File Ref : S/0642/15/FL

**Report Author:** John McCallum – Planning Officer  
Telephone: (01954) 713252





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South Cambridgeshire District Council

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# Agenda Item 11

## SOUTH CAMBRIDGESHIRE DISTRICT COUNCIL

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**REPORT TO:** Planning Committee

5 August 2015

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

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<b>Application Number:</b>	S/0810/15/OL
<b>Parish:</b>	Papworth Everard
<b>Proposal:</b>	Outline application for the erection of up to five dwelling houses and associated works and infrastructure following demolition of existing buildings (all matters reserved apart from access)
<b>Site address:</b>	84 Ermine Street, Papworth Everard
<b>Applicant:</b>	Cambridgeshire Constabulary
<b>Recommendation:</b>	Delegated Approval
<b>Key material considerations:</b>	Principle of development, affordable housing, impact of character of the area, impact on residential amenity, and highway safety
<b>Committee Site Visit:</b>	Yes
<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 Papworth Everard Parish Council
<b>Date by which decision due:</b>	22 May 2015

### Planning History

1. S/1772/13/FL – Proposed residential development – Refused.
2. This full application sought consent for the erection of 5 dwellings and was refused on grounds of highway safety and failure to provide an appropriate level of affordable housing.
3. S/2399/12/FL – Proposed residential development – Withdrawn

## **Policy**

4. **National Policy**  
National Planning Policy Framework
5. **South Cambridgeshire Local Development Framework Core Strategy**  
ST/5 – Minor Rural Centres
6. **South Cambridgeshire Local Development Framework Development Control Policies**  
DP/1 Sustainable Development  
DP/2 Design of New Development  
DP/3 Development Criteria  
DP/4 Infrastructure in New Developments  
DP/7 Development Frameworks  
HG/1 Housing Density  
HG/3 Affordable Housing  
SF/10 Outdoor Playspace, Informal Open Space, and New Developments  
SF/11 Open Space Standards  
NE/1 Energy Efficiency  
NE/2 Renewable energy  
NE/6 Biodiversity  
TR/1 Planning for more Sustainable Travel  
TR/2 Car and Cycle Parking Standards  
CH/4 Development within the curtilage or setting of a Listed Building
7. **South Cambridgeshire LDF Supplementary Planning Documents (SPD)**  
District Design Guide SPD – Adopted March 2010  
Trees and Development Sites SPD – Adopted March 2010  
Biodiversity SPD – Adopted 2009  
Landscape in New Developments SPD – Adopted March 2010  
Affordable Housing SPD – Adopted March 2010
8. **Draft Local Plan**  
S/9 Minor Rural Centre  
HQ/1 Design Principles  
H/7 Housing Density  
H/8 Housing Mix  
H/9 Affordable Housing  
TI/2 Planning for Sustainable Transport  
TI/3 Parking Provision

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

9. **Papworth Everard Parish Council** – recommends refusal of the application as originally submitted for the following reasons:
10. 'There appears to have been no significant change in the proposed vehicular access for the site between the current application and the previous application (S/2399/12/FL).
11. We doubt very much the reality of the figures the applicant puts forward for daily vehicular movements to and from the site (see current Transport Statement March 2015).

12. A two-bedroom house may generate two vehicle movements per day.
13. Even if the applicant's figures for vehicular movements are correct the access arrangements are not acceptable. Because the vehicle movements will be greater than the applicant proposes the access arrangements are very likely to result in collisions.
14. The two-bedroom housing alone could generate two vehicle movements at peak hours. Given the relatively high prices of houses in the district it is very likely that both partners in a couple will be employed. In large family-sized houses, if there is one member working outside the village, the other is almost certainly transporting children to school in the peak morning period. The primary school is 1km from the application site, and therefore likely to generate vehicle movements from the application site. (The village primary school is already at capacity, even before already approved developments take place. Therefore, any child of primary school age from this application may need to be taken to a different village for schooling).
15. Although there are hourly bus services to central Cambridge on weekdays, this is unlikely to be used by those who work on the periphery of the city, and is, of course useless for those employed in Huntingdon, St Neots, Royston or in any other towns and villages that are off the route.
16. To imply there is cycle access to Cambridge is misleading. The end of the cycle path at Caxton Gibbet is approximately one mile from the application site along an undulating, single carriageway road (A1198) with a 70 mph speed limit. It is likely to attract many cyclists from Papworth Everard.
17. The employment base in Papworth will not be high in comparison to the population, once the Hospital has moved to Cambridge in April 2017.
18. Density of dwellings – The density of dwellings on this development will be considerably higher than the neighbouring older village to the north of the application area and even higher than the average density of the Summersfield housing area, currently under construction, which adjoins the application site in its southern and western boundaries. It is likely to produce a built form that will therefore be unacceptable in a village location.
19. There is a large well-grown willow tree towards the front of the application area, which is greatly appreciated by village residents and an important element in the street scene on Ermine Street South. This will be put under pressure of modification or removal with a high density development.'
20. In response to the revised details, which relate to the removal of the existing traffic calming feature on the A1198, north of the site access the Parish Council has submitted the following comments.
21. 'It is alarming that the applicant is proposing the removal of an element of village traffic calming, and such a move is strongly opposed by the Parish Council. This 'give way' feature is at the village entry and therefore key to the whole traffic calming scheme. Any reduction in the severity of the village traffic calming will mean that its primary objectives – to slow speeds through the village and to encourage traffic to use the bypass (which is considerably longer than the route through the village) – will be at risk.

22. This entry feature is matched by an identical one at the northern end of the village and is an integral part of the scheme. The feature was put forward by both the police and the county highways team as necessary to reduce the speed limit on Ermine Street from 40mph to 30mph (together with the remaining features and the spacing – all specified in the highways manual). Further, the Parish Council funded a significant part of the scheme (£50,000), and secured grant funding from county highways for the rest.
23. Owing to the configuration of the road (Ermine Street South) at this point, the Parish Council understands that it would be impossible to relocate this feature.'
24. **Local Highway Authority** – requests that the application as originally submitted is refused as it fails to provide a drawing showing the proposed development site in any context in respect of the proposed layout in conjunction with the existing public highway. Comments on the revised access details will be reported.
25. **Housing Development Officer** – confirms that the scheme should provide 2 affordable dwellings, which should comprise 2 x 2-bed units (1 rented and 1 shared ownership). There is a high demand for affordable housing in South Cambs, with over 1,700 applicants on the housing register who require affordable housing. The application does not currently propose affordable housing and is therefore not supported by the Housing Strategy and Development Team.
26. **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, the use of driven pile foundations and the need for a Demolition Notice.
27. **Trees Officer** – had no objection to the 2013 scheme, but commented that the Willow tree should be protected.
28. **Historic Environment Team – Cambridgeshire County Council** – identifies the site as being within an area of high archaeological potential and considers that the site should subject to an archaeological investigation, to be secured by condition.

### Representations

29. Letters have been received from the occupiers of 84 Ermine Street South and 2 Haymans Way commenting on the following grounds:
  - i. Loss of light to side window of 84 Ermine Street. Property will be hemmed in by new development
  - ii. Access cannot cope with number of additional houses proposed.
  - iii. Movements in and out at peak times will cause problems as entrance is directly by traffic calming feature, which is already an inconvenience
  - iv. Traffic assessment submitted with application is hypothetical as Police Station not currently in use, and when it was the traffic calming bollards did not exist, there were no traffic lights or Summersfield development, and the Stirling Way Industrial Estate was much smaller
  - v. Inadequate parking space without obstructing entrance. Bins for collection will cause obstruction
  - vi. Builders traffic will cause obstruction. Construction work will cause noise and dust, and possible structural damage.

### Site and Proposal

30. The 0.13ha site is located to the west of Ermine Street towards the southern edge of the village. It currently contains two single-storey flat roofed brick built former police station buildings. Access to the site is from Ermine Street South and is shared with No.84 Ermine Street South, a detached two-storey house to the north. The access is located 10m south of an existing traffic calming feature.
31. There is a mature willow tree in the front north east corner of the site.
32. This outline application, as amended by details received on 24 June 2015, proposes the erection of a 5 dwellings following the demolition of the existing former police station buildings. The illustrative layout shows a terrace of 3 dwellings and a pair of houses (3 x 2-bed, 1 x 3-bed and 1 x 4-bed). A total of 10 car parking spaces are shown.
33. Access to the site will be via the existing entrance to Ermine Street, which will be widened to 5m. In total the access will serve 6 dwellings.
34. The density of the scheme is 38 dph.
35. All matters are reserved, apart from access, although the application is accompanied by an illustrative layout and elevations. These drawings are the same as those submitted with the earlier withdrawn application S/1772/13/FL.

### **Planning Considerations**

36. The key issues for Members to consider in this case are the principle of development, affordable housing, impact on the character of the area, residential amenity and highway safety.
37. The 2013 application is a material consideration. This application was a full application for the erection of 5 dwellings, and the layout and elevation details submitted with that application are the same as those submitted for illustrative purposes with the current outline application. The 2013 application was refused on grounds of access and lack of affordable housing. The application was not refused of grounds of layout, design, character of the area, or the impact on residential amenity.

#### *Principle of development*

38. 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 Papworth Everard as Minor Rural Centre, where the construction of new residential dwellings within the framework is supported.
39. The proposed development within the village framework would have been acceptable in principle having regard to adopted LDF and emerging Local Plan policies, had policies ST/5 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.

#### *Affordable housing*

40. Under Policy HG/3 of the adopted Local Development Framework and Policy H9 of the Draft Local Plan 2013, 2 affordable dwellings should be provided on site.

41. In the original submission the applicant took the view that given the advice in the Governments National Planning Practice Guidance that, given the scale of the proposal, there was no need to provide affordable housing. In a subsequent letter the applicant's agent has confirmed that a 'Grampian' style condition to secure affordable housing would be acceptable
42. Notwithstanding the advice in the National Planning Practice Guidance and a recent appeal decision, in the light of the Judicial Review against the Guidance, for which a decision is still awaited, the Council has currently resolved to maintain its position of seeking affordable housing on sites where there is a net gain of 3 or more dwellings.
43. The condition suggested to secure affordable housing is taken from the model condition used by the Planning Inspectorate, and has been revised to refer to the specific details of affordable housing required in this case. In the absence of a decision in respect of the Judicial Review, Members will need to confirm that they are happy for this matter to be dealt with by condition, rather than legal agreement.

*Impact on character of the area*

44. The previously refused scheme for the redevelopment of this site for 5 dwellings did not refer to any adverse impact on the character of the area in the decision notice. The illustrative details are the same as for the earlier application.
45. The land to the south and west of the site forms part of the Summersfield site. The land immediately to the south of the site is currently being developed and will comprise a flat roofed block of flats, rising to a height of 10m at the junction of Ermine Street and Summersfield, although dropping to 6m adjacent to the site boundary. To the west (rear) are houses in Mill Court.
46. The scheme for 5 dwellings in 2013 was considered to maintain the well-established building line extending north of the site, with parking provision to the front of the site, and private gardens to the rear. The height, form and massing of the two buildings proposed, which are now only indicative, were considered to be similar to those adjoining, with the detailed design and appearance appropriate subject to a condition requiring details of external materials to be agreed. The scheme was summarised as not being of high quality, but appropriate within its context and represented an enhancement over the existing buildings.
47. There has been no material change in circumstances to warrant officers coming to a different view on this point.

*Residential amenity*

48. The impact of the illustrative scheme on the amenity of adjacent properties has not changed from the refused 2013 scheme. There is a first floor landing window in the south facing elevation of No.84 Ermine Street South, which will lose some light from the dwelling proposed on the plot on the north boundary of the site. However, this impact was not considered sufficient to warrant refusal of the 2013 application, and there has been no material change in circumstances to warrant officers coming to a different view on this point.
49. The rear elevation of the existing property No.1 Mill Court is within 6m of the west boundary of the site, and has first floor windows that will overlook the rear of the proposed dwellings in the southern part of the site. The illustrative layout plan shows



proposed planting and outbuildings at the rear of the gardens of the proposed dwellings to reduce overlooking from the existing dwelling. The rear two storey elevation of the proposed dwellings is shown as being 23m from the rear wall of No.1 Mill Court, which would not comply with the minimum 25m distance sought between facing first floor windows in the District Design Guide. However, this relationship is the same as that shown and accepted in the 2013 application.

#### *Access and highway safety*

50. The 2013 application was refused on the grounds that the proposal would result in an intensification of vehicle movements during peak times directly onto a 'giveaway' at the junction of the site entrance with Ermine Street, resulting in an unacceptable danger to highway safety.
51. The current application is accompanied by a Transport Assessment. The local concern about the accuracy of the figures used in that assessment in respect of the historic movements to and from the site is shared by the Local Highway Authority. However, it has indicated that in assessing the potential traffic generation from 5 new dwellings, it is reasonable to consider what the likely level of traffic use might be if the site was to re-open as a police station.
52. The recommendation of refusal from the Local Highway Authority was based on the uncertainty over whether the applicant was suggesting the removal of the existing traffic calming feature or not. The applicant has revised the application to refer to the removal of this feature, which would be secured by planning condition and the Local Highway Authority has previously indicated that this would overcome its objection in principle to the proposal.
53. The formal comments of the Local Highway Authority will be reported. It has been supplied with a copy of the updated comments from the Parish Council so that it can deal with the matters raised in its response.
54. 10 car parking spaces are provided within the site, which meets the adopted standards.

#### *Other matters*

55. The Willow tree in the front south east corner of the site is a significant feature in the street scene, and should be retained as part of any redevelopment. The Trees Officer did not object to the proposed layout of the site for the 2013 application in so far as it impacted on the Willow tree, subject to conditions relating to tree protection and 'no-dig' construction.
56. The scale of development means that there is no requirement for contributions to public open space and community facilities.

#### **Conclusion**

57. The comments of the Local Highway Authority, which will need to have regard to the concerns raised by the Parish Council, will be key to the final recommendation. However, as noted above, it has previously indicated that the removal of the traffic calming feature is likely to overcome its objection to the application.

58. In other respects 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.

### **Recommendation**

59. That subject to the further comments of the Local Highway Authority the application is approved subject to:

### **Conditions**

- a) Approval of the details of the layout of the site, the scale and appearance of buildings, and landscaping (hereinafter called "the reserved matters") shall be obtained from the Local Planning Authority in writing before any development is commenced.  
(Reason - The application is in outline only.)
- b) Application for the approval of the reserved matters shall be made to the Local Planning Authority before the expiration of three years from the date of this permission.  
(Reason - The application is in outline only.)
- c) The development hereby permitted shall be carried out in accordance with the following approved plans: (To be specified)  
(Reason - To facilitate any future application to the Local Planning Authority under Section 73 of the Town and Country Planning Act 1990.)
- d) 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.)
- e) The landscaping scheme to be submitted under Condition 1 above 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.)
- f) No construction works shall commence on site until a Traffic Management Plan has been submitted to and approved in writing by the Local Planning 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 site and not on 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. (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.)
- g) Prior to the commencement of any development, a scheme for the provision and implementation of surface 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 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.)
- h) During the period of 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.)
- i) 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.)
- j) No demolition, site clearance or building operations shall commence until tree protection 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 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.)
- h) The development shall not begin until a scheme for the provision of affordable housing as part of the development has been submitted to and approved in writing by the Local Planning Authority. The affordable housing shall be provided in accordance with the approved scheme. The scheme shall include:
  - i. The numbers, type, tenure and location on the site of the affordable housing provision to be made, which shall in this case be 2x2-bedroom units, one of which will be for rent and one for shared ownership;

- ii. The timing of the construction of the affordable housing and its phasing in relation to the occupancy of the market dwellings;
- iii. The arrangements for the transfer of the affordable housing to an affordable housing provider;
- iv. The arrangements to ensure that such provision is affordable for both initial and subsequent occupiers of the affordable housing; and
- v. The occupancy criteria to be used for determining the identity of prospective and successive occupiers of the affordable housing, and the means by which such occupancy shall be enforced.  
(Reason - To ensure the provision of an agreed mix of affordable housing in accordance with Policy HG/3 of the adopted Local Development Framework 2007.)

+ Highway Conditions and No-dig construction

### **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: -

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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/0810/15/OL, S/1772/13/FL and S/2399/12/FL

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



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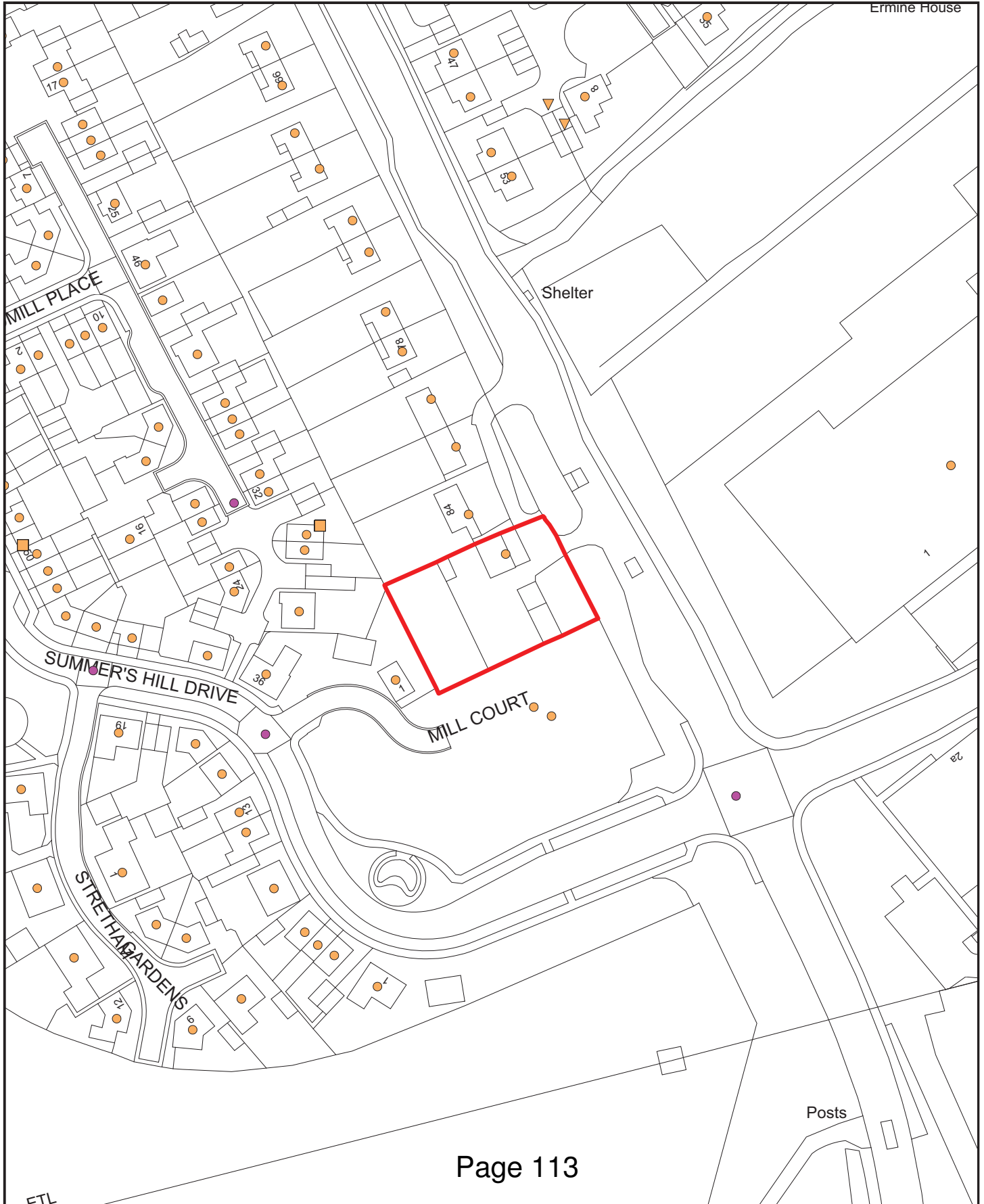
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# Agenda Item 12

## SOUTH CAMBRIDGESHIRE DISTRICT COUNCIL

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**REPORT TO:** Planning Committee

5 August 2015

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

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<b>Application Number:</b>	S/0259/15/FL
<b>Parish(es):</b>	Linton
<b>Proposal:</b>	Installation of a multi-use games area (MUGA), perimeter school railings/gate re-alignment and extension of parking area.
<b>Site address:</b>	Linton Church of England Infant School
<b>Applicant(s):</b>	Mrs Louise Clark, Linton Church of England Infant School
<b>Recommendation:</b>	Approval
<b>Key material considerations:</b>	Setting of adjacent listed buildings, Character and appearance of the conservation area, parking/highway safety, trees
<b>Committee Site Visit:</b>	Yes
<b>Departure Application:</b>	No
<b>Presenting Officer:</b>	David Thompson
<b>Application brought to Committee because:</b>	The officer recommendation conflicts with that of Linton Parish Council
<b>Date by which decision due:</b>	08 April 2015

### Planning History

1. S/1282/02/F – erection of extensions – approved  
S/1118/11 – single storey extension to existing buildings – approved  
S/2011/07/F – erection of gazedo – approved  
SC/2039/66/ - construction of swimming pool and changing rooms - approved

### Planning Policies

2. National Planning Policy Framework  
National Planning Practice Guidance

## *Local Development Framework*

### Development Control Policies DPD:

DP/1 Sustainable Development  
DP/2 Design of New Development  
DP/3 Development Criteria  
NE/6 Biodiversity  
CH/4 Development within the curtilage or setting of Listed Buildings  
CH/5 Conservation Areas  
TR/2 Car and Cycle Parking standards

### Supplementary Planning Documents (SPD's)

Development Affecting Conservation Areas – adopted January 2009  
Trees and Development Sites – adopted January 2009  
Listed Buildings – adopted July 2009  
District Design Guide – adopted March 2010

## *Draft Local Plan*

S/1 Vision  
S/2 Objectives of the Local Plan  
S/3 Presumption in favour of Sustainable Development  
HQ/1 Design Principles  
NH/4 Biodiversity  
NH/14 Heritage Assets  
TI/3 Parking Provision

### **Consultations**

3. Linton Parish Council – recommend refusal of the revised application for the following reasons:
  - The proposed site is within the curtilage of several listed buildings, including a grade I listed building (St. Mary's Church) and the grade II listed flint wall which marks the southern boundary of the site
  - The proposal should be assessed by the Highway Authority as the scheme will affect the main pedestrian access route to the school
  - The location of the proposed gate causes concern in terms of access for emergency vehicles
  - The loss of two parking spaces is unacceptable as there is an existing shortage of parking spaces on the site. The local area already suffers from congestion, the proposal is likely to make this situation worse
  - The Lime Trees adjacent to the siting of the proposed MUGA drip a corrosive liquid which would harm the long term maintenance of the development and represents a health and safety hazard
  - The proposed development may result in harm to the roots of the Lime Trees
4. District Council Conservation Officer
  - The amended proposals have resulted in the development being moved further away from the listed boundary wall and gates.



- The exterior of the MUGA fencing should be painted black to minimise the setting on the adjacent listed wall and church
  - The revised parking arrangements (6 spaces in front of the MUGA and 2 next to the development) would not have an adverse impact on the setting of the adjacent listed buildings
5. Police Architectural Liaison Officer
- No objections in relation to the noise or potential for anti-social behaviour that may result from the use of the MUGA

### **Representations**

6. No representations received

### **Planning Comments**

7. Site and proposal:
8. The application site is the southern portion of the playground to the rear of Linton CE Infant School. The site is located within the Linton Conservation Area. St. Mary's Church (grade I listed building) is located to the south west of the site. The piers and gate on the common boundary between the churchyard and the school are grade II listed. Established trees line the southern boundary of the site.
9. The applicant seeks planning permission for the erection of a MUGA which would measure 18 metres in length by 10 metres in width. The northern and southern ends of the development would have panelled walls of 2.4 metres in height, the majority of the eastern and western side elevations would be 1 metre in height.
10. The proposal would involve the loss of 3 parking spaces (1 of the 6 shown on the proposed layout plan is restricted by the presence of a gully.)

### **Key issues:**

11. The key issues to be assessed in the determination of this planning application are the impact of the development on the setting of the adjacent listed buildings, the character and appearance of the conservation area, the impact on highway safety and trees.

### **Setting of listed buildings:**

12. The original proposal sited the long sides of the MUGA on the northern and southern elevations and sited the structure immediately adjacent to the southern boundary wall of the site and the listed gate and piers on the common boundary with the church. The original scheme was considered to be detrimental to the setting of long range views of the grade I listed St. Mary's Church from Church Lane. The proposed siting would also have detracted from views at the entrance of the school site through to the listed gate and piers on the southern boundary of site, by virtue of the close proximity of the taller elevations of the development to those structures.
13. The revised scheme has re-orientated the development so that the taller but narrower end elevations are at the northern and southern end of the development,

pulling the structure 7.5 metres off the southern boundary of the site. This orientation ensures that the taller parts of the development would be less prominent in the line of site from the entrance to the school site from Church Lane, which is a prominent public viewpoint of the listed gates and pillars and the church beyond. The revised orientation also reduces the length of the development along the southern boundary of the site, addressing the concern that the original scheme resulted in an overbearing development immediately adjacent to the listed gates when viewed from within the grounds of the grade I listed church.

14. Given that the area of the site affected by the proposal is already covered by hardstanding, it is considered that the revisions to the parking arrangements on the site would not result in a detrimental impact upon the setting of the adjacent listed buildings. No element of the revised proposal, including the installation of new gates within the playground area are considered to have a detrimental impact on the setting of the listed building at no. 3 Church Lane to the north west of the site.

Character and appearance of the conservation area:

15. Following the revisions to the orientation of the development, it is considered the relatively limited height of the development would not obscure key views from wider vantage points within the conservation area. The revision to relocate the development further from the boundary of the site ensures that the MUGA and revised parking arrangements are seen within the context of the existing hardstanding to the rear of the school and as such would not appear as an incongruous development within the conservation area. It is recommended that details of the external appearance of the MUGA perimeter fencing and the proposed gates and railings are conditioned to ensure that the finish does not result in an overbearing impact on the character of the conservation area, or the setting of the adjacent listed buildings.

Highway safety:

16. The development would effectively result in the loss of 3 parking spaces on the site due to the limited nature of one of the proposed spaces. The Parish Council have objected to the scheme in relation to the loss of parking provision and the potential increase in traffic congestion on Church Lane as a result. Whilst this impact is acknowledged, it is considered that the location of the proposed parking spaces ensures that the existing site access and the front part of the site would be unaffected and as such, the impact of journeys to and from the school at the start and the end of the day would not be affected by the scheme.
17. As the site access is to remain unchanged and the existing metal railings have a gate which allows access to parking within the main yard area, it is considered that the proposed scheme would not result in a materially worse impact in terms of the safety of the access for vehicles (including emergency) or pedestrians than the existing situation.

Trees:

18. The Parish Council have raised concerns about the impact of the development on the Lime trees on the southern boundary of the site. The revision to the scheme has pulled the southern edge of the structure 7.5 metres from the boundary where the affected trees are located. Given this amendment and the fact that the

affected area of the site already has a hard surface, it is considered that the proposals would not result in harm to the condition of those trees or that the trees would result in a hazard that would be sufficient to warrant refusal of the planning application.

Other matters:

19. The County Council Archaeologist has recommended that a site investigation is conducted prior to the commencement of construction works to ensure that the development would not result in a risk to any features of archaeological significance which may sit below the hard surface of the site. Given the presence of a number of listed buildings, a burial ground and the fact that the site is within a conservation area, this condition is considered to be reasonable to ensure that any potential risks are suitably mitigated.
20. Given the location of the development within the school site, the modest height of even the tallest parts of the structure and the distance to any neighbouring properties, it is considered that the proposal would not result in harm to the residential amenity of any surrounding dwellings, including the generation of noise resulting from the use.

Conclusion:

21. The revised scheme is considered to have addressed officers' concerns regarding the impact of the development on the setting of the adjacent listed buildings/structures and the character and appearance of the conservation area. Whilst the Parish Council concerns in relation to the loss of some parking provision on the site is noted, the level of loss and the fact that the main entrance and access would not be affected are considered to ensure that harm to highway safety cannot be demonstrated. The revised location of the development within the existing hard surfaced area ensures that there would not be a detrimental impact on the condition of the trees on the southern boundary of the site and no adverse impact would result to the residential amenity of adjacent properties.

### **Recommendation**

22. Approval, subject to the conditions listed below.

### **23. Conditions**

- (a) Time limit
- (b) Approved plans
- (c) Details of external appearance of the MUGA perimeter fencing and the gates and railings to be installed as part of the modifications to the parking arrangements

### **Background Papers**

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

- South Cambridgeshire Local Development Framework Core Strategy (adopted January 2007)
- South Cambridgeshire Local Plan 2004 (Delete as appropriate)
- Cambridgeshire and Peterborough Structure Plan 2003 (Delete as appropriate)
- Planning File Ref: (These documents need to be available for public inspection.)
- Documents referred to in the report including appendices on the website only and reports to previous meetings

**Report Author:** David Thompson – Principal Planning Officer  
Telephone: (01954) 713250



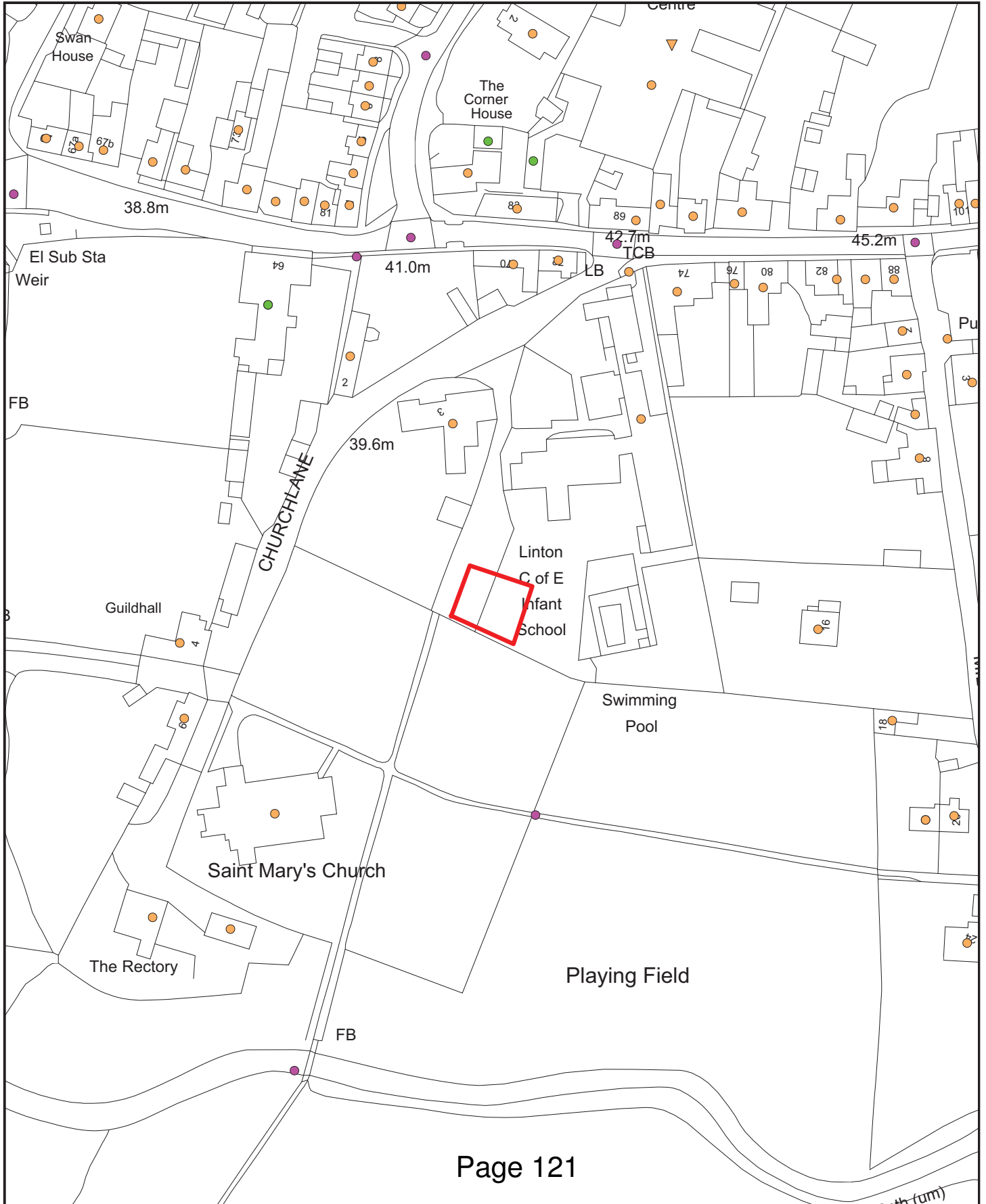
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# Agenda Item 13

## SOUTH CAMBRIDGESHIRE DISTRICT COUNCIL

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**REPORT TO:** Planning Committee

5 August 2015

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

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**Application Number:** S/0039/15/FL

**Parish:** Cottenham

**Proposal:** Closure of existing access to barns and creation of a new access to the south to serve the barns and holiday units.

**Site address:** The Lakes, Twentypence Road

**Applicant(s):** Mr and Mrs G Clandillon

**Recommendation:** Approval

**Key material considerations:**

- The extent to which the application accords with the provisions of the development plan
- Highway safety
- Flooding
- Contamination.

**Committee Site Visit:** Yes

**Departure Application:** No

**Presenting Officer:** Julie Ayre

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

**Date by which decision due:** 21 April 2015

### Planning History

1. **S/0099/06/LDC** - Existing use as 3 dwellings - Refused
2. **S/1534/06/FL** - Relocation of access - Refused
3. **S/1535/06/OL and S/1536/06/OL** Two separate applications for 3 residential units - Refused
4. **S/1502/07/F** - Part demolition and conversion of house to 4 dwellings - Withdrawn
5. **S/0386/08/F** - Part demolition and conversion of house to 4 dwellings (retrospective) - Refused

6. **S/0919/08/F** - New Access - Withdrawn
7. **S/1979/08/F** - Alterations and change of use of dwelling to form 4 holiday lets and replacement access - Refused
8. **S/1048/09/F** - Alterations and change of use to form 4 holiday lets and replacement access - Refused
9. **S/2379/12/LD** - Certificate of lawfulness for existing development comprising the conversion of single dwelling to six dwellings - Approved
10. **S/2702/13** - Replacement 2 bedroom flat and extension - Approved
11. **S/0512/15/F** - Extension to 1 Twentypence Road - Approved

### **Planning Policies**

12. **National Policy**

National Planning Policy Framework 2012

13. **South Cambridgeshire Local Development Framework Core Strategy 2007**

ST/5 Minor Rural Centres

14. **South Cambridgeshire LDF Development Control Policies DPD, 2007:**

DP/1 Sustainable Development  
 DP/2 Design of New Development  
 DP/3 Development Criteria  
 DP/7 Development Frameworks  
 NE/11 Flood Risk

15. **South Cambridgeshire LDF Supplementary Planning Documents (SPD):**

District Design Guide SPD – Adopted March 2010  
 Landscape in New Developments SPD – Adopted March 2010

16. **Proposed Submission Local Plan (July 2013)**

S/7 Development Frameworks  
 S/9 Minor Rural Centres  
 HQ/1 Design Principles  
 CC/9 Managing Flood Risk

### **Consultations**

17. **Cottenham Parish Council** – Recommends refusal: As they have grave concerns about moving the access closer towards a bend on the B1049. This is a very busy road and the proposed access would appear contrary to DP3 1b (it would compromise safety to/from the public highway).
18. **Local Highway Authority** – Comments that if the submitted application is for the permanent closure of the access to the dis-used access to the barn site including the



removal of the bridges over the ditch then, in principle, the Local Highway Authority would welcome the proposal. Subject to conditions regarding the internal track linking the new access to the fishing lakes is removed, the access to the barns is permanently closed, visibility splays are provided each side of the new access, no private water drains onto the highway and the access is constructed in bound material.

19. **Environmental Health Contaminated Land Officer** – Comments that this area of land was formerly occupied by gravel pits which have been infilled. Recommends a condition to ensure any contaminates on site are suitably dealt with.
20. **Old Weste Internal Drainage Board** – Comments that as the proposal is for the culverting of a watercourse within the Board's district, the consent of this Board is required under the Land Drainage Act. Details of how to apply for consent can be found at the website of the Ely Group of Drainage Boards.

### **Representations**

21. None

### **Planning Comments**

- 22.. The Lakes is located outside the village framework and within the countryside between the villages of Cottenham to the south and Wilburton to the north. The lakes is accessed off the B1049 a fast moving road, the application site is an open parcel of land that appears to have undergone incremental stages of development. To the north western corner of the application site are 6 dwellings and to its southern end a series of man - made lakes.
23. The site is accessed via two access points set mid- way along Twenty pence Road, within the site are a number of internal track ways connecting the northern and southern corner.
24. This application is for the creation of a new access from B1049 Twentypence Road to serve existing dwellings. Existing access retained for fishing only.

### **Principal of Development**

25. The main issues in this application are:
  - The extent to which the application accords with the provisions of the development plan;
  - The extent to which the application accords with the provisions of the development plan taking into account: access and infrastructure.
26. The site lies in the countryside, well outside the defined village framework for Cottenham. Policy DP/7, which relates to development in the countryside locations, states that only development for agriculture, horticulture, forestry, outdoor recreation and other uses that need to be located within the countryside will be permitted. This application is to provide a new access to 6 residential units, which currently enjoy access to the south via a lane which historically only provided access to fishing lakes.
27. It is intended that a new access is created to facilitate access to the residential and barns. The original access will not be closed as part of this development but limited to use by the lakes only. However, the submitted plans indicate an internal link is still

possible. A condition is recommended to ensure that no possible link between the fishing lakes and the residential can be achieved. The proposal also indicates the permanent closure of an access to the north which serves the barns. As a result this development does not result in an unacceptable impact on the character of the area as the number of access to the site does not increase.

### **Highway Safety**

28. The existing access to the site is narrow, visibility splays cannot be achieved in full, it is concealed and located on a national speed stretch of road. The access to the houses were given permission as a Lawful Use Certificate, for 6 units in January 2013, with the existing access therefore in use. Subsequent applications recommended the closure of the original access and the creation of an access to the north. The current application suggests an access similar to that previously recommended. The proposed access is supported by the Local Highways Authority subject to conditions, therefore the development is considered acceptable in highway safety terms.
29. The permanent closure of the access to the north of the new access will remove any potential highway safety issues associated with the barn as the access would be via the new proposed access which has the appropriate visibility splays.

### **Flood Risk**

30. The site lies within Flood Zone 1 (low risk) and on an island surrounded by Flood Zone 2 and 3 (high risk). The proposal is therefore considered acceptable from a flood risk perspective. The Old West Internal Drainage Board have been consulted and recommends that any culverting to the entrance as proposed requires its formal consent and this can be added as an informative to any decision.

### **Contaminated Land**

31. Part of the site was previously used as a gravel pit which has been infilled, therefore during construction of the new access/driveway it is recommended that checks be made on the material on site to ensure there are no human health issues. The Environmental Health Officer recommends an informative, but a condition is proposed to ensure accurate monitoring is maintained throughout construction. Therefore the application is considered to be acceptable.

### **Conclusion**

32. The application proposal does not detract from the nature and character of the countryside, is an improvement on the existing access arrangements and does not result in serious flooding issues, it is therefore recommended for approval subject to conditions

### **Recommendation**

33. Approval, subject to the following conditions:
  - (a) Time limit
  - (b) Approved plans
  - (c) Notwithstanding the approved plans the access between the lake and the new access will be permanently removed.

- (d) Visibility splays
- (e) Contaminated
- (f) Permanent closure of the barn access and land reinstated
- (g) No water on the highway
- (h) No unbound material

34. Informatives

- (a) Granting of planning permission does not constitute a permission or licence to a developers to carry out any works within the highway, separate permission should be sought from the Highway Authority, prior to any works
- (b) Granting of planning permission does not constitute permission/guarantee the Old West Internal Drainage Board's consent, the applicant is recommended to liaise direct with that body.

### Background Papers

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- South Cambridgeshire Local Development Framework Core Strategy DPD 2007
- South Cambridgeshire Local Development Framework Development Control Policies DPD 2007
- South Cambridgeshire Local Development Framework Supplementary Planning Documents
- Proposed Local Plan
- National Planning Policy Framework 2012

**Report Author:** Julie Ayre – Team Leader (East)  
Telephone: (01954) 713313

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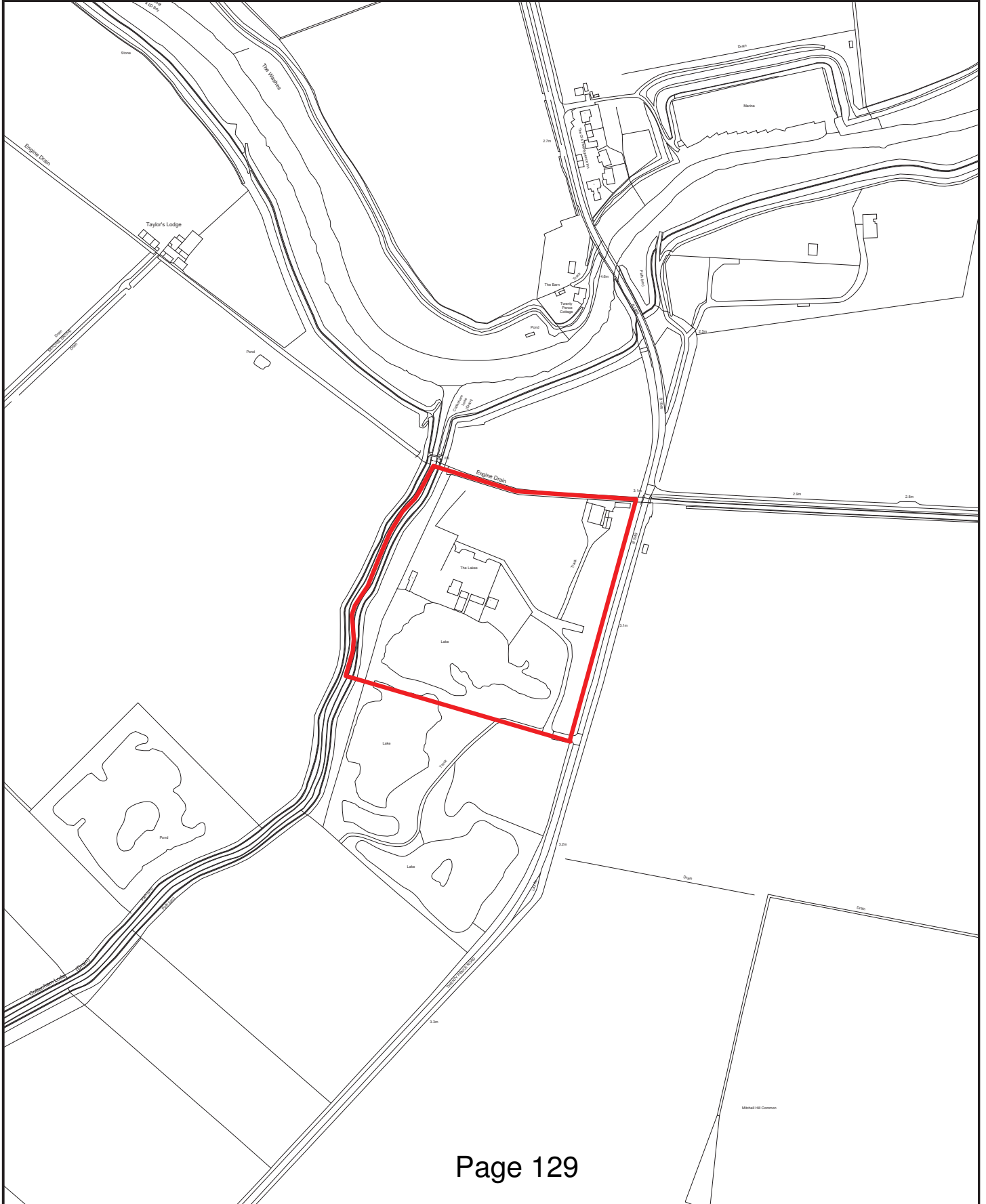
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# Agenda Item 14

## SOUTH CAMBRIDGESHIRE DISTRICT COUNCIL

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**REPORT TO:** Planning Committee

5 August 2015

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

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### **Planning (Listed buildings and Conservation Areas) Act, 1990 as amended: Section 54 Urgent Works Notice**

<b>Application Type:</b>	Urgent Works Notice
<b>Parish(es):</b>	Sawston
<b>Proposal:</b>	Carry out enforcement using Section 54, urgent works notice, to Great Eastern drying shed, Grade II* Listed. These works are considered important to preserve the building before this winter.
<b>Site address:</b>	Great Eastern Drying Shed High Street Sawston
<b>Key material considerations:</b>	The building is at considerable risk of collapse if no action is taken to make it secure and weather tight
<b>Recommendation</b>	Authority to issue Urgent Works Notice

#### **Background**

1. The drying shed, which has a Grade II\* listing, is an exceptional example of a tannery drying shed on account of its extraordinary scale. The building is located in an active tannery, which includes other listed buildings.
2. It is currently on the Historic England heritage at risk register and has been given a category 'A' rating, which means it is at immediate risk of further rapid deterioration or loss of fabric: no solution agreed.
3. The building was constructed during a period of rapid expansion of the tannery complex and survives relatively unaltered. It has local significance adding to the social and economic history of Sawston, particularly in relation to the extensive tanning industry in the town. It also has regional and national importance because it is the only 19th century tannery drying shed found that was built on three floors and was also the largest shed identified in the search by Pre-Construct Archaeology.
4. The drying shed suffers from a weakness in the timber frame where a combination of decay and loss of bracing members has reduced the lateral strength. There are existing temporary supports comprising of timber raking, shores and steel ties bolted to channels, roof slates, and timbered louvers are missing. The shed is extremely vulnerable to collapse and may not survive another heavy winter.

5. Due to the building being a long-standing case and there seems to be no repair scheme in progress or potential use, Historic England have identified this building as a national priority.
6. The owner is a local business that has a great part in the history and development of Sawston. Due to changes in tanning practices, the building has not had a relevant use for some time. Due to this the condition of the building has deteriorated and is at risk of being completely lost.
7. Due to the form of the building (low floor to ceiling heights), it is not easy to find a new use. Therefore working with the owners to find a new use will be a long and complicated project. This makes stabilising the condition of the building by making it weather tight even more important.
8. Serving an urgent works notice on the property will ensure that the building is made weather tight by this winter. This will give the consultancy team and Historic England the time to work with the owner to find a sustainable new use for the building.

### **Recommendation**

9. Officers recommend that the Committee authorises the issue of an Urgent Works Notice in respect of the Great Eastern Drying Shed, High Street, Sawston under Section 54 of the Planning (Listed buildings and Conservation Areas) Act as amended

### **Background Papers:**

- None

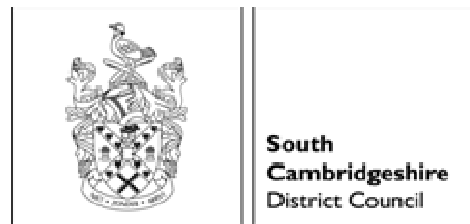
### **Report Author:**

Juliette Wilson  
Telephone Number:

Historic Buildings Officer  
01954 712907



# Agenda Item 15



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

5 August 2015

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## Enforcement Report

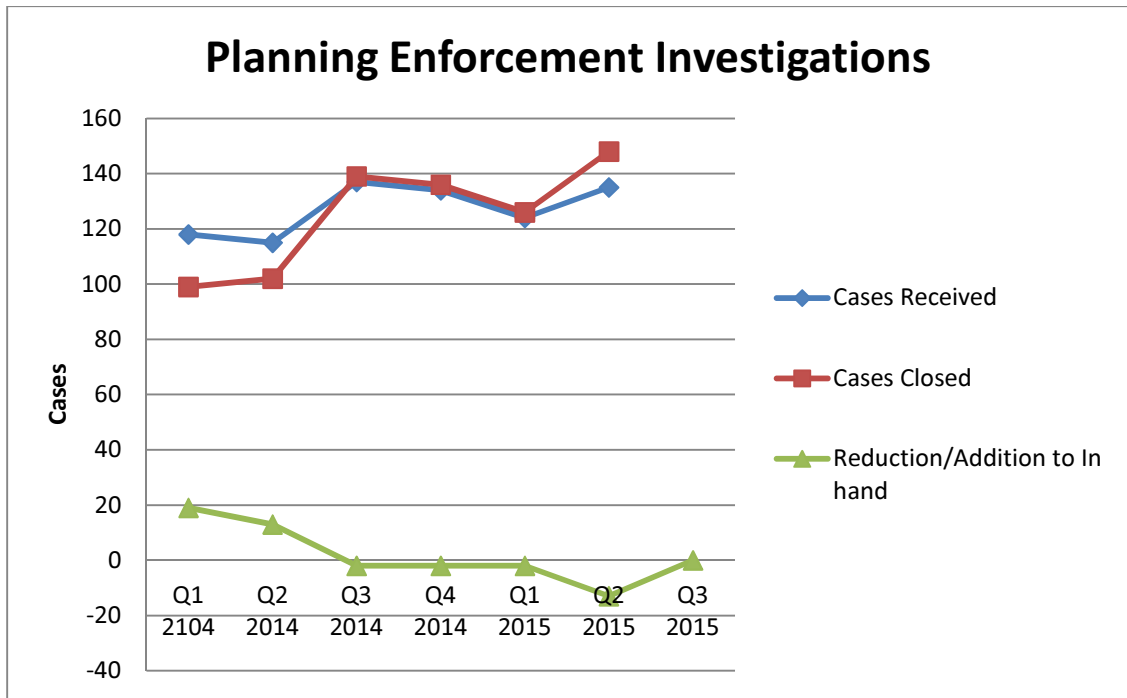
### Purpose

1. To inform Members about planning enforcement cases, as at 17<sup>th</sup> July 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	44	52
<b>2015 YTD</b>	<b>259</b>	<b>274</b>
<b>2014</b>	<b>504</b>	<b>476</b>



**Enforcement Cases on hand:**

- 3. Target 150
- 4. Actual 85 (5.5% reduction from previous month)

**Notices Served**

5.

Type of Notice	Period	Year to date
	June 2015	2015
Enforcement	2	8
Stop Notice	0	0
Temporary Stop Notice	0	2
Breach of Condition	0	13
S215 – Amenity Notice	0	1
Planning Contravention Notice	1	3
Injunctions	0	1
High Hedge Remedial Notice	0	1

## Notices issued since the last Committee Report

Ref. no.	Village	Address	Notice issued
PCN/003/15	Fulbourn	Barnsbury House, Cox's Drove	Contravention Notice
PLAENF. 1648	Castle Camps	Land Rear East View	Enforcement Notice
PLAENF. 1647	Fowlmere	22 Pipers Close	Enforcement 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  
A claim against the occupier of the land in which the Council is seeking a planning injunction has now been issued in the High Court

#### 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. 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

**d. 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.

Permission granted by the Honourable Mrs Justice Patterson DBE, Court date to be advised.

**e. 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

Site inspection with local parish, landscaping, planning and representatives from persimmon homes to take place week commencing 20<sup>th</sup> July 2015

**f. North Hall Farm, Barley Road Heydon**

A change in use (after conversion) of a single storey building to three self-contained residential units in occupation, or being made available for occupation as permanent dwellings A planning permission was granted in 2010 for the proposed change of use of the building then described as stables to holiday homes, subject to conditions The council considers the permission has lapsed. The case which was subsequently prosecuted and resulted in an appeal hearing at the Court of Appeal Criminal Division The Appellant's main ground of appeal was that the planning permission had the effect of allowing permanent residential use because 'holiday let' was not defined and condition 3 did not require compliance with the scheme. Further that under the use classes order, planning permission was not required to change from holiday let to residential use and that s.180 TCPA 1990 applied. She noted that pursuant to s.57 TCPA 1990, planning permission is required for development and the changing of any material use. The permitted use had been for farm offices not residential use. The Planning Inspector rejected the use as residential accommodation. Mrs, Justice Lang reading judgment on behalf of the Justices, dismissed the appeal There was an order for costs of £3,500 in respect of Counsel's fees for the Appeal. Arrangements to claim fees and disbursements incurred in the Crown Court and POCA proceedings at the sentencing / POCA hearing will be made

**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 259 cases investigated which when compared to the same period in 2014 is a 11.16% 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**

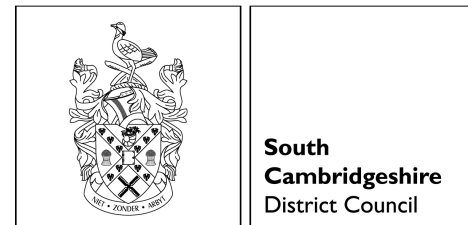
**Background Papers:**

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

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# Agenda Item 16



South  
Cambridgeshire  
District Council

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

5 August 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 24 July 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/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/2670/14	7 Home End Fulbourn Extensions	Allowed	07/07/15
S/3003/14/FL	Mr & Mrs Grey 98 Duxford Road Whittlesford Two storey rear extension	Dismissed	16/07/15
S/1867/14/PJ	Mr J Akhtar Unit 11 North Hall Farm Barley Road Heydon	Allowed	21/07/15

### Appeals received

Ref. no.	Details	Decision	Decision Date
S/0892/15/LD	Mr M Dwyer Enterprise Nurseries Ely Road Landbeach Dwelling	Non-determination	02/06/15

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 Apartments	Refused	15/06/15
S/0305/15/FL	Mr & Mrs Dockerill Common Lane Farm Common Lane Sawston Dwelling	Refused	16/06/15
S/0264/15/FL	Jeffmar Ltd 7 Church walk Little Gransden Dwelling, garage/cartlodge on land to the side of no 7	Refused	22/06/15
S/2893/14/FL	Mr P Tucker Oak Cottage High Street Fen Drayton Proposed Bridge and vehicular access leading to Highway	Non-determination	02/07/15
S/2761/14/FL	Mr L Connors Horse and Groom Baldock Road Demolition and erectiojn of two dwellings	Refused	07/07/15
S/2547/14/FL	Mr & Mrs O Malley Adj to East View	Refused	08/07/15



	Haverhill Road Castle Camps Dwelling and C of U of agricultural land to garden.		
PLAENF.1,647	Land on 22 Pipers Close, Fowlmere Static Caravan		16/07/15
S/3017/14/FL	Land on 22 Pipers Close, Fowlmere Static Caravan	Refused	21/07/15
S/1888/14/OL	Land south of Huntingdon Garden Centre Dry Drayton	Refused	22/07/15

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

4.

<b>Ref. no.</b>	<b>Name</b>	<b>Address</b>	<b>Hearing</b>
S/1451/14/FL S/1476/13/LD S/2097/14/VC	Mr T Buckley	The Oaks Willingham	Inquiry 12/01/16 Offered
S/1931/15/PB	Croxtan Park Partnership	The Stables Croxtan Park Coxton	Hearing 26 August 2015 Confirmed
S/0305/15/FL	Mr & Mrs Dockerill	Common Lane Farm, Sawston	Hearing 22 September 2015 Confirmed

**Summaries of Appeals**

5. None

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

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