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South
Cambridgeshire
District Council

3 March 2020

To: Chairman – Councillor John Batchelor
Vice-Chairman – Councillor Pippa Heylings
All Members of the Planning Committee - Councillors Anna Bradnam,
Dr. Martin Cahn, Sue Ellington, Peter Fane, Brian Milnes, Judith Rippeth,
Deborah Roberts, Heather Williams and Nick Wright

Quorum: 3

Substitutes: Councillors Grenville Chamberlain, Mark Howell, Dr. Shrobona Bhattacharya,
Graham Cone, Henry Batchelor, Dr. Claire Daunton, Eileen Wilson,
Dr. Tumi Hawkins and Dr. Douglas de Lacey

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, 11 MARCH 2020 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

Liz Watts

Chief Executive

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

AGENDA

PAGES

PUBLIC SEATING AND SPEAKING

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

PROCEDURAL ITEMS

1. Apologies

To receive apologies for absence from committee members.

2. Declarations of Interest

1. Disclosable pecuniary interests (“DPI”)

A DPI is where a committee member or his/her spouse or partner has any kind of beneficial interest in the land under consideration at the meeting.

2. Non-disclosable pecuniary interests

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

3. Non-pecuniary interests

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

3. Recorded voting

4. Minutes of Previous Meeting

To authorise the Chairman to sign the Minutes of the meeting held on 12 February 2020 as a correct record.

PLANNING APPLICATIONS AND OTHER DECISION ITEMS

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

5. S/3777/19/VC - Caldecote (Land East of Highfields Road, Highfields Caldecote) 1 - 36

Variation of condition 23 (water drainage scheme) of planning permission S/2510/15/OL for Outline planning permission for up to 140 residential dwellings, (including up to 40% affordable housing), removal of existing temporary agricultural structures and debris, introduction of structural planting and landscaping, informal public open space and children's play area, community orchard and allotments, surface water flood mitigation and attenuation, vehicular access points from Highfields Road and associated ancillary works. All matters to be reserved with the exception of the main site access.

6. S/4002/19/VC - Fowlmere (Apple Acre Park, London Road) 37 - 38

Removal of condition 2 (The site shall not be used other than as a touring caravan site and/or tent site and shall not be occupied by mobile homes used either for seasonal use or permanent residential accommodation) of planning permission S/1156/92/F

7. S/4615/18/OL - Landbeach (Land To The West Of Cambridge Research Park, Beach Drive) 39 - 76

Outline Application for the erection of up to 28,000sqm of mixed B1 (a) offices, B1 (b) research and development, B1 (c) light industrial, B2 general industrial, B8 storage and distribution, and A1/A3 amenity café, with all matters reserved (Access from Beech Road,

Appearance, Landscaping, Layout and Scale)

8.	S/4744/19/FL - Waterbeach (Land to east of Cody Road and north of Bannold Road)	77 - 108
	Proposed residential development for 21 dwellings including affordable houses with associated access, landscaping, open space, garages and one self-build/custom build plot	
9.	S/2896/19/FL - Duxford (Imperial War Museum, Royston Road)	109 - 156
	Construction of a 168 bedroom hotel with ancillary facilities, associated access, gates, car parking (including reconfigured conference centre car parking), cycle parking and landscaping.	
10.	S/1719/19/FL - Linton (17 Green Lane)	157 - 180
	Relocation of a fence	
11.	Review of Planning Committees	181 - 188
	MONITORING REPORTS	
12.	Enforcement Report	189 - 194
13.	Appeals against Planning Decisions and Enforcement Action	195 - 202

GUIDANCE NOTES FOR VISITORS TO SOUTH CAMBRIDGESHIRE HALL

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

Disturbance by Public

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

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EXCLUSION OF PRESS AND PUBLIC

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

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

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

Notes

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

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Agenda Item 4

SOUTH CAMBRIDGESHIRE DISTRICT COUNCIL

Minutes of a meeting of the Planning Committee held on
Wednesday, 12 February 2020 at 10.30 a.m.

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

Councillors: Anna Bradnam Dr. Martin Cahn
Peter Fane Brian Milnes
Judith Rippeth Deborah Roberts
Heather Williams Nick Wright

Officers in attendance for all or part of the meeting:

Julie Ayre (Planning Team Leader (East)), Katie Christodoulides (Senior Planning Officer), Alistair Funge (Planning Enforcement Officer), Stephen Kelly (Joint Director of Planning and Economic Development), Rory McKenna (Deputy Head of Legal Practice), Stephen Reid (Senior Planning Lawyer), Aaron Sands (Senior Planning Officer), Ian Senior (Democratic Services Officer) and Andrew Thompson (Planning Officer)

Councillors Sarah Cheung Johnson and Neil Gough were in attendance, by invitation.

1. APOLOGIES

Councillor Sue Ellington sent Apologies for Absence.

2. DECLARATIONS OF INTEREST

There were no declarations of interest.

3. RECORDED VOTING

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

4. MINUTES OF PREVIOUS MEETINGS

The Committee authorised the Chairman to sign, as a correct record, the minutes of the Extraordinary meeting held on 24 October 2019.

The Committee authorised the Chairman to sign, as a correct record, the minutes of the meeting held on 15 January 2020 subject as follows:

Minute 5 – S/4298/18/FL – Willingham

In paragraph 5 replace “The Committee...” with “Councillor Nick Wright...”

5. PLANNING SCHEME OF DELEGATION

The Planning Committee considered a report from the Director of Planning and Economic Development and the Monitoring Officer seeking its approval of the updated powers and functions it delegates to officers, as set out in Appendix A to that report.

Following a presentation from the Joint Director of Planning and Economic Development, Members engaged in a wide-ranging debate surrounding the options outlined in the report. The principal points raised were as follows:

- The Local Planning Authority should improve public perception that it recognises and respects the concerns and aspirations of Parish Councils and residents
- Members had had insufficient time in which to consider the options fully, and it was essential that the review should be conducted over such period as to allow an informed decision to be made.
- The review of delegation had to retain enough flexibility to protect South Cambridgeshire District Council's five-year housing land supply
- If applications that Parish Councils want presented to Committee are instead dealt with under delegation, Parish Councils should be told why

The Joint Director of Planning and Economic Development highlighted the potentially broad range of material considerations used to consider the basis for referral of applications to the Committee. He emphasised instead the importance of officers using their professional judgment to assess the relevant factors involved on an application by application basis.

Councillor Heather Williams proposed, and Councillor Deborah Roberts seconded, the following amendment to the Recommendation

“The receipt of a request for call in by a parish council within 21 days, or a member within 28 days, of notification is referred automatically to Committee - where material planning considerations are cited by the parish or member for seeking such a decision

This will take place for the next 6 weeks to allow full scrutiny and time to digest a way forward given the short time we have had to assess the options. During this six weeks the committee will sit more often, as often as is necessary, to ensure decisions are not delayed.”

Upon a show of hands, this amendment was lost by seven votes to three. Councillors Roberts, Heather Williams and Wright supported the amendment. Councillors John Batchelor, Bradnam, Cahn, Fane, Heylings, Milnes and Rippeth voted to refuse the amendment.

Members discussed timescales for receiving back a further report. The Monitoring Officer asked Members instead to consider allowing officers a reasonable length of time to finalise proposals without imposing a deadline on them.

The Planning Committee

1. By five votes to four with one abstention, approved Option 1 in the second agenda supplement namely to amend paragraph 1 in Appendix A to the report from the Joint Director of Planning and Economic Development contained in the main agenda (dated 4 February 2020) to read as follows:

“A Local Member or Parish Council writes, or emails a request for a particular application to be considered by Planning Committee, and sound planning reasons are given for why this is considered necessary and the request is accepted by the Joint Director of Planning and Economic Development, in consultation with the Chairman of Planning Committee (or

Vice-Chair in his/her absence)."

Footnote - Notwithstanding any decision is ultimately one for the officer himself/herself, the committee's guidance in terms of decisions made in accordance with the delegation rules is that in cases which raise issues which are sensitive or controversial, the committee would expect the officer normally to refer the matter to the committee.

(Councillor John Batchelor, Bradnam, Cahn, Fane and Heylings voted to approve. Councillors Rippeth, Roberts, Heather Williams and Wright voted against. Councillor Milnes abstained.)

2. By eight votes to two, approved the remainder of the tracked changes in Appendix A to the report in the main agenda.
3. Unanimously, instructed officers to submit for its consideration as soon as possible the draft terms of reference for the Planning Advisory Service review and that they report back to Committee with the recommendations arising from that review to either an ordinary or extraordinary meeting by no later than the end of June 2020.

6. **S/3499/19/RM - LONGSTANTON / OAKINGTON (PHASE 2A, NORTHSTOWE)**

Members visited the site on 11 February 2020.

Mark Latham (Urban Splash) and Councillor Sarah Cheung Johnson (a local Member) addressed the meeting.

The Committee noted that improved delivery times were likely because the nature of the buildings' construction off site meant that that could take place at the same time as groundwork on site. The Committee also received an assurance that cladding used would be non-flammable. Members noted local concern about the impact on the residents of Rampton Drift of three-storey dwellings proposed for the edge of this development.

Further debate focussed on

- The provision of bat boxes, and bird boxes designed to attract a wider variety of birdlife
- The key importance of both age-restricted accommodation and the modular construction of the housing
- The need for careful consideration to be given to building heights so as to protect as far as possible the amenity of residents in Rampton Drift

A proposal from Councillor Deborah Roberts, seconded by Councillor Heather Williams, to defer making a decision until the issue of building heights had been resolved was lost by six votes to three with one abstention.

Planning Committee

1. By seven votes to three **approved** Part A of the report from the Joint Director of Planning and Economic Development - Reserved Matters to Phase 2A of Northstowe subject to conditions outlined in the report and an additional highways condition following receipt of further late comments;
(Councillors John Batchelor, Bradnam, Cahn, Fane, Heylings, Milnes and Rippeth

- voted for approval. Councillors Roberts, Heather Williams and Wright voted to refuse.)
2. By seven votes to three **approved** Part B of the report - Discharge Conditions 9, 10, 11, 12, 19, 20, 23, 24, 27, 31, 32, 33, 34, 38, 41, 42, 43, 45, 48, 57 and 64 of outline planning permission S/2011/14/OL, subject to the implementation of the agreed details; and
(Councillors John Batchelor, Bradnam, Cahn, Fane, Heylings, Milnes and Rippeth voted for approval. Councillors Roberts, Heather Williams and Wright voted to refuse.)
 3. Unanimously **approved** Part C of the report - Temporary change of use of two dwellings to show homes.

**During Item 7 of this agenda
(S/2549/19/RM - Cottenham)
and in accordance with
Standing Orders, the
Committee agreed by
affirmation that the meeting
should continue beyond four
hours.**

7. **S/2549/19/RM - COTTONHAM (LAND OFF RAMPTON ROAD)**

Members visited the site on 11 February 2020.

Michael Brown (objector), John Dudding (applicant's agent), Councillor Frank Morris (Cottenham Parish Council) and Councillor Neigh Gough (local Member speaking on behalf of himself and Councillor Eileen Wilson, the other local Member) addressed the meeting.

The case officer updated the Committee. Late representations had already been addressed in the report. The Local Highways Authority had now changed its recommendation to approval. Ecology and Urban Design Officers were supportive of the application.

In response to Members' concern about ongoing management and maintenance of the drainage system, the Delivery Manager (Strategic Sites) said that these matters were not in the gift of the Local Highways Authority.

Councillor Deborah Roberts said that this application was premature. The proposal was seconded and, following a short debate, the motion was put to a vote on the basis of the application being against the Village Design Statement, permeability with the adjacent site, layout and the likelihood of the estate roads not being adopted. The vote was five in favour of deferral (Councillors Heylings, Milnes, Rippeth, Roberts and Heather Williams) and five against (Councillors John Batchelor, Bradnam, Cahn, Fane and Wright). The Chairman exercised his casting vote against deferral so the motion was lost.

By seven votes to three, the Planning Committee resolved to **approve** the application subject to the Conditions and informatives contained in the report from the Joint Director of Planning and Economic Development and, by five votes to one with three abstentions, to the addition of the following Condition:

"No development shall begin until a surface water drainage scheme for the site, based on sustainable drainage principles, has been submitted to and approved in writing by the Local Planning Authority. The scheme shall subsequently be implemented in accordance with the approved details before the relevant part of the scheme (including all strategic elements which will benefit all dwellings) and that part which is particular to an individual dwelling shall subsequently be implemented in accordance with the approved details before an application is made for a final certificate for building regulation purposes and no dwellings shall be occupied unless the relevant part of the said scheme has been implemented to the reasonable satisfaction of the Local Planning Authority. The scheme shall be based upon the principles within the agreed Flood Risk Assessment (FRA) prepared by Enzygo (ref: SHF.1132.024.HY.R.001.G dated August 2016 and shall also include: -

- i) Full calculations detailing the existing surface water runoff rates for the QBAR, 3.3 % Annual Exceedance Probability (AEP) (1 in 30) and 1% AEP (1 in 100) storm events.
- ii) Full results of the proposed drainage system modelling in the above-referenced storm events (as well as 1% AEP plus climate change), inclusive of all collection, conveyance, storage, flow control and disposal elements and including an allowance for urban creep, together with an assessment of system performance.
- iii) Detailed drawings of the entire proposed surface water drainage system, including levels, gradients, dimensions and pipe reference numbers.
- iv) Full details of the proposed attenuation and flow control measures.
- v) Site Investigation and test results to confirm infiltration rates.
- vi) Details of overland flood flow routes in the event of system exceedance, with demonstration that such flows can be appropriately managed on site without increasing flood risk to occupants.
- vii) Full details of the maintenance/adoption of the surface water drainage system.
- viii) Measures taken to prevent pollution of the receiving groundwater and/or surface water.

The drainage scheme must adhere to the hierarchy of drainage options as outlined in the NPPF PPG.

(Reason - To ensure a satisfactory method of surface water drainage and to prevent the increased risk of flooding in accordance with Policy CC/8 of the adopted Local Plan 2018.)"

(Councillors John Batchelor, Bradnam, Cahn, Fane, Heylings, Milnes and Rippeth voted in favour. Councillors Roberts, Heather Williams and Wright voted against.)

8. **S/2679/19/RM - COTTONHAM (LAND OFF RAMPTON ROAD)**

Members noted that this was a duplicate application to application reference S/2549/19/RM (Minute 7 of the meeting held on 12 February 2020 refers).

By way of confirmation, and by seven votes to three, the Planning Committee resolved to **approve** the application subject to the Conditions and informatics contained in the report from the Joint Director of Planning and Economic Development and, by five votes to one with three abstentions, to the addition of the following Condition:

"No development shall begin until a surface water drainage scheme for the site, based on sustainable drainage principles, has been submitted to and approved in writing by the Local Planning Authority. The scheme shall subsequently be implemented in accordance with the approved details before the relevant part of the scheme (including all strategic elements which will benefit all dwellings) and that part which is particular to an individual dwelling shall subsequently be implemented in accordance with the approved details before an application is made for a final certificate for building regulation purposes and no dwellings shall be occupied unless the relevant

part of the said scheme has been implemented to the reasonable satisfaction of the Local Planning Authority. The scheme shall be based upon the principles within the agreed Flood Risk Assessment (FRA) prepared by Enzygo (ref: SHF.1132.024.HY.R.001.G dated August 2016 and shall also include: -

- i) Full calculations detailing the existing surface water runoff rates for the QBAR, 3.3 % Annual Exceedance Probability (AEP) (1 in 30) and 1% AEP (1 in 100) storm events.
- ii) Full results of the proposed drainage system modelling in the above-referenced storm events (as well as 1% AEP plus climate change), inclusive of all collection, conveyance, storage, flow control and disposal elements and including an allowance for urban creep, together with an assessment of system performance.
- iii) Detailed drawings of the entire proposed surface water drainage system, including levels, gradients, dimensions and pipe reference numbers.
- iv) Full details of the proposed attenuation and flow control measures.
- v) Site Investigation and test results to confirm infiltration rates.
- vi) Details of overland flood flow routes in the event of system exceedance, with demonstration that such flows can be appropriately managed on site without increasing flood risk to occupants.
- vii) Full details of the maintenance/adoption of the surface water drainage system.
- viii) Measures taken to prevent pollution of the receiving groundwater and/or surface water.

The drainage scheme must adhere to the hierarchy of drainage options as outlined in the NPPF PPG.

(Reason - To ensure a satisfactory method of surface water drainage and to prevent the increased risk of flooding in accordance with Policy CC/8 of the adopted Local Plan 2018.)"

(Councillors John Batchelor, Bradnam, Cahn, Fane, Heylings, Milnes and Rippeth voted in favour. Councillors Roberts, Heather Williams and Wright voted against)

Councillor John Batchelor left the meeting. Councillor Pippa Heylings took the Chair for the remainder of the meeting. By affirmation, the Committee appointed Councillor Brian Milnes as Vice-Chairman for the remainder of the meeting.

9. S/3344/19/FL - KNAPWELL (12 HIGH STREET)

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

10. S/2513/19/FL - SWAVESEY (WHITE WILLOWS, HALE RD)

Members visited the site on 11 February 2020.

Mr. Ratcliffe (applicant) and Councillor Will Wright (Swavesey Parish Council) addressed the meeting. Members also received an e-mail from Henry Doble (applicant's agent).

Councillor Deborah Roberts pointed out the conflict between this application and the South Cambridgeshire Local Plan 2018, The site was outside the Village Framework and

the District Council now had a five-year housing land supply.

The Committee **refused** the application for the reasons set out in the report from the Joint Director of Planning and Economic Development.

(Councillor Deborah Roberts paid tribute to Aaron Sands, the case officer, who was leaving South Cambridgeshire District Council to join Huntingdonshire District Council as a Planner. The Committee expressed its appreciation of Aaron Sands' work for the Planning Committee over the years.)

11. MS/3732/19/FL - MADINGLEY (BELVOIR COTTAGE, THE AVENUE)

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

12. S/3798/19/FL - THRIPLAW (DUXFORD SERVICE STATION, CAR SHOWROOM AND GARAGE, NEWMARKET ROAD)

Members visited the site on 11 February 2020.

The Joint Director of Planning and Economic Development had endorsed referral of this application to the Committee because of its significance in relation to the delegation policy.

Councillor Mark Brogan (Thriplow Parish Council) addressed the meeting.

Members engaged in a short debate exploring the possibility of installing shielding around the floodlights as a way of minimising the impact on neighbouring residents.

By six votes to two, with one abstention, the Planning Committee **approved** the application subject to the Conditions set out in the report from the Joint Director of Planning and Economic Development.

(Councillors Bradnam, Cahn, Fane, Heylings, Milnes and Rippeth voted to approve the application. Councillor Heather Williams and Wright voted to refuse. Councillor Roberts abstained and Councillor John Batchelor was not present.)

13. ENFORCEMENT REPORT

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

The Delivery ~Manager (Strategic Sites) said that officers were currently preparing a report setting out the current situation at Smithy Fen in Cottenham.

14. APPEALS AGAINST PLANNING DECISIONS AND ENFORCEMENT ACTION

The Committee **received** a report on appeals against planning decisions and enforcement action, and **noted** that each of those appeals had been dismissed.

The Meeting ended at 4.40 p.m.

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Agenda Item 5

SOUTH CAMBRIDGESHIRE DISTRICT COUNCIL

REPORT TO: Planning Committee

11 March 2020

AUTHOR/S: Joint Director of Planning and Economic Development

Application Number: S/3777/19/VC

Parish(es): Caldecote

Proposal: Variation of condition 23 (water drainage scheme) of planning permission S/2510/15/OL for Outline planning permission for up to 140 residential dwellings (including up to 40% affordable housing) removal of existing temporary agricultural structures and debris introduction of structural planting and landscaping informal public open space and children's play area community orchard and allotments surface water flood mitigation and attenuation vehicular access points from Highfields Road and associated ancillary works. All matters to be reserved with the exception of the main site access

Site address: Land East of Highfields Road Highfields Caldecote Cambridgeshire CB23 7NX

Applicant(s): Linden (Highfields Caldecote) LLP

Recommendation: Delegated Approval, subject to completion of a Deed of Variation and the final wording of conditions being reviewed and agreed by officers in consultation with the Chairman and Vice-Chairman of the Committee prior to a Decision Notice being issued, where conditions may have been formally discharged

Key material considerations: Surface Water Drainage

Committee Site Visit: No

Departure Application: Yes (advertised 27 November 2019)

Presenting Officer: Michael Sexton, Principal Planner

Application brought to Committee because: The officer recommendation of approval conflicts with the recommendation of Caldecote Parish Council.

Date by which decision due: 27 March 2020 (extension of time agreed)

Executive Summary

1. Outline planning permission was granted at appeal in June 2017 for the development of up to 140 dwellings and associated infrastructure.
2. The outline application was supported by a site specific Flood Risk Assessment (June 2015), which included details of surface water drainage for the overall site. This document was secured by condition 23 of the appeal decision to inform further details of surface water drainage for the development by way of a pre-commencement condition.
3. The Planning Committee considered the reserved matters application for phase 1 (66 dwellings) on 09 October 2019 and gave officers delegated powers to approve the application, subject to alterations and agreement on final wording of certain conditions. The reserved matters application was subsequently granted in November 2019.
4. The reserved matters application was supported by a Drainage Strategy & SuDS Report (November 2018). The November 2018 proposed drainage strategy followed that which had been submitted and approved as part of the outline consent. The 2018 document, as amended, contained the proposed surface water drainage strategy and SuDS maintenance details for the development of phase 1 (66 dwellings).
5. The time limit for the submission of a reserved matters for phase 2 expired in June 2019, as set out by condition 2 of the outline consent.
6. As a consequence of the time limit for the submission of a reserved matters application for phase 2 having expired, only 66 of the possible 140 dwellings are to be developed under the original outline planning permission.
7. At Planning Committee on 09 October 2019, the Council's Legal Officer advised that he felt would be necessary to submit a Section 73 application to vary condition 23 of the outline consent. The variation would require the addition of specific reference to the Drainage Strategy & SuDS Report (November 2018) submitted in support of the reserved matters application for phase 1.
8. This application therefore seeks consent to vary condition 23 to include reference to the 2018 Drainage Strategy & SuDS Report which accompanied the approved reserved matters application.
9. The application has been subject to formal consultation with the Lead Local Flood Authority, who raise no objection to the proposed variation.
10. Because the section 73 application will, if approved, give rise to a new planning permission, officers recommend that the Committee grants delegated powers for the completion of a Deed of Variation (to attach the Section 106 from the 2017 outline consent to the current Section 73 application) and the final wording of conditions being reviewed and agreed by officers in consultation with the Chairman and Vice-Chairman of the Committee prior to a Decision Notice being issued, where conditions may have been formally discharged.

Site History

11. S/4388/19/DC – Discharge of conditions 8 (Ecology enhancement) and 10 (Badger Set) pursuant to planning appeal APP/W0530/W/16/3149854 (S/2510/15/OL) – *pending*.

S/4074/19/DC – Discharge of conditions 2 (External materials), 4 (Landscape and Ecological Management plan (LEMP)) and 9 (Scheme to retain and improve the hedgerow) pursuant to planning permission S/4619/18/RM – *pending*.

S/3660/19/DC – Discharge of conditions 13 (Fire hydrants), 14 (Artificial lighting scheme), 22 (Foul water drainage) and 23 (Surface water drainage) pursuant to planning appeal APP/W0530/W/16/3149854 (S/2510/15/OL) – *pending*.

S/3347/19/DC – Discharge of conditions 8 (Habitat and Species Mitigation) and 10 (Badger Mitigation Strategy) of planning permission S/2510/15/OL – Refused 27.11.2019.

S/3338/19/DC – Discharge of conditions 5 (Arboricultural method statement), 6 (Hard and Soft landscaping), 15 (Car Parking and secure bike storage), 18 (Shared use cycleway), 19 (Upgrade bus stops) and 21 (Renewable energy) of planning permission S/2510/15/OL – *pending*

S/0292/19/PO – Modification of planning obligations contained in a unilateral undertaking dated 23 March 2017 – Approved 03.12.2019.

S/1082/19/AD – 1 x stack sign advertisement – Approved 15.05.2019.

S/4836/18/DC – Discharge conditions 17 (electric vehicle charging infrastructure strategy and implementation plan), 21 (renewable energy), 24 (archaeological investigation) , 25 (construction method statement) of appeal decision APP/W0530/W/16/3149854 for Outline planning permission for up to 140 residential dwellings, (including up to 40% affordable housing), removal of existing temporary agricultural structures and debris, introduction of structural planting and landscaping, informal public open space and children's play area, community orchard and allotments, surface water flood mitigation and attenuation, vehicular access points from Highfields Road and associated ancillary works. All matters to be reserved with the exception of the main site access – *pending*.

S/4619/18/RM – Approval of matters reserved for appearance, landscaping, layout and scale following outline planning permission S/2510/15/OL for phase 1 (66 dwellings) of the residential development with associated infrastructure – Approved 14.11.2019.

S/1216/16/OL – Outline planning permission for up to 140 residential dwellings at land east of Highfields Road, Highfields Caldecote (including up to 40% affordable housing), removal of existing temporary agricultural structures and debris, introduction of structural planting and landscaping, informal public open space and children's play area, community orchard and allotments, surface water flood mitigation and attenuation, vehicular access points from Highfields Road and associated ancillary works. All matters to be reserved with the exception of the main site access – Refused 04.08.2016.

S/2510/15/OL – Outline planning permission for up to 140 residential dwellings, (including up to 40% affordable housing), removal of existing temporary agricultural

structures and debris, introduction of structural planting and landscaping, informal public open space and children's play area, community orchard and allotments, surface water flood mitigation and attenuation, vehicular access points from Highfields Road and associated ancillary works. All matters to be reserved with the exception of the main site access – Appeal Allowed 05.07.2017.

S/2440/15/E1 – Screening Opinion – No objections 22.09.2015.

National Guidance

12. National Planning Policy Framework 2019
National Planning Practice Guidance 2018
National Design Guide 2019

Development Plan Policies

13. **South Cambridgeshire Local Plan 2018**
S/1 – Vision
S/2 – Objectives of the Local Plan
S/3 – Presumption in Favour of Sustainable Development
S/5 – Provision of New Jobs and Homes
S/7 – Development Frameworks
S/10 – Group Villages
CC/1 – Mitigation and Adaptation to Climate Change
CC/3 – Renewable and Low Carbon Energy in New Developments
CC/4 – Sustainable Design and Construction
CC/6 – Construction Methods
CC/7 – Water Quality
CC/8 – Sustainable Drainage Systems
CC/9 – Managing Flood Risk
HQ/1 – Design Principles
HQ/2 – Public Art and New Development
NH/2 – Protecting and Enhancing Landscape Character
NH/3 – Protecting Agricultural Land
NH/4 – Biodiversity
NH/14 – Heritage Assets
H/8 – Housing Density
H/9 – Housing Mix
H/10 – Affordable Housing
H/12 – Residential Space Standards
SC/2 – Health Impact Assessment
SC/6 – Indoor Community Facilities
SC/7 – Outdoor Play Space, Informal Open Space and New Developments
SC/9 – Lighting Proposals
SC/10 – Noise Pollution
SC/11 – Contaminated Land
SC/12 – Air Quality
TI/2 – Planning for Sustainable Travel
TI/3 – Parking Provision
TI/8 – Infrastructure and New Developments
TI/10 – Broadband
14. **South Cambridgeshire Supplementary Planning Documents (SPD):**
Caldecote Village Design Guide SPD – Adopted January 2020
Sustainable Design and Construction SPD – Adopted January 2020

Cambridgeshire Flood and Water SPD – Adopted November 2016
Health Impact Assessment SPD – Adopted March 2011
Affordable Housing SPD – Adopted March 2010
District Design Guide SPD - Adopted March 2010
Landscape in New Developments SPD - Adopted March 2010
Biodiversity SPD - Adopted July 2009
Open Space in New Developments SPD - Adopted January 2009
Trees & Development Sites SPD - Adopted January 2009

Consultation

15. **Caldecote Parish Council** – Objects.

Ref: S/3777/19/VC

Members of Caldecote Parish Council object to the variation 23 (Water Drainage Scheme).

The proposals are inadequate!

We received a presentation from Mrs Mary Claridge, who has been acting on behalf of the council in researching this application.

Members fully endorse the letter of objection sent by Mrs Claridge (copy enclosed).
Mrs Claridge will be representing our council at the Planning Committee.

Ref: S/4836/18/DC

Members are considered that this proposal only covers 11 properties and should cover the whole development.

A full copy of the Parish Council's comments with accompany letter of objection is attached as appendix 1.

16. **Anglian Water** – No comments to make.

The variation of condition application condition number 23 is not proposing to connect to Anglian Water's assets, therefore this is outside our jurisdiction for comment

17. **Contaminated Land Officer** – No comments to make.

18. **Designing Out Crime Officer** – No comments to make.

19. **Ecology Officer** – No objection.

The LPA has received confirmation that the new badger sett has been constructed, but that efforts to move the badgers to the new sett have not yet started and will not begin until after the swale construction is completed. Construction of the swales can therefore go ahead, as long as all avoidance and mitigation provisions secured by condition 8 of the outline consent are followed.

20. **Historic England** – No comments to make.

21. **Historic Environment Team** – No objection.

22. **Landscape Officer** – Objection.

Preliminary drainage and levels layout 01-03 is incomplete. The proposed swale

which runs along the southern boundary appears to run through the proposed badger sett. This drawing conflicts with Landscape Proposals LIN21931-11J Sheet 6 of 8. Applicant to revisit.

23. **Lead Local Flood Authority** – No objection.

We wish to reiterate our comments submitted for application S/3660/19/DC. They are copied below for clarity.

We have received the following documents:

- Drainage and External Levels Plan (1 to 5)
- Drainage Strategy Plan
- Balancing Pond and Details
- Drainage Strategy and SuDS Report

Based on these we can recommend discharge of condition 23 for phase 1 only pursuant to planning appeal APP/W053/W/16/3149854 (S/2510/15/OL).

The proposal is for surface water to be managed via a series of SuDS including swales, permeable paving and an attenuation basis. Attenuation will be provided to manage events up to and including the 1 in 100 year plus 40% climate change storm. Permeable paving will be connected to the wider drainage network via a series of fin drains and as such will not rely on infiltration into the ground.

In addition to managing surface water arising directly from the development and in an attempt to alleviate flooding issues along Highfields Road, the applicant has also proposed to '*install a French drain along the southern boundary of the site to prevent any runoff from entering adjacent properties along this edge*' and '*install an overflow weir from the existing ditch along Highfields Road to a new ditch system running through the development site*'.

Informatives

Ordinary Watercourse Consent

Constructions or alterations within an ordinary watercourse (temporary or permanent) require consent from the Lead Local Flood Authority under the Land Drainage Act 1991. Ordinary watercourses include every river, drain, stream, ditch, dyke, sewer (other than public sewer) and passage through which water flows that do not form part of Main Rivers (Main Rivers are regulated by the Environment Agency). The applicant should refer to Cambridgeshire County Council's Culvert Policy for further guidance:

<https://www.cambridgeshire.gov.uk/business/planning-and-development/water-minerals-and-waste/watercourse-management/>

Please note the council does not regulate ordinary watercourses in Internal Drainage Board areas.

Pollution Control

Surface water and groundwater bodies are highly vulnerable to pollution and the impact of construction activities. It is essential that the risk of pollution (particularly during the construction phase) is considered and mitigated appropriately. It is important to remember that flow within the watercourse is likely to vary by season and it could be dry at certain times throughout the year. Dry watercourses should not be overlooked as these watercourses may flow or even flood following heavy rainfall.

24. **Local Highways Authority** – No comments to make.
25. **Natural England** – No comments to make.
26. **Sustainable Drainage Engineer** – The development proposed is acceptable.
27. **Trees Officer** – No comments.
28. **Urban Design Officer** – No objections.

Representations

29. Six representations have been received raising objection to the proposed variation, including the submission of the representation appended to the comments of Caldecote Parish Council (see appendix 1). Objection has been raised on the following grounds:
 - Drainage Strategy calculation and based on sandy soil but the site clay and should therefore be recalculated.
 - The drainage strategy is inadequate, the site holds a lot of water, at almost the highest point in a village susceptible to surface water flooding.
 - Permeable road paving will not work on heavy clay and requires additional drainage.
 - The planned ditch dimensions are inconsistently and inadequately stated.
 - Minor re-routing of the ditch is required away from Damms Pastures.
 - The Drainage Strategy & SUDS Report specifies only drainage of the northern (Phase 1) part of the site. It does not address drainage of the remainder of the site at all. The original inspector's condition refers to the whole site. If the variation is accepted, there would be no requirement to specify any drainage conditions of developments on the southern (Phase 2) part of the site.
 - Site currently holding a lot of standing water.
 - In order to work on the site, the developers have had to actively drain the site into the village Award ditch, almost filling sections of the ditch which drains into the village system which is liable to flooding.
 - History of flooding in the village.
 - Pumping station already overloaded.

Site and Surroundings

30. The whole site comprises approximately 7.17 hectares of agricultural land on the east side of Highfields Caldecote, at the northern end of the village. The site abuts Highfields Road on its western boundary, with residential properties opposite. The southern boundary of the site abuts existing residential properties on Clare Drive and Damms Pastures.
31. To the north the site adjoins an unadopted roadway leading from Highfields to St Neots Road, which serves several residential properties. It is also the line of Public Footpath No.1 Caldecote. To the east of the site is agricultural land.
32. There is a tall mature hedgerow and ditch on the west boundary of the site fronting Highfields Road, and a hedgerow on the south boundary with existing properties. There is also a hedgerow on the north boundary. The block of woodland planting extends along part of the east boundary, with the remainder of that boundary being more sporadically planted.

Proposal

33. This application seeks permission to vary condition 23 (surface water drainage) of outline consent S/2510/15/OL, allowed at appeal in June 2017.

Planning Assessment

34. The key issue to consider in the determination of this application is the impact on surface water drainage.

Surface Water Drainage

35. The 2015 outline application was supported by a site specific Flood Risk Assessment dated July 2015 (reference 5933/R2), which included details of surface water drainage for the site. This document, which considered the development of 140 dwellings across the site, was secured by condition as part of the appeal decision to inform further details of surface water drainage for the development.
36. Condition 23 (surface water drainage) of the appeal decision stated:

The development hereby permitted shall not commence until details of the detailed design, implementation, maintenance and management of a surface water drainage scheme have been submitted to and approved in writing by the Local Planning Authority. Before these details are submitted an assessment shall be carried out of the potential for disposing of surface water by means of a sustainable drainage system in accordance with the principles set out in the NPPF and PPG, and the results of the assessment provided to the local planning authority in writing. The system should be designed such that there is no surcharging for a 1 in 30 year event and no internal property flooding for a 1 in 100 year event +30% allowance for climate change. The submitted details shall be in accordance with the Site Specific Flood Risk Assessment (5933/R2) dated July 2015 and shall provide:

- i) Information about the design storm period and intensity, the method employed to delay and control the surface water discharged from the site and the measures taken to prevent pollution of the receiving groundwater and/ or surface water;
- ii) Details of a management and maintenance plan for the lifetime of the development;
- iii) A timetable for the provision of the surface water drainage scheme;
- iv) A scheme for the maintenance of the ditch adjacent to Highfields Road.

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

37. There has been local concern that the drainage strategy calculations (original provided on the outline drainage strategy) are based on 'sandy soil type' rather than 'clay soil type', the Lead Local Flood Authority are satisfied that the calculations for sandy soil type lends its self to more conservative estimations. In turn, this has required the scheme to provide drainage features over and above what would normally have been expected in this area. This is in recognition of the past flooding events in the village.
38. The 2018 reserved matters application, which sought permission for phase 1 (66 dwellings) on the northern portion of the site, was supported by a Drainage Strategy & SuDS Report (project ref 7135) dated November 2018. The proposed drainage strategy followed that which was submitted and approved as part of the outline consent. The 2018 document, as amended, contained the proposed surface water

drainage strategy and SuDS maintenance details for the development of phase 1 (66 dwellings).

39. The reserved matters application was subject to formal consultation with the Lead Local Flood Authority, who raised no objection to the amended Drainage Strategy & SuDS Report.
40. The current application seeks permission to vary condition 23 (surface water drainage) to read:

The development hereby permitted shall not commence until details of the detailed design, implementation, maintenance and management of a surface water drainage scheme have been submitted to and approved in writing by the Local Planning Authority. Before these details are submitted an assessment shall be carried out of the potential for disposing of surface water by means of a sustainable drainage system in accordance with the principles set out in the NPPF and PPG, and the results of the assessment provided to the local planning authority in writing. The system should be designed such that there is no surcharging for a 1 in 30 year event and no internal property flooding for a 1 in 100 year event +30% allowance for climate change. The submitted details shall be in accordance with the Site Specific Flood Risk Assessment (5933/R2) dated July 2015 and the Drainage Strategy & SUDS Report (project ref 7135) dated November 2018 and shall provide:

- i) Information about the design storm period and intensity, the method employed to delay and control the surface water discharged from the site and the measures taken to prevent pollution of the receiving groundwater and/ or surface water;
- ii) Details of a management and maintenance plan for the lifetime of the development;
- iii) A timetable for the provision of the surface water drainage scheme;
- iv) A scheme for the maintenance of the ditch adjacent to Highfields Road.

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

41. The proposed variation to the condition is therefore specifically the addition of the wording “and the Drainage Strategy & SUDS Report (project ref 7135) dated November 2018”, all other wording is unaltered.
42. The proposed variation is driven by the fact that the time limit for the submission of a reserved matters for phase 2 expired in June 2019. The site can no longer be developed for its maximum threshold of 140 dwellings under the original outline planning permission and will only comprise the phase 1 development of 66 dwellings and associated open space areas, pending any new outline or full planning permission to take numbers above 66.
43. Consequently, the existing wording of condition 23 is outdated and not as precise and relevant to the development to be permitted as it needs to be. The 2018 report is more specific to the 66 dwellings and associated open space areas which are to be developed on the site. Therefore, it is, in the view of officers, necessary to update condition 23 to reflect the change in circumstances, with the 2015 and 2018 report working in conjunction with one another.
44. The application has been subject to formal consultation with the Lead Local Flood Authority who raise no objection to the proposal. In their response the Lead Local Flood Authority cite their comments made to application S/3660/19/DC which seeks to discharge condition 23, that the details submitted to that application are sufficient to

discharge the condition for phase 1 only. The decision on that application cannot be released until condition 23 of the outline consent has been varied, as detailed above.

45. Officers consider that it is appropriate and necessary to vary condition 23 of the outline consent to include reference to the Drainage Strategy & SuDS Report (project ref 7135) dated November 2018 submitted with the consented reserved matters application as the development of the site will, pending any new outline or full permission to take numbers above 66, comprise phase 1 only (66 dwellings) and associated open space areas and not up to 140 as initially secured under outline consent.

Other Matters

Application Form

46. Officers note that the application form submitted with the application states "Drainage Strategy & SUDS Report (project ref 7135) dated October 2019" while the document cover is dated November 2018.
47. The reference to October 2019 relates to the revision history contained within the document itself. Paragraph 2.1 of the report details that since the drainage strategy for Phase 1 has been developed further and drawing Ref 5933 0101 contained within the Lees Roxborough report has now been superseded by the strategy plan contained within the November 2018 report.

Badger Set

48. The comments of the Council's Landscape Officer in respect of the badger set are noted; the Council's Ecology Officer initially raised the same concerns.
49. The agent has provided further information on this point, with the Council's Ecology Officer providing further comment as detailed above. Officers have received confirmation that the new badger sett has been constructed, but that efforts to move the badgers to the new sett have not yet started and will not begin until after the swale construction is completed. Construction of the swales can therefore go ahead, providing all avoidance and mitigation provisions secured by condition 8 (badger set) of the outline consent are followed.
50. Condition 8 of the outline consent has been formally discharged through application S/4388/19/DC, which is to be varied to a compliance condition as part of this recommended consent as detailed below, securing the necessary details and works.

Outline Conditions

51. 26 conditions were attached to the 2017 appeal decision and outline consent for the development. All conditions are to be re-imposed as part of the current application and as worded in the outline consent with the exception for the conditions detailed below.
52. Condition 2 of the appeal decision set out the timescale for the submission of an application(s) for approval of the reserved matters, stating:
Application for approval of the reserved matters shall be made to the local planning authority not later than 2 years from the date of this permission.
53. Officers recommend that as part of the current application condition 2 is updated to specifically refer to the date of the appeal decision so that the appeal timescales are retained. The updated condition would therefore read as follows:
Application for approval of the reserved matters shall be made to the local

planning authority not later than 2 years from the date of appeal decision APP/W0530/W/16/3149854 dated 05 July 2017.

54. The update is necessary to ensure the variation of conditions application does not provide for a further two years for reserved matters application(s) to be submitted for development on the site, i.e. phase 2.
55. Conditions 8 (ecology enhancement) and 10 (badger Set) have been formally discharged through application S/4388/19/DC in consultation with the Council's Ecology Officer. It is therefore necessary to alter these conditions to compliance conditions, in accordance with the details submitted to and approved under discharge of conditions application S/4388/19/DC.
56. Conditions 5 (Arboricultural method statement), 6 (Hard and Soft landscaping), 15 (Car Parking and secure bike storage), 18 (Shared use cycleway), 19 (Upgrade bus stops) and 21 (Renewable energy) are currently the subject of a discharge of conditions application S/3338/19/DC.
57. Conditions 17 (electric vehicle charging infrastructure strategy and implementation plan), 21 (renewable energy), 24 (archaeological investigation) , 25 (construction method statement) are currently the subject of a discharge of conditions application S/4836/18/DC.
58. At the publication of this report applications S/3338/19/DC and S/4836/18/DC have not been determined, therefore the conditions are to be re-imposed as stated in the outline consent. However, it may be necessary to update some or all of these conditions to compliance conditions in the event that they are formally discharged prior to the determination of this application, which will be subject to a deed of variation.
59. In such an event, the final wording can be reviewed and agreed by officers in consultation with the Chairman and Vice-Chairman of the Committee prior to a Decision Notice being issued.

Third Party Representations

60. The concerns and comments from third party representations are noted.
61. Concern has been raised that the drainage strategy calculations are based on sandy soil but the site is clay. This matter has been considered as part of the outline and reserved matters applications and no objection to this point has been raised by the Lead Local Flood Authority who are satisfied that the originally submitted report is conservative in its estimations and therefore do not object to it.
62. Concern has been expressed about the site currently holding a lot of standing water and how surface water drainage will be addressed during construction. Condition 25 of the outline consent requires the applicant to prepare a Construction Method Statement; the Lead Local Flood Authority have requested that they be consulted on this matter.
63. Concern has been raised that permeable road paving will not work on heavy clay and require additional drainage. The Lead Local Flood Authority have clarified that permeable paving does not require permeable soils as it can be tanked and served by a pipe beneath the surface.
64. It has been suggested that minor re-routing of the ditch is required away from Damms

Pastures. This matter has been discussed with the Lead Local Flood Authority who have noted that although they would support this it would be difficult to require it formally as it would not have a material impact on the surface water network.

65. Reference is made to the fact that if the proposed variation is accepted there would be no requirement to specify any drainage conditions for development on the southern part of the site (phase 2). As noted above, the time period for phase 2 to be submitted has expired. If such a proposal is submitted, it would need to be in the form of a new outline or a new full application which would be subject to its own drainage assessment and conditions and would not be reliant on any conditions imposed on the 2017 outline consent.

Conclusion and Recommendation

66. Officers consider that it is appropriate and necessary to vary condition 23 (surface water drainage) to include reference to the Drainage Strategy & SuDS Report (project ref 7135) dated November 2018 submitted with the consented reserved matters application as the development of the site will, pending any new outline or full permission to take numbers above 66, comprise phase 1 only (66 dwellings) and associated open space areas and not up to 140 as initially secured under outline consent.
67. Officers recommend that the Committee grants delegated authority to officers to issue a new planning permission conditional on the completion of a Deed of Variation (to attach the Section 106 from the 2017 outline consent to the current Section 73 application) with conditions as to reflect the principles as set out below, but where the final wording may need to reviewed and agreed by officers in consultation with the Chairman and Vice-Chairman of the Committee prior to a Decision Notice being issued, where conditions may have been formally discharged.

Conditions

- 68.
- Details of the appearance, landscaping, layout, and scale, (hereinafter called "the reserved matters") shall be submitted to and approved in writing by the local planning authority before any development takes place and the development shall be carried out as approved.
(Reason - The application is in outline only.)
 - Application for approval of the reserved matters shall be made to the local planning authority not later than 2 years from the date of appeal decision APP/W0530/W/16/3149854 dated 05 July 2017.
(Reason - The application is in outline only.)
 - The development hereby permitted shall take place not later than 1 year from the date of approval of the last of the reserved matters to be approved.
(Reason - The application is in outline only.)
 - Details of the dwelling mix of housing for the entire scheme hereby approved including market and affordable housing shall be submitted with any reserved matters application. The details submitted shall provide the housing mix for all dwellings to be implemented on the site. The details shall be approved in writing by the local planning authority before any development takes place and the development shall be carried out as approved.
(Reason - To ensure an appropriate mix of housing in accordance with Policy H/9 of the South Cambridgeshire Local Plan 2018).

- e) Prior to the commencement of development an Arboricultural Method Statement (AMS) shall be submitted to and approved in writing by the Local Planning Authority. The AMS shall include final tree surveys, schedule and timing of works, methods of construction close to trees and the location of services. The development shall be undertaken in full accordance with the approved details. (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 the policies HQ/1 and NH/4 of the South Cambridgeshire Local Plan 2018).
 - f) No development shall take place until there has been submitted to and approved, in writing, by the local planning authority a scheme of hard and soft landscaping works (including boundary treatments, play areas, attenuation pond and any works to footpaths). The details shall include an implementation programme, proposed changes in ground levels, and also accurately identify spread, girth and species of all existing trees, shrubs and hedgerows on the site and indicate any to be retained, together with measures for their protection which shall comply with the recommendations set out in the British Standards Institute publication "BS 5837:2012 Trees in relation to design, demolition and construction". (Reason - To ensure the development is satisfactorily assimilated into the area and enhances biodiversity in accordance with Policies HQ/1 and NH/4 of the South Cambridgeshire Local Plan 2018).
 - g) All hard and soft landscaping works, shall be carried out in full during the first planting and seeding season (October - March inclusive) following the commencement of the development or in such other phased arrangement as may be approved, in writing, by the local planning authority up to the first use or first occupation of the development.
- Any trees, hedges, shrubs or turf identified within the approved landscaping details (both proposed planting and existing) which die, are removed, are seriously damaged or seriously diseased, within a period of 5 years of being planted or in the case of existing planting within a period of 5 years from the commencement of development, shall be replaced in the next planting season with others of similar size and species.
- (Reason - To ensure the development is satisfactorily assimilated into the area and enhances biodiversity in accordance with Policies HQ/1 and NH/4 of the South Cambridgeshire Local Plan 2018).
- h) No works or development shall be commenced until details of a scheme to secure habitat and species mitigation and enhancement in line with the submitted FPCR Ecological Appraisal dated June 2015 Rev C, have been submitted to and approved in writing by the local planning authority. The detailed protection measures shall include a timetable and arrangements for maintenance and shall be implemented in accordance with the approved timetable.
- (Reason – To protect and provide habitat for wildlife and enhance the site for biodiversity in accordance with the NPPF, the NERC Act 2006 and Policy NH/4 of the South Cambridgeshire Local Plan 2018.)
- i) If during the course of development, contamination is found to be present at the site then no further development (unless otherwise agreed in writing with the local planning authority) shall be carried out until the developer has submitted, and obtained written approval from the local planning authority for a remediation strategy detailing how the contamination shall be dealt with. The remediation strategy shall be implemented as approved.

(Reason - To ensure that risks from land contamination to the future users of the land and neighbouring land are minimised, together with those to controlled waters, property and ecological systems, and to ensure that the development can be carried out safely without unacceptable risks to workers, neighbours and other offsite receptors in accordance with Policy SC/11 of the South Cambridgeshire Local Plan 2018).

- j) No development shall take place except in accordance with the Badger Mitigation Strategy identified in the submitted FPCR Ecological Appraisal dated June 2015 Rev C. The layout of the site shall provide for badgers to cross the site in accordance with the principles set out in the illustrative Badger Corridor Plan 6663-L-08, unless otherwise approved by the local planning authority in writing. (Reason - To minimise disturbance, harm or potential impact upon protected species in accordance with Policy NH/4 of the South Cambridgeshire Local Plan 2018 and their protection under the Wildlife and Countryside Act 1981.)
- k) The development hereby permitted shall be carried out in accordance with the following plans: 6663-L-03 Rev B, GA0008-001-001A, GA0008-002-001, 6663-A-03 Rev B.
(Reason - To facilitate any future application to the Local Planning Authority under Section 73 of the Town and Country Planning Act 1990).
- l) No more than 140 dwellings (Class C3) shall be erected as part of the development hereby approved.
(Reason - To ensure compliance with the outline consent)
- m) No development shall take place until a scheme for the provision and location of fire hydrants to serve the development hereby approved has been submitted to and approved in writing by the local planning authority. No dwelling shall be occupied until the approved scheme has been implemented in accordance with the approved scheme.
(Reason - To ensure an adequate water supply is available for emergency use.)
- n) No dwelling hereby permitted shall be first occupied until an artificial lighting scheme has been submitted to and approved in writing by the local planning authority. No dwellings shall be occupied until the artificial lighting scheme has been carried out in accordance with the approved scheme.
(Reason -To minimise the effects of light pollution on the surrounding area in accordance with Policy SC/9 of the South Cambridgeshire Local Plan 2018).
- o) No development shall begin until a scheme for car parking and secure bicycle storage has been submitted to and approved in writing by the local planning authority. The car parking scheme shall include specific provision for parking for the allotments within the scheme which shall not be from Clare Drive. The car parking and bicycle storage scheme shall be implemented in accordance with the approved scheme and retained and not used for any other purposes.
(Reason - To ensure the provision of appropriate car parking and covered and secure cycle parking in accordance with Policy TI/3 of the South Cambridgeshire Local Plan 2018).
- p) The main site access onto Highfields Road shown on drawing GA008-001-001A shall be constructed using a bound material in such a way that no surface water from the site drains across or onto the public highway.
(Reason – To ensure the safe and effective operation of the highway in accordance with policy TI/2 of the South Cambridgeshire Local Plan 2018 and

paragraphs 108 and 110 of the National Planning Policy Framework 2019.)

No development shall commence until an electric vehicle charging infrastructure strategy and implementation plan has been submitted to and approved in writing by the local planning authority. The approved charging points shall be implemented prior to occupation and retained and maintained in accordance with the approved strategy.

(Reason - To ensure the provision of appropriate electric charging points in accordance with Policy TI/3 of the South Cambridgeshire Local Plan 2018).

- q) No development shall commence until a scheme for a shared use footway/cycleway along the western side of Highfields Road, from the new development northern access to St Neots Road, has been submitted to and approved in writing by the local planning authority. The scheme shall be completed prior to the occupation of the first dwelling on site.
(Reason - To mitigate the impact of development traffic upon the local highway network and provide a high standard of facilities for walkers, cyclists and public transport users in accordance with Policy TI/3 of the South Cambridgeshire Local Plan 2018.)
- r) No development shall take place until a scheme for the upgrade of the bus stops at the roundabout on St Neots Road and on Highfield Road to include flag, shelters, raised kerbs and timetable information has been submitted to and approved in writing by the local planning authority. The approved scheme shall be completed before the occupation of the first dwelling on site.
(Reason - To mitigate the impact of development traffic upon the local highway network and provide a high standard of facilities for walkers, cyclists and public transport users in accordance with Policy TI/3 of the South Cambridgeshire Local Plan 2018.)
- s) No development shall take place until a scheme for the design and materials to be used for access and public rights of way including their widths, gradients, landscaping and signposting, together with the concurrent extinguishing of part of public footpath No. 9 and the creation of a circular public bridleway, has been submitted to and approved in writing by the local planning authority. The approved scheme shall be completed before the occupation of the 50th dwelling on site.
(Reason - To provide safe and convenient access and to achieve a permeable development in accordance with Policy HQ/1 of the South Cambridgeshire Local Plan 2018.)
- t) No development shall take place until a scheme for the provision of onsite renewable energy to meet 10% of the projected energy requirements of the development has been submitted to and approved in writing by the local planning authority. The development shall be completed in accordance with the approved scheme.
(Reason – In accordance with policy CC/3 of the South Cambridgeshire Local Plan 2018 and paragraphs 148, 151 and 153 of the National Planning Policy Framework 2019 that seek to improve the sustainability of the development, support the transition to a low carbon future and promote a decentralised, renewable form of energy generation.)
- u) No development shall commence until a scheme for foul water drainage has been submitted to and approved in writing by the local planning authority. No dwelling

shall be occupied until the foul water drainage works have been carried out in accordance with the approved scheme.

(Reason - To reduce the risk of pollution to the water environment and to ensure a satisfactory method of foul water drainage in accordance with Policies CC/7 and CC/8 of the South Cambridgeshire Local Plan 2018).

- v) The development hereby permitted shall not commence until details of the detailed design, implementation, maintenance and management of a surface water drainage scheme have been submitted to and approved in writing by the Local Planning Authority. Before these details are submitted an assessment shall be carried out of the potential for disposing of surface water by means of a sustainable drainage system in accordance with the principles set out in the NPPF and PPG, and the results of the assessment provided to the local planning authority in writing. The system should be designed such that there is no surcharging for a 1 in 30 year event and no internal property flooding for a 1 in 100 year event +30% allowance for climate change. The submitted details shall be in accordance with the Site Specific Flood Risk Assessment (5933/R2) dated July 2015 and shall provide:

- i) Information about the design storm period and intensity, the method employed to delay and control the surface water discharged from the site and the measures taken to prevent pollution of the receiving groundwater and/ or surface water;
- ii) Details of a management and maintenance plan for the lifetime of the development;
- iii) A timetable for the provision of the surface water drainage scheme;
- iv) A scheme for the maintenance of the ditch adjacent to Highfields Road.

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

(Reason - To ensure that the proposed development can be adequately drained and to ensure that there is no increased flood risk on or off site resulting from the proposed development. in accordance with Policies HQ/1, CC/7, CC/8 and CC/9 of the South Cambridgeshire Local Plan 2018).

- w) No development including preliminary excavation shall take place on the site until a Written Scheme of Archaeological Investigation has been submitted to and approved in writing by the local planning authority. The scheme shall include:

- a) The programme, including phasing, and methodology of site investigation and recording;
- b) The programme for post investigation assessment;
- c) The provision to be made for analysis of the site investigation and recording;
- d) The provision to be made for publication and dissemination of the analysis and records of the site investigation;
- e) The provision to be made for archive deposition of the analysis and records of the site investigation; and
- f) The nomination of a competent person or persons/organization to undertake the works set out within the Written Scheme of Investigation.

No development shall take place other than in accordance with the approved Written Scheme of Archaeological Investigation.

(Reason - To secure the provision of archaeological excavation and the subsequent recording of the remains in accordance with Policy NH/14 of the South Cambridgeshire Local Plan 2018).

- x) No phase of development shall commence until a Construction Method Statement has been submitted to and approved, in writing, by the local planning authority. The statement shall include:

- i) Proposals to minimise harm and disruption to the adjacent local area from ground works, construction noise and site traffic;
- ii) Details of routes that delivery and muck away vehicles serving the development will take and how they will be loaded and unloaded;
- iii) Measures to identify how construction traffic shall normally access the site from Highfields Road avoiding any HGV traffic through the village of Highfields Caldecote and Clare Drive;
- iv) Details of the on-site parking arrangements for contractors and other operatives;
- v) Details of measures to avoid dust and discharges into watercourses or ditches;
- vi) Complaints and complaints response procedures;
- vii) Details of a facility for the washing of the wheels of construction traffic entering and leaving the site; and
- viii) Screening and hoarding details.

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

Reason - In the interests of residential amenity in accordance with Policies HQ/1 and CC/6 of the South Cambridgeshire Local Plan 2018).

- y) Construction works on the site shall not be carried out other than between the hours of 08.00 to 18.00 on Mondays to Fridays and 08.00 to 13.00 on Saturdays. No construction work shall take place on Sundays and bank/public holidays. (Reason - To minimise noise disturbance for adjoining residents in accordance with Policy CC/6 of the South Cambridgeshire Local Plan 2018).
- z) No dwelling hereby approved shall be occupied until a Travel Plan has been submitted to and approved in writing by the local planning authority. The Travel Plan shall accord with the Gladman Residential Travel Plan G008 (August 2015). The Travel Plan shall include a programme for its execution, details of its monitoring and any further actions that shall be taken to secure the objectives of the agreed Travel Plan for a period of 2 years after the occupation of the last dwelling. The approved Travel Plan shall be implemented in accordance with the agreed programme.
- aa) As part of the reserved matters submitted pursuant to condition 1 a document setting out the design principles (hereafter referred to as a 'Design Code') for the development hereby approved shall be submitted to the local planning authority for approval. The Design Code shall set out how the principles and objectives of the Design and Access Statement Rev A (July 2015) shall be met by the development hereby approved and shall include the following matters:
 - i) The design, form and general arrangement of external architectural features of buildings including the walls, roofs, chimneys, porches and fenestration. The height of dwellings shall not exceed 2 storeys except at limited defined 'nodes' as an aid to direction finding and to contribute to a sense of place.
 - ii) The hierarchy for roads and public spaces;
 - iii) The colour, texture and quality of external materials and facings for the walls and roofing of buildings and structures;
 - iv) The design of the public realm to include the colour, texture and quality of surfacing of footpaths, streets, parking areas and other shared surfaces;
 - v) The design and layout of street furniture.
 - vi) Waste and refuse bin storage arrangements

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

(Reason - To ensure the provision of a high quality development in accordance with Policy HQ/1 of the South Cambridgeshire Local Plan 2018).

Informatives

69. This permission is subject to an agreement under Section 106 of the Town and Country Planning Act 1990 (as amended) dated 23 March 2017 and Deed of Variation dated

Background Papers:

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

- South Cambridgeshire Local Plan 2018
- South Cambridgeshire Supplementary Planning Documents (SPDs)
- Planning File References: S/3777/19/VC, S/3660/19/DC, S/3347/19/DC, S/3338/19/DC, S/0292/19/PO, S/4836/18/DC, S/4619/18/RM and S/2510/15/OL

Report Author:

Michael Sexton
Telephone Number:

Principal Planner
07704 018467

CALDECOTE PARISH COUNCIL

(District of South Cambridgeshire)

Parish Clerk: Alan Melton

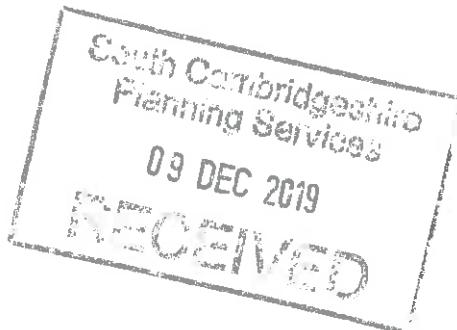
20 St Martins Road, Chatteris, Cambridgeshire, PE16 6JF. M: 0777 152 4093

E-mail: parishclerk@caldecote.gov.uk

www.caldecote.gov.uk

Planning and New Communities
South Cambridgeshire District Council
South Cambridgeshire Hall
Cambourne Business Park
Cambourne
CB23 6EA

6th December 2019.



For the Attention of Michael Sexton.

Dear Mr Sexton

Ref: S/3777/19/VC

Members of Caldecote Parish Council OBJECT to the variation 23 (Water Drainage Scheme).

The proposals are inadequate!

We received a presentation from Mrs Mary Claridge, who has been acting on behalf of the council in researching this application.

Members fully endorsed the letter of objection sent by Mrs Claridge. (Copy enclosed)
Mrs Claridge will be representing our council at the Planning Committee.

Ref: S/4836/18/DC

Members are concerned that this proposal only covers 11 properties and should cover the whole development.

Yours sincerely

Alan Melton
Clerk to the Council

South Cambridgeshire Hall
Cambourne Business Park
Cambourne
Cambridge,
CB23 6EA
www.scambs.gov.uk
0345 045 5215



South
Cambridgeshire
District Council

Katy Reeves,
Caldecote Parish Council Clerk
34, Strympole Way
Highfields Caldecote
Caldecote
Cambridge
Cambridgeshire
CB23 7ZJ

Planning and New Communities
Contact: Michael Sexton
Tel: 03450455215
Email: planningcomments@scambs.gov.uk
Our Ref: S/3777/19/VC
Your Ref:
Date 19 November 2019

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

Dear Sir/Madam

Proposal: Variation of condition 23 (water drainage scheme) of planning permission S/2510/15/OL for Outline planning permission for up to 140 residential dwellings, (including up to 40% affordable housing), removal of existing temporary agricultural structures and debris, introduction of structural planting and landscaping, informal public open space and children's play area, community orchard and allotments, surface water flood mitigation and attenuation, vehicular access points from Highfields Road and associated ancillary works. All matters to be reserved with the exception of the main site access.
Application Ref: S/3777/19/VC
Location: Land East of Highfields Road, Highfields Caldecote, Cambridgeshire, CB23 7NX
Applicant: Miss Hannah Short, Linden (Highfields Caldecote) LLP

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

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

EXPLANATION OF APPLICATION SUFFIX

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

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

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

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

The Parish Council: - (Please delete appropriately)

Supports

Objects

Has no recommendation

Comments:

See attached

The Parish Council does/does not* request that the application be referred to the

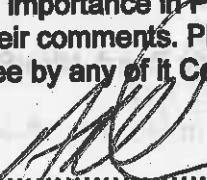
District Council Planning Committee *(please delete)

Planning reasons:

See attached

Note: Where a Parish Council's requests that an application is determined by Planning

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

Signed..... Date.....

6/11/2019

Clerk to the Parish Council or Chairman of the Parish Meeting

Guidance:

What are Material Considerations?

EXPLANATION OF APPLICATION SUFFIX

OL	Outline	LD	Lawful Development Certificate
FL	Full	PA	Prior Notification of Agricultural Development
RM	Reserved Matters	PD	Prior Notification of Demolition Works
LB	Listed Building Consent	PT	Prior Notification of Telecommunications Development
CA	Conservation Area Consent	HZ	Hazardous Substance Consent
AD	Advertisement Consent	DC	Discharge of Conditions
VC	Variation or Removal of Condition	Page	30

3 Clare Drive
Highfields Caldecote
CB23 7UY
18 November 2019

Dear Sir,

Re S/3777/19/VC – Variation of Conditions
Land East of Highfields Road, Highfields Caldecote, Cambridgeshire, CB23 7NX

Variation S/3777/19/VC seeks to amends a condition imposed by the planning inspector by adding the underlined text:

... The submitted details shall be in accordance with the Site Specific Flood Risk Assessment (5933/R2) dated July 2015 and the Drainage Strategy & SUDS Report (project ref 7135) dated October 2019 and shall

This variation is totally unacceptable and must be rejected.

If the amendment stands it effectively accepts the Drainage Strategy & SUDS Report complete with all of the errors and issues previously notified to SCDC in detail in response to S/3660/19/DC including:

1. The Drainage Strategy is still based on sandy soil – it is heavy clay
2. Permeable road paving will not work on heavy clay and requires additional drainage
3. The planned ditch dimensions are inconsistently and inadequately stated,
4. Minor re-routing of the ditch is required away from Damms Pastures

Supporting detail previously submitted to S/3660/19/DC is also copied onto the following pages, together with the detail of the corrected runoff calculations for soil type 4.

Linden must now submit a new revised Drainage Strategy and site design for approval by SCDC addressing the above issues.

In addition, the Drainage Strategy & SUDS Report specifies only drainage of the northern (Phase 1) part of the site. It does not address drainage of the remainder of the site at all. The original inspector's condition refers to the whole site. If the variation is accepted, there would be no requirement to specify any drainage conditions of developments on the southern (Phase 2) part of the site. Objections to drainage to the southern part of the site have already been accepted by the Drainage Officer (eg use of French drains was rejected).

Yours faithfully

1 - The Drainage Strategy is still based on sandy soil

The updated Drainage Strategy (<http://plan.scambs.gov.uk/swiflgl/MediaTemp/1158735-923137.pdf>) is still based on calculations for sandy soil (soil index 1 sandy, region 1) calculated for the wrong region of the country. The soil is almost completely impermeable clay, and standing water can now be clearly seen from Highfields road. This means that the runoff rates are drastically underestimated (approx. half the correct values)

Linden/Causeway/Walker Calculation Input from Page 35 of Linden Drainage Strategy and SUDS report:

CAUSEWAY	
Site Makeup	Greenfield
Greenfield Method	IH124
Positively Drained Area (ha)	
SAAR (mm)	
Soil Index	1
SPR	0.10
Region	1
Growth Factor 1 year	0.85
Growth Factor 30 years	1.95
Growth Factor 100 years	2.48
Betterment (%)	0
QBar	
Q 1 year (l/s)	
Q 30 year (l/s)	
Q 100 year (l/s)	

Linden - Soil type 1: Sandy

- Basis for Linden claims of no flooding.
- For 1.7Ha built-up area of site Linden figures:
 - 1 year event = 3.22 liters/sec
 - 100 year event = 13.1 liters/sec
 - Even wrong region in UK – understates value

Reality - Soil type 4: Clay

- Nearly double runoff in reality
- 1 year event = 5.22 liters/sec
- 100 year event = 21.38 liters/sec
- Based on IH124 drainage calculation with corrected location and soil type and Linden declared area.

Actual runoff will be even higher as detailed below.

- Higher values correlate with runoff values presented by Gladman at appeal
- True run-off will be significantly higher than the ‘reality’ figures above as paved cul-de-sac will run off into roads, and soil is closer to type 5.
- Detailed evidence supporting revised runoff using HR Wallingford industry standard calculations previously submitted and available on request.
- The runoff calculations must be re-run with the correct soil type
- The surface drainage system (ditches, piped drainage) must be set to the right size for the real drainage conditions
- Sizing at junctions where multiple pipes converge needs to be recalculated

Note also Linden plan ‘Drainage and External Levels Plan Sheet 5’ (<http://plan.scambs.gov.uk/swiflgl/MediaTemp/1158735-922086.pdf>) shows the attenuation pond with the permanent water level at 2m below the surrounding ground level. In-fact this site is under water for most of the winter and spring.

- The pond design and flow control must be redesigned with the remainder of the piped drainage system.

2 - Permeable paving will not work on heavy clay and requires additional drainage

Linden plan 'Drainage and External Levels Plan Sheet 1' (<http://plan.scamps.gov.uk/swiftlg/MediaTemp/1158735-922084.pdf>) shows paved roadway areas that are undrained (some using permeable paving, some using impermeable paving).

- No gullies serve these block paved road areas. While some of these block paved areas are described as permeable, they are on impermeable clay, so will not drain and should be treated as impermeable for drainage purposes.
- As a comparison, in Damms Pastures, immediately adjacent to this development and with the same soil type, 2 gullies are provided in a block paved area and Damms Pastures still has standing water. For comparison Damms Pastures has an area slightly smaller than the undrained paved area behind the proposed Plot 60.



- Surface water will run off these areas onto the roads, drastically increasing the amount of water that will flow through the piped system to the attenuation pond. In some parts of the site, this will approximately double the area being drained by the piped system.
- Additional piped surface water drainage is needed on the areas of hard standing.
- The piped system sizing needs to be redesigned, resubmitted and reviewed in the light of
 - the correct soil type, and
 - the larger area being drained

3 - The planned ditch dimensions are inconsistently and inadequately stated

Ditch Dimensions

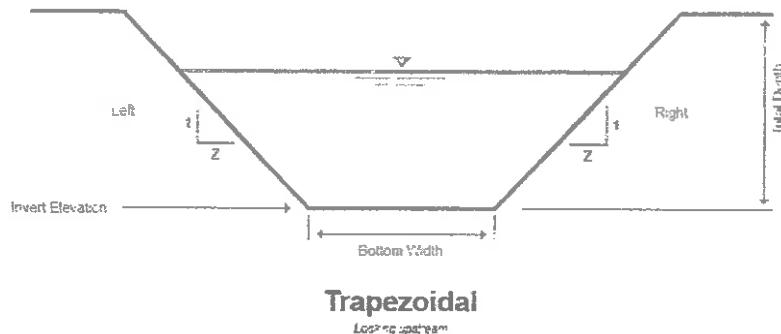
The plans are inconsistent: the Ditch Strategy

(<http://plan.scambs.gov.uk/swifflg/MediaTemp/1158735-922091.pdf>) shows ditches 900mm deep, while the Drainage and External Levels Plans show ditches 600mm deep. Ditch widths are not specified. No minimum ditch flow calculation have been presented (including Highfields road overtopping).

As background a minimum size of ditches for the site was agreed at a meeting <https://scambs.moderngov.co.uk/documents/s96009/> in January 2016 between residents, SCDC, the Flood Authority, Gladman and Gladman's drainage consultant.

- The ditch size and levels should be reviewed and the ditch bottom width, depth and slope be clearly specified.
- The ditch sizing should be sufficient to support the fall of the land, the recalculated runoff from the whole site and overtopping from the Highfields Road Award ditch.

We expect the ditch should be specified as minimum of 1m wide at the bottom width and trapezoidal sizes of slope 2 parts horizontal to one part vertical. Ref the following diagram bottom width minimum 1m, and Z=2. Taken from <http://learn.hydrologystudio.com/culvert-studio/knowledge-base/working-with-channels/>



French Drain

For clarity, we understand that the French drain on the southern edge of the site has been withdrawn, as inappropriate for clay soil. It is still shown on the plans

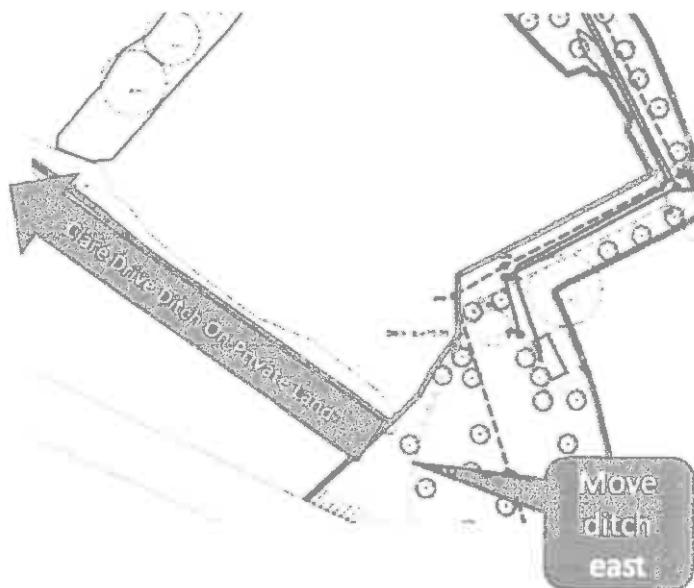
- Any ditches should be traditional, maintainable open ditches, rather than French drains
- Confirm that the southern French drain will not be constructed, and southern drainage will be part of a revised drainage plan

4 - Reroute ditch away from Damms Pastures

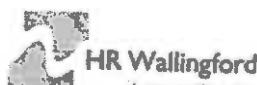
The Drainage and External Levels Plan Sheet 4

<http://plan.scambs.gov.uk/swiftlg/MediaTemp/1158735-922100.pdf> brings a new ditch very close to 2 existing ditches which flow into the Highfields Road Award ditch. Any overtopping in this corner of the site would give significant risk of flooding in the rest of the village.

- This ditch should be shifted as far as possible to the east, towards the piped system, moving the corner (currently marked at E535574, N258845) south east, beyond the housing line as illustrated below.



Appendix – Drainage Calculations



Calculated by: Philip Claridge

Site name:

Site location:

This is an estimation of the greenfield runoff rates that are used to meet normal best practice criteria in line with Environment Agency guidance "Rainfall runoff management for developments". SC030219 (2013), the SuDS Manual C753 (Ciria, 2015) and the non-statutory standards for SuDS (Defra, 2015). This information on greenfield runoff rates may be the basis for setting consents for the drainage of surface water runoff from sites.

Greenfield runoff rate estimation for sites

www.ukuds.com | Greenfield runoff tool

Site Details

Latitude: 52.21316° N

Longitude: 0.01599° W

Reference: 2933288397

Date: Oct 07 2019 13:27

Runoff estimation approach IH124

Site characteristics

Total site area (ha): 1.7

Notes

(1) Is $Q_{BAR} < 2.0 \text{ l/s/ha}$?

When Q_{BAR} is $< 2.0 \text{ l/s/ha}$ then limiting discharge rates are set at 2.0 l/s/ha.

Methodology

Q_{BAR} estimation method: Calculate from SPR and SAAR

SPR estimation method: Calculate from SOIL type

Soil characteristics

	Default	Edited
SOIL type:	3	4

HOST class:	N/A	N/A
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SPR/SPRHOST:	0.37	0.47
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(2) Are flow rates $< 5.0 \text{ l/s}$?

Where flow rates are less than 5.0 l/s consent for discharge is usually set at 5.0 l/s if blockage from vegetation and other materials is possible. Lower consent flow rates may be set where the blockage risk is addressed by using appropriate drainage elements.

Hydrological characteristics

SAAR (mm):	536	536
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Hydrological region:	5	5
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(3) Is $SPR/SPRHOST \leq 0.3$?

Growth curve factor 1 year:	0.87	0.87
-----------------------------	------	------

Where groundwater levels are low enough the use of soakaways to avoid discharge offsite would normally be preferred for disposal of surface water runoff.

Growth curve factor 30 years:	2.45	2.45
-------------------------------	------	------

Growth curve factor 100 years:	3.56	3.56
--------------------------------	------	------

Growth curve factor 200 years:	4.21	4.21
--------------------------------	------	------

Greenfield runoff rates

	Default	Edited
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Q_{BAR} (l/s):	3.57	6.01
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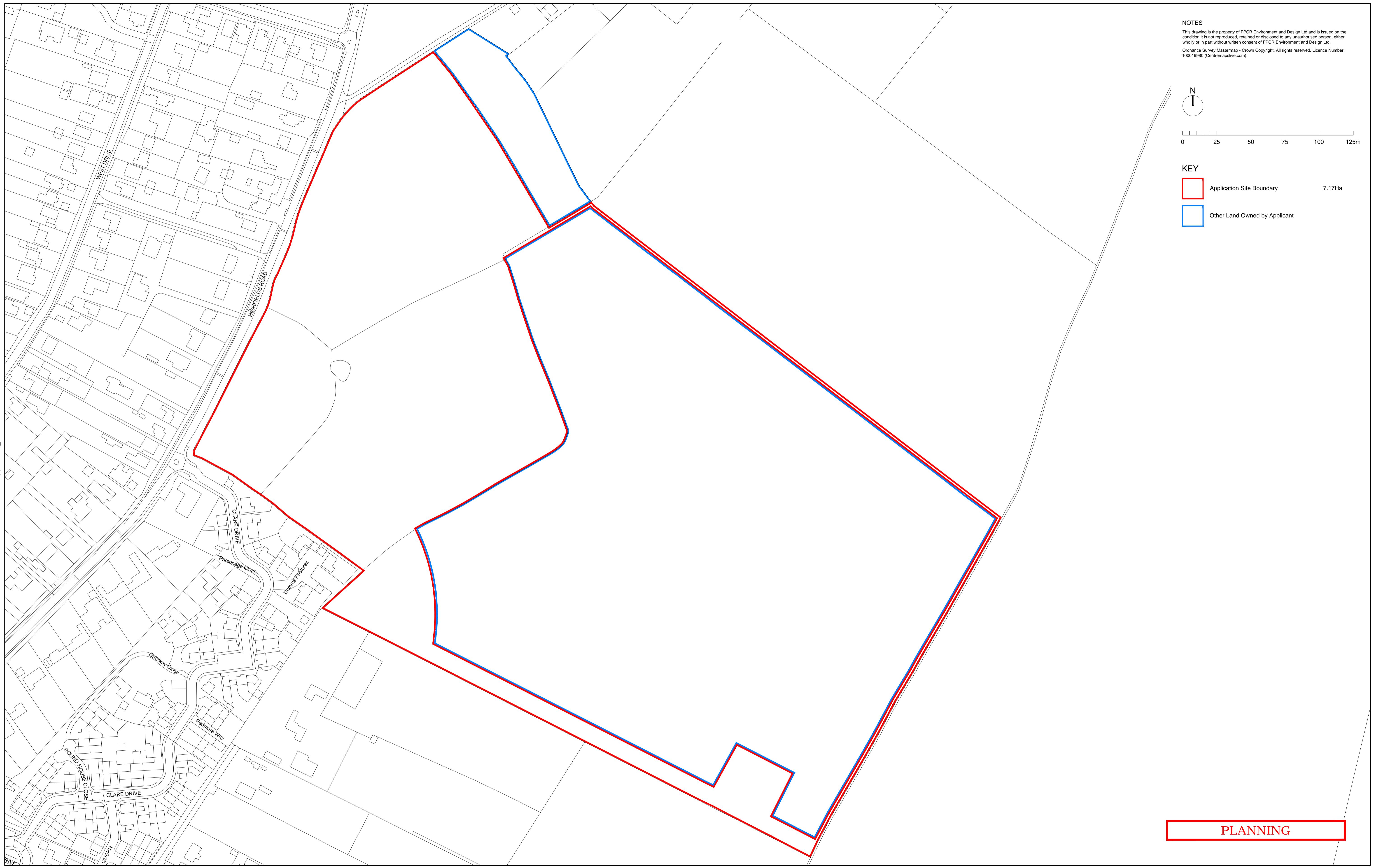
1 in 1 year (l/s):	3.11	5.22
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1 in 30 years (l/s):	8.76	14.71
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1 in 100 year (l/s):	12.72	21.38
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1 in 200 years (l/s):	15.04	25.28
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This report was produced using the greenfield runoff tool developed by HR Wallingford and available at www.ukuds.com. The use of this tool is subject to the UK SuDS terms and conditions and responsibility of the users of the tool. No liability will be accepted by HR Wallingford, the Environment Agency, CIRIA, Hydrocalculations or any other organisation for the use of this data in the design or operators' characteristics of any drainage scheme.



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Agenda Item 6

SOUTH CAMBRIDGESHIRE DISTRICT COUNCIL

REPORT TO: Planning Committee

11 March 2020

AUTHOR/S: Joint Director of Planning and Economic Development

Application Number: S/4002/19/VC

Parish(es): Fowlmere

Proposal: Removal of condition 2 (The site shall not be used other than as a touring caravan site and/or tent site and shall not be occupied by mobile homes used either for seasonal use or permanent residential accommodation) of planning permission S/1156/92/F

Site address: Apple Acre Park, London Road, Fowlmere

Applicant(s): Park View Group Ltd

Recommendation: Approve

Key material considerations: Principle of Development
Character and Appearance of the Area
Housing Density
Affordable Housing
Developer Contributions
Design Considerations
Parking
Highway Safety

Committee Site Visit: 10th March 2020

Departure Application: Yes

Presenting Officer: Luke Simpson

Application brought to Committee because: Departure and in the wider public interest

Date by which decision due: 18th January 2020

1. Executive Summary

2. The current application seeks removal of condition 2 (The site shall not be used other than as a touring caravan site and/or tent site and shall not be occupied by mobile homes used either for seasonal use or permanent residential accommodation) of planning permission S/1156/92.
3. The effect of this will be that up to five mobile homes could be located on the site instead of, or in combination with touring caravans. The number of units would be controlled by the existing planning condition attached to the original consent. No variation is proposed to this condition.
4. The Applicant has appealed against non-determination of a similar application to that which is currently before the Planning Committee. That application was discussed at Planning Committee in November 2019 under application reference S/0913/19/VC. The planning committee minutes are included for reference at Appendix A. The application proposed the removal of condition 2 in respect of two different areas of the site, 'Area A' (adjacent to London Road) and 'Area D' (Adjacent to Chrishall Road). Given that there was (and still is) an appeal against non-determination, it was not possible for the Planning Committee to determine that application. However, Planning Officers did recommend that Members support a certain position at the forthcoming appeal. Namely, that consent should be granted to remove condition 2 in respect of Area D and refused in respect of Area A. Members voted unanimously in favour of the Officer Recommendation.
5. The appeal has not yet been scheduled, no start date has been provided by the Planning Inspectorate and as such a Statement of Case, outlining the Council's position at appeal, has not been submitted. Planning Officer's will prepare the Statement on the basis of the aforementioned November 2019 committee decision.
6. This current application has been submitted by the Applicant in the interim. The application relates solely to Area D. This current application is identical to the Area D aspect of the appealed application. There is no reason why this application can not be determined by the Planning Committee. Planning Officers have consulted the Council's Solicitors and legal advice has been received which states that the application can be determined. If members wish to defer this application then they may do so at their discretion. However, Members are advised that every application should be determined on its own merits. The current appeal relates to the non-determination of this planning application by the Council. Approving this current planning application would have a bearing on the appeal in that the appeal would only be focused on Area A and the matters in dispute between the Council and the Appellant (Applicant). Members are advised that it is common for applications to be determined for identical developments where a non-determination appeal is ongoing.
7. It is considered that whilst there would be a conflict with Local Plan Policy S/7 (Development Frameworks) in approving the proposed use, this conflict is outweighed by other material considerations. Namely that the proposed use would not result in any conflict with the specific purposes of Local Plan Policy S/7 (Development Frameworks). Planning Officers consider that the proposed use of Area D would accord with all other relevant Local Plan Policies.

Officers recommend that this application is approved subject to the conditions listed at the end of this report.

8. **Planning History**

The site has an extensive planning history, as follows:

S/0913/19/VC – Variation of condition 2 (The site shall not be used other than as a touring caravan site and/or tent site and shall not be occupied by mobile homes used either for seasonal use or permanent residential accommodation) of planning permission S/1156/92/F and variation of condition 2 (The site shall not be used other than as a touring caravan site and shall not be occupied by mobile homes used either for seasonal use or permanent residential accommodation) of planning permission S/1155/92/F - Refused

S/3048/18/LD - Application for lawful development certificate for existing use not complying with Condition 4 of S/1155/92/F or Condition 4 of S/1156/92/F (occupation restriction). Certificate Granted

S/3324/17/LD - Lawful development certificate for the proposed siting of eight static caravans. Certificate Granted

S/1385/17/VC - Variation of Condition 2 of S/1155/92 & Condition 2 of 1156/92/F) to allow the siting of 15 and 5 static caravans for permanent residential occupation on areas of the caravan park restricted to touring caravans only. Appeal Dismissed

S/2449/16/LD - Certificate of Lawfulness for the siting of fifteen static caravans for the purposes of permanent residential occupation. Appeal dismissed.

S/2738/15/LD - Certificate of Lawfulness for the change of function of the site (within the caravan park) from garaging, storage and ancillary uses to the siting of 6 caravans for the purposes of human habitation. Approved 7 September 2016.

S/1635/06/F- 3 Touring Caravan / Tent Plots – Approved 03 Oct 2006.

S/1031/03/F - Removal of Personal Condition (Condition 1 of Planning Permission S/1158/92/F) - 6 Permanent Caravans – Approved 25 June 2003.

S/1030/03/F - Removal of Personal Condition (Condition 1 of Planning Permission S/1157/92/F) - Storage for 20 Caravans – Approved 27 June 2003.

S/1029/03/F - Removal of Personal Condition (Condition 1 of Planning Permission S/1156/92/F) – 5 Touring Caravans and Tents – Approved 27 June 2003.

S/1028/03/F - Removal of Personal Condition (Condition 1 of Planning Permission S/1155/92/F) – 15 Touring Caravans – Approved 27 June 2003.

S/1027/03/F - Removal of Personal Occupancy Condition (Condition 1 of Planning Permission S/1194/87/F) – 1 Mobile – Approved 27 June 2003.

S/1026/03/F - Removal of Personal Condition (Condition 1 of Planning Permission S/1302/75/F) – 4 Mobiles – Approved 27 June 2003.

S/1155/92/F - 15 Touring caravans – Approved 17 August 1993.

S/1156/92/F - 5 Touring caravans or tents – Approved 17 August 1993.

9. Planning Policies

National Planning Policy Framework 2019

South Cambridgeshire Local Plan 2018

S/1 Vision
S/2 Objectives of the Local Plan
S/3 Presumption in favour of sustainable development
S/7 Development Frameworks
S/10 Group Villages
CC/3 Renewable and low carbon energy in new developments
CC/4 Water Efficiency
CC/7 Water Quality
CC/8 Sustainable Drainage Systems
CC/9 Managing Flood Risk
HQ/1 Design Principles
NH/4 Biodiversity
H/8 Housing Density
H/9 Affordable Housing
H/12 Residential Space Standards
E/20 Tourist Accommodation
SC/7 Outdoor Play Space, Informal Open Space, and New Developments
TI/3 Parking Provision
TI/10 Broadband

10. Consultation

11. Fowlmere Parish Council- The Parish Council's response dated 8th January 2020 states in full:

Fowlmere Parish Council Planning Committee discussed this new planning application at our meeting on 17th December.

We note that in the South Cambridgeshire District Council Planning Committee meeting of 13th November a decision was taken regarding the position that SCDC would take at the forthcoming appeal against non-determination of application S/0913/19/VC. However, the committee did not propose or agree that the condition should be removed with immediate effect; it only resolved the opening position that SCDC would take as one of the interested parties in the appeal.

We strongly believe that the current appeal process should be allowed to run its course. SCDC have publicly recognised and minuted that now that an appeal is underway it is no longer the determining Authority for the application to remove the condition. It should therefore be in the hands of a Planning Inspector to consider the application on its relative merits and allow all interested parties to make submissions as part of this process. It would be wrong for SCDC to now make a determination on an equivalent application.

Fowlmere Parish Council wishes to have the opportunity to make its case against the removal of the planning conditions to the Planning Inspector as an interested party in the forthcoming appeal, and believe that it is probable that an Inspector may decide to uphold the position of the 2018 planning appeal on this very same matter and find against the removal of the condition. To determine in advance of that appeal would deprive Fowlmere PC of the ability to put forward their case to the Planning Inspector.

We therefore urge the planning officers to refuse this fresh application and allow the

existing appeal to correctly run its course.

Should officers be minded to consider approving this application prior to the forthcoming appeal, we bring their attention to our previous submissions on this matter and the clear conclusions of the Planning Inspector in appeal reference: APP/W0530/W/17/3183813. However, in such a situation we would also take independent advice regarding the legality of a decision to determine outside of an appeal and may seek an independent review of the way that the planning department has handled the range of applications and the breaches of conditions that have occurred regarding this site over recent years. We therefore also wish to put you on notice of a potential freedom of information request, and request that the case files from all relevant planning applications and enforcement cases are properly archived and retained in full so that they can be made available for inspection, if required.

(A full copy of the Parish Comments is attached as Appendix B)

12. Environmental Health Officer – No response received (out of time)
13. Drainage Officer – No objection: No flood risk or drainage issues
14. Lead Local Flood Authority (Cambridgeshire County Council) – No response received (out of time)
15. Affordable Housing – No comments (response received)
16. Contaminated Land – No comments (response received)
17. Local Highway Authority – recommend refusal on the basis that '*The application is not supported by sufficient highways and transport information to demonstrate that the removal of Condition 2 of Planning Permission S/1156/92/F would not be prejudicial to the satisfactory functioning of the highway.*'
18. Environment Agency – No response received (out of time)
19. Landscape Officer – Drawings and reports reviewed. No comments.
20. Urban Design - No response received (out of time)
21. S106 Officer – No response received (out of time)
22. Tree Officer – No objection

Representations

23. **6 letters of support were received which made the following summarised points:**
 - The units were purchased on the understanding the whole site would be park homes
 - General support for the proposals
 - The Council has already resolved to support the removal of condition 2 (November 2019 planning committee)

- Site controlled under Mobile Homes Act 2013
- Touring caravans have caused more problems
- These units provide an “affordable” home
- The park is age restricted to members who are over 45 years of age which will have no impact on village schools or nurseries but would support the village social club and pub.

No letters of objection were received from neighbouring residents.

Site and Surroundings

24. The application site is located at Appleacre Caravan Park which is situated on the south western edge of the village of Fowlmere. The caravan park comprises a mix of 21 no. static caravans, which are occupied as Park Homes, two fields for the siting of 23 no. touring caravans and use of part of the site for the storage of 20 no. touring caravans.
25. The Site falls within countryside in planning terms, however the park is contiguous with the framework, which runs along the eastern boundary of the park.

The B1368 London Road bounds the caravan park to the north and Chrishall Road bounds the park to the east.

26. There are currently 2no. mobile homes on the application site.

Proposal

27. This application is made under Section 73 of the Town and Country Planning Act (TCPA) (1990) to remove condition 2 (The site shall not be used other than as a touring caravan site and/or tent site and shall not be occupied by mobile homes used either for seasonal use or permanent residential accommodation) of planning permission S/1156/92/F (known as Area D).

The application proposes the removal of planning conditions limiting the type of caravan which the site can be used for. The effect of this will be that the mobile homes could be located on the sites instead of, or in combination with touring

28. caravans. The current wording of the condition does not allow for the siting of mobile homes.

The number of units would be controlled by the existing planning conditions attached to the original consent. No variation is proposed to this condition. This condition restricts the number of units on each site to 5 touring caravans.

29. This application relates solely to the use of the site for siting of mobile homes.

In considering and determining an application submitted under Section 73 of the TCPA (1990) the Council may consider imposing, removing or amending planning conditions other than those to which the application specifically relates.

Procedural Background

Appeal Against Non-Determination

30. The Applicant has appealed against non-determination of a similar application to that which is currently before the Planning Committee. That application was considered at Planning Committee in November 2019 under application reference S/0913/19/VC. The planning committee minutes are included for reference at Appendix A. The application proposed the removal of condition 2 in respect of two different areas of the site, 'Area A' (adjacent to London Road) and 'Area D' (Adjacent to Chrishall Road). Given that there was (and still is) an appeal against non-determination, it was not possible for the Planning Committee to determine that application. However, Planning Officers did recommend that Members support a certain position at the forthcoming appeal. Namely, that consent should be granted to remove condition 2 in respect of Area D and refused in respect of Area A. Members voted unanimously in favour of the Officer Recommendation.
31. The appeal has not yet been scheduled, no start date has been provided by the Planning Inspectorate and as such a Statement of Case, outlining the Council's position at appeal, has not been submitted. Planning Officer's will prepare the Statement on the basis of the aforementioned November 2019 committee decision.
32. This current application has been submitted by the Applicant in the interim. The application relates solely to Area D. This current application is identical to the Area D aspect of the appealed application. There is no reason why this application can not be determined by the Planning Committee. Planning Officers have consulted the Council's Solicitors and legal advice has been received which states that the application can be determined. If members wish to defer this application then they may do so at their discretion. However, Members are advised that every application should be determined on its own merits. The current appeal relates to the non-determination of this planning application by the Council. Approving this current planning application would have a bearing on the appeal in that the appeal would only be focused on Area A and the matters in dispute between the Council and the Appellant (Applicant). Members are advised that it is common for applications to be determined for identical developments where a non-determination appeal is ongoing. Indeed this was recently the case in respect of an application for residential development at Barrington Cement Works.
33. In summary, whilst Fowlmere Parish Council's comments are duly noted, Planning Officers respectfully advise that this current application can and should be determined. Legal advice is that the application can be determined.

Caravan Sites and Control of Development Act 1960 as amended by the Mobile Homes Act 2013

34. This application relates to the use of the land. If planning permission is granted then the Site Operator will be required to apply to the Local Authority for a new site licence.
35. Under this current planning application, the Council have the power to modify, remove or add other planning conditions. This application seeks removal of condition 2 of, which would allow for mobile homes to be installed on the site. However, given that the site already has a lawfully established use for permanent residential use, any planning permission granted should also include the removal of the occupation time

restrictions conditions included on the original consents. This is discussed in further detail in relation to ‘conditions’ later in this report. The effect of that change would be that the site would become defined as a ‘relevant protected site’ under the Caravan Sites and Control of Development Act 1960. This Act and any conditions imposed by the Local Authority upon the existing or any new licence will control many aspects of the site.

36. The Caravan Sites Act 1968, as amended in England 2006 and Wales 2007 has several criteria for what constitutes a ‘caravan’ which includes touring caravans and mobile homes. The maximum dimensions as prescribed are as follow:
 - Length (excluding any drawbar) 20 m
 - Width 6.8 m
 - Overall height (internally, from the floor at its lowest to the ceiling at its highest) 3.05 m
37. The Council may impose additional conditions on a site licence under Section 5 of the Caravan Sites and Control of Development Act 1960, which states in part:

‘A site licence issued by a local authority in respect of any land may be so issued subject to such conditions as the authority may think it necessary or desirable to impose on the occupier of the land in the interests of persons dwelling thereon in caravans, or of any other class of persons, or of the public at large; and in particular, but without prejudice to the generality of the foregoing, a site licence may be issued subject to conditions—

(a)for restricting the occasions on which caravans are stationed on the land for the purposes of human habitation, or the total number of caravans which are so stationed at any one time;

(b)for controlling (whether by reference to their size, the state of their repair or, subject to the provisions of subsection (2) of this section, any other feature) the types of caravan which are stationed on the land;

(c)for regulating the positions in which caravans are stationed on the land for the purposes of human habitation and for prohibiting, restricting, or otherwise regulating, the placing or erection on the land, at any time when caravans are so stationed, of structures and vehicles of any description whatsoever and of tents;

(d) for securing the taking of any steps for preserving or enhancing the amenity of the land, including the planting and replanting thereof with trees and bushes;

(e)for securing that, at all times when caravans are stationed on the land, proper measures are taken for preventing and detecting the outbreak of fire and adequate means of fighting fire are provided and maintained;

(f)for securing that adequate sanitary facilities, and such other facilities, services or equipment as may be specified, are provided for the use of persons dwelling on the land in caravans and that, at all times when caravans are stationed thereon for the purposes of human habitation, any facilities and equipment so provided are properly maintained.

(2) No condition shall be attached to a site licence controlling the types of caravans which are stationed on the land by reference to the materials used in their construction’
38. The design, layout, orientation and size of the mobile homes is therefore controlled under a separate regulatory regime to the planning system. As previously noted, the number of units would still be controlled by the existing planning condition restricting the number of units on the site. Planning Officers advise that this condition should remain unaltered through any grant of planning permission.

Planning Assessment

Principle of Development

Local Plan Policy S/7 (Development Frameworks)

39. The application site is located wholly outside of any defined development framework boundary. The settlement boundary of Fowlmere is immediately adjacent to the site, albeit located to the east on the opposite side of Crishall Rd. Part two of adopted South Cambridgeshire Local Plan Policy S/7 (Development Frameworks) sets out the relevant considerations for development located outside of development frameworks. It states:
- '2. Outside development frameworks, only allocations within Neighbourhood Plans that have come into force and development for agriculture, horticulture, forestry, outdoor recreation and other uses which need to be located in the countryside or where supported by other policies in this plan will be permitted'*
40. Planning Officers consider that none of these exemptions apply and that there are no policies in the plan which indicate that the use should be permitted in principle. However, it is necessary to consider whether there are any material considerations which indicate that a decision should be made other than in accordance with the development plan.
41. In considering whether there are material considerations which indicate that a departure should be made from the development plan, it is logical to consider the purpose of Policy S/7. Local Plan Paragraph 2.50 sets out the purpose of Policy S/7 which can be summarised as having two strands:
- 1) To ensure that the countryside is protected from gradual encroachment on the edges of villages
 - 2) To help safeguard against incremental growth in unsustainable locations
42. These two considerations were both addressed in the Appeal Decision made in April 2018 (APP/W0530/W/17/3183813). In their consultation response, the Parish Council, make reference to the conclusions reached by the Planning Inspector in the previous appeal.
43. The appeal decision and the conclusions reached by the Planning Inspector are material considerations in the determination of this current application. However, the conclusions reached by the Planning Inspector must be read alongside the change in circumstances since that decision was made. The most significant change since the appeal occurred in February 2019, is that the Council granted a certificate of lawful use in respect of the two sites (A and D).
44. This certificate of lawful use means that two sites (A and D) benefit from a lawful use for permanent residential use. On the basis that this certificate has been issued, there is no limit in terms of the number of days that the caravans can be occupied for. Therefore, the application site (Area D) can be occupied for permanent residential use.
45. Therefore, when the Inspector considered the appeal, he was doing so in a materially different set of circumstances, where the use of the sites was restricted to not more than 28 days in total in any one calendar year. The existing lawful use of the site is a

significant material consideration when considering the principle of development and is hereafter referred to as '*the fallback position*'.

46. With the fallback position taken into account, Planning Officers address each of the purposes of Policy S/7 as follow.
 - 1) To ensure that the countryside is protected from gradual encroachment on the edges of villages
47. Appleacre Park is located to the south of the settlement of Fowlmere. Approaching from the South along Chrishall Road there is a transition from open agricultural land to a slightly more enclosed character, which is still rural but characterised by tall hedgerows and trees interspersed with occasional residential development. Upon reaching Appleacre Park there is existing linear residential development to the east on the opposite side of Chrishall Road. Area D of the application site is directly adjacent to Chrishall Road and is not read as being of open character. This area is surrounded by other parts of the site comprising mobile homes, touring caravans and other operational development.
48. Approaching towards Fowlmere from the west, along London Road, the surrounding landscape is characterised by open agricultural land with a transition to a more enclosed character, albeit still rural. As approaching the Appleacre Park entrance (adjacent to Area A) there are limited views into the site which appear open, with touring caravans visible through the site entrance. Conifers line much of the site's northern boundary. The first sense of urban development is appreciated a hundred metres further along London Road from the junction with Chrishall Road.
49. Given the different character of the two parts of the site it is useful to consider them separately, as the Planning Inspector did in relation to the previous appeal.

Area D

50. The Planning Inspector in considering the previous Appeal assessed the impact upon the character of Area D in relation to the surrounding area. Paragraphs 38 to 39 of the Appeal Decision state as follow:

'38. I am not, however, persuaded that the same applies to Area D. Although visible from the properties that front Chrishall Road, this part of the site does not play the same role in terms of affecting a transition between rural to built form as does Area A. This is partly because the built form of Fowlmere village extends further south than Area D, partly because the mobile homes in Areas B and C already extend to the southern boundary of the site and partly because Area D is to some extent adjoined by the static mobile homes in Areas C and E.

39. In this context, the although the stationing of up to five permanently stationed mobile homes would significantly alter the character and appearance of this part of the site, I consider that this change would not unacceptably harm the character and appearance of the wider area. I therefore conclude that, in respect of Area D, Condition No 2 attached to planning permission Ref S/1156/92/F is no longer necessary.'

Planning Officer's concur with that assessment and consider that it applies equally in the case of this current application. Area D has a far less open character than Area A and development of this part of the site would not have the effect of appearing as 'gradual encroachment' on the edge of a village. For these reasons Planning Officers

consider that there would be no conflict with this purpose of Policy S/7 should permission be granted for Area D. It is also relevant to note that this part of the application site is restricted to 5 units and would remain restricted to 5 units if consent is granted in accordance with the Officer Recommendation set out in this report.

2) To help safeguard against incremental growth in unsustainable locations

51. The Planning Inspector considered the locational sustainability of the site in relation to the previous appeal. It is important to note that the conclusion was reached in a materially different context, where the caravan park (areas A and D) did not benefit from lawful permanent residential use, as is now the case. Paragraphs 63 to 66 of the Inspectors Report state as follow:

'36. Fowlmere is categorised as a Group village in the Core Strategy, a status that it would retain in the emerging Local Plan. The Council defines Group villages as providing some services to accommodate the day-to-day needs of its residents. In terms of facilities, there is a primary school but no secondary school. There are no medical facilities in the village, no food store and no post office. There are two public houses and a restaurant. There is a village hall close to the appeal site and there are two recreation grounds in the village.

64. I have been provided with a copy of the current bus timetable for route 31, which shows that there are up to six services on Mondays to Fridays and on Saturdays that stop at Fowlmere. There are no bus services on Sundays and Public Holidays. Route 31 serves Cambridge, Barley and Thriplow, the latter being the closest village to Fowlmere with a convenience store. The bus stop is located at the junction of London Road with Chrishall Road, close to Appleacre Park. The nearest railway stations are at Shepreth and Foxton, with halfhourly connecting services to Cambridge from both.

65. Taking into account the facilities within Fowlmere itself and the lack of employment opportunities in the village, the occupiers of the 20 mobile homes that could be stationed on Applecare Park should condition 2 on planning permissions S/1155/92/F and S/1156/92/F be removed would be heavily reliant upon the private car for most day-to-day activities, including to reach the railway stations at Shepreth and Foxton.

66. The Framework recognises that opportunities to maximise sustainable transport solutions will vary from urban to rural areas. I am also mindful that the appeal site adjoins a Group village that does provide some services to accommodate the day-to-day needs of its residents. Nevertheless, for the reasons given above, it seems to me that the scale of the development that would result from the removal of condition 2 on planning permissions S/1155/92/F and S/1156/92/F would not be consistent with the objective of promoting sustainable development in rural areas set out in the Framework.'

52. Fowlmere is still defined as a 'Group Village' under Local Plan Policy S/10 (Group Villages). This policy sets out maximum parameters for residential development within the defined development frameworks. These parameters do not apply in this case given that the site is wholly located outside of the development framework. When taking into account the fallback position, the proposed use would not result in any net increase in the number of units on the application site.
53. Since the appeal was dismissed the Council has granted a certificate of lawful use for areas A and D which means that they can be lawfully used for the stationing of up to 20 touring caravans for permanent residential use (all-year-round). This fallback

position is a material consideration when considering the sustainability of this location for permanent residential development.

54. Planning Officers conclude that the removal of condition 2 would not result in any increase in the number of permanent residential units in this location. Therefore, there would be no additional harm associated with the proposed use, in locational sustainability terms.

Conclusion

55. Planning Officers consider that there would be a clear conflict with Development Plan Policy S/7 as a result of the proposed use. However, it is necessary to consider whether material considerations indicate that a decision should be made other than in accordance with this policy. In doing so, Planning Officers have set out and considered the particular purposes of Policy S/7.
56. Planning Officers conclude that there would be no harmful impact in terms of encroachment on an edge of village location. This is consistent with the findings of the Planning Inspector in relation to the previous Appeal.
57. Planning Officers consider that the second purpose of Policy S/7, to ensure that development is located in sustainable locations, would not be conflicted with. This is because the fallback position allows for permanent residential use of the site for up to 20 units at present. The grant of planning permission in this instance would not result in any increase in the number of units and would therefore not result in any increased harm.
58. In considering a split decision with reference to the previous Appeal, the Planning Inspector concluded that the erection of mobile homes on Area D of the site would not result in unacceptable harm. However, he concluded that there remained a conflict with Policy DP/7 (now replaced by S/7). In reaching that conclusion, he clearly took into account his own conclusions on locational sustainability. These conclusions were made in a different context where the use of the sites was restricted to 28 days. In essence, new residential units were being proposed in that instance. In the current instance, there will be no net increase in units.
59. On this basis, taking into account relevant material considerations, Planning Officers consider that the principle of Development on Area D is acceptable.

Impact upon character of the countryside and surrounding area

60. The impact of the proposed use on the character and appearance of the countryside and surrounding area is described above in relation to the principle of development and the first 'purpose' of Local Plan Policy S/7.
61. As explained in relation to the principle of development, the application site (Area D) is urban in appearance and is surrounded by other parts of Appleacre Park which generally comprise a more urban character, with mobile homes and associated development present. In addition, this part of the site is opposite the linear residential development on Chrishall Road and does not extend any further south than this neighbouring residential development. Furthermore, the Application Site would accommodate a maximum of five mobile homes. Planning Officers consider that the use of the Application Site for the siting of mobile homes would preserve the character of the local urban and rural area and would therefore accord with part A of Local Plan Policy HQ/1.

Design and Landscaping

62. This application relates to the use of the site for the siting of mobile homes. The fallback position is that the site can already be used for the siting of touring caravans and tents. As explained earlier in this report, the design, layout and orientation of caravans on site, including the mobile homes proposed in this instance, would be controlled under a separate regulatory regime. There would be no increase in the number of units above that specified in the existing planning condition (five for Area D). For these reasons it is not considered that there would be any conflict between the proposed use and Local Plan Policy HQ/1 (Design Principles).
63. It is not considered necessary to impose new conditions requiring landscaping and planting details to be submitted to the Local Planning Authority. Landscaping and planting are dealt with under the separate regulatory regime of the Caravan Sites and Control of Development Act (1960).

Density

64. The application site is approximately 0.21ha and the existing consent allows for up to 5 touring caravans. The use of this part of the site for the siting of 5 mobile homes would result in a density of approximately 23 dwellings per hectare.
65. Local Plan Policy H/8 (Housing Density) seeks a net density of 30 dwellings per hectare in Group Villages, such as Fowlmere. Part 2 of the policy states that density may vary from this figure depending upon the character of the locality and other local circumstances. The proposed density is considered to be in keeping with the density of the existing consented mobile home development within the caravan park and also with the neighbouring residential development on Chrishall Road. The proposed use would therefore comply with Local Plan Policy H/8.

Neighbour and Occupier Amenity

66. With regard to amenity, it is not considered that the introduction of mobile homes on the application site would have any detrimental impact in terms of overlooking, loss of light or loss of privacy to neighbouring residential development. The nearest neighbouring dwellings are located to the east on the opposite side of Chrishall Road. Caravans are also single storey by their very nature. In addition, the application site already has consent for up to 5 touring caravans.
67. In terms of amenity impacts between the units themselves, these will depend upon the layout and orientation of the dwellings which is controlled under the separate regulatory regime of the Caravan Sites and Control of Development Act 1960.
68. For these reasons it is considered that the proposed development would comply with Part N of Local Plan Policy HQ/1 (Design Principles) which seeks to safeguard amenity of occupiers and surrounding uses.

Biodiversity

69. The site is already in use as a caravan park. Planning Officer's are not aware of any records indicating that protected species are present or likely to be present on the application site and there are no sites of ecological importance (national or local) within close proximity to the Application Site. The proposed use is therefore considered to comply with the requirements of Policy NH/4 (Biodiversity).

Access and Parking

70. Local Plan Policy TI/3 (Parking Provision) states that car parking provision should be provided through a design-led approach in accordance with the indicative standards set out at Local Plan Figure 11. Figure 11 states that residential dwellings should accommodate 2 car parking spaces per dwelling. There would be up to 5 units proposed which would result in an indicative requirement for 10 parking spaces. However, this current application relates to the use of the site. The layout and orientation will be determined and controlled by the Site Licence under a separate regulatory regime. In any case, Planning Officer's consider that it is likely that the site could accommodate the indicative parking requirements, albeit these are not considered directly applicable to the type of development proposed. For these reasons the proposed development is considered to comply with the provisions of Local Plan Policy TI/3.
71. The Local Highway Authority has objected to the proposed development on the grounds that insufficient information has been provided by the Applicant to enable them to consider the impact of the development upon the safety of highway users. Planning Officers consider that there would be no adverse impact on highway safety. There would be no alteration to the access as a result of the proposed use. The application relates to the use of the site and does not include any operational development. There would be no increase in the number of permanent residential units permitted on the site. For these reasons it is considered that there would be no adverse impact in terms of highway safety and no additional information is required from the Applicant.

Affordable Housing

72. The proposed use would not result in any increase in the number of residential units on site. The existing consents (planning permission and lawful development certificate) allow for five permanent residential units (in the form of touring caravans).
73. Local Plan Policy H/10 (Affordable Housing) requires that all developments of 11 units or more provide 40% affordable housing. Given that there would be no net increase in the number of residential units on site, i.e. no new dwellings, it is not considered that the threshold set out under Policy H/10 is surpassed. On this basis Planning Officers consider that the proposed use would not generate an affordable housing requirement.
74. Furthermore, the exact number of units itself is controlled by existing planning conditions which will be transposed to any planning permission granted. These conditions set a maximum number of dwellings. The removal of condition 2 as proposed would mean that any combination of tents, touring caravans and mobile homes up to the maximum of five units is possible. On this basis it is not possible to determine whether or not there would be an increase or reduction in the number of units on site. Even taking a worse case scenario position the number of residential units would not exceed that which can already lawfully be implemented on site.

Developer Contributions

75. For the same reasons as outlined above in relation to 'affordable housing' Planning Officers do not consider it necessary to require any contributions in respect of the proposed use.

76. The number of permanent residential units on site would not increase above the number lawfully permitted at present. On this basis there would be no increased burden on local infrastructure as a result of the proposed use.

Flood Risk and Drainage

77. The site is located in flood zone 1, at low risk from flooding. The EA have not objected to this application and the drainage officer has commented that there are no flood risk or drainage issues associated with the proposed use.

Water Quality, Broadband and Renewable Energy

78. Policy TR/10 (Broadband) requires that new development includes infrastructure to enable delivery of high speed broadband. However, in the case of the proposed use this policy is not considered to be applicable given that the units are constructed off site, by their very nature as caravans, and they could move around the site within the provisions of the existing or any subsequent site license.
79. Policy CC/7 (Water Quality) sets out requirements in relation to water quality including ensuring adequate water supply, sewerage and land drainage. These issues are all controlled under the site license under a separate regulatory regime and it is therefore considered that it would be unnecessary to impose a condition requiring these details to be submitted in respect of this current application.
80. Policy CC/3 (Renewable and Low Carbon Energy in New Developments) requires that proposals for new dwellings reduce carbon emissions by a minimum of 10% through the use of on-site renewable energy. Any mobile home units are constructed off site, often to standard specifications. Furthermore, the number and type of units on site can change at any time within the parameters of the planning permission (up to 5) and the site licence. On this basis it is not considered reasonable or necessary to impose a condition requiring details of on-site renewable energy.

Conclusion

81. It is considered that whilst there would be a conflict with Local Plan Policy S/7 (Development Frameworks) in approving the proposed use, this conflict is outweighed by other material considerations. Namely that the conflict is in principle and the proposed use would not result in any conflict with the specific purposes of Local Plan Policy S/7 (Development Frameworks). Planning Officers consider that the proposed use of the site would accord with all other relevant Local Plan Policies.

Consideration of planning conditions

82. Under Section 73(2)(a) of the Town and Country Planning Act (1990) if the Council decide that planning permission should be granted subject to conditions differing from those subject to which the previous permission was granted, or that it should be granted unconditionally, they should grant planning permission accordingly. It is therefore necessary to consider whether the conditions attached to planning permission reference S/1156/92/F (Area D) should be included on any new decision issued. These are considered in turn as follows.

(1) *The use hereby permitted shall be carried out only by Mrs A M C Jackson
(Reason – The permitted use would not normally be granted in the absence of the personal circumstances in this particular case)*

83. This condition was removed under application reference S/1029/03/F granted 27th June 2003 .
- (2) *The site shall not be used other than as a touring caravan site and/or tent site and shall not be occupied by mobile homes use either for seasonal use or permanent residential accommodation (Reason – To satisfy a need for touring caravan sites and/or tent sites and to minimise visual impact upon the area of permanently stationed mobile homes)*
84. This is the condition to which this application relates and Planning Officers consider that it should be removed for the reasons set out within this committee report.
- (3) *The number of caravans and/or tents which shall be stationed on the site shall not exceed 5. (Reason – To prevent the overdevelopment of the site)*
85. Planning Officers consider that this condition should remain. The definition of a caravan includes mobile homes and therefore this condition would also control the number of mobile homes allowed on the site. The ‘reason’ should be revised to refer to the following: *‘To prevent the overdevelopment of the site and ensure that the use of the site would be inkeeping with the character of the local area in accordance with adopted South Cambridgeshire Local Plan Policy HQ/1.’*
- (4) *Any caravan and/or tent shall not be occupied on this site for more than 28 days in total in any one calendar year (Reason – To ensure that the site is retained for seasonal/tourist use only and is not used for permanent residential accommodation which would be contrary to ‘Approved Structure Plan Housing and Settlement Policies)*
86. The lawful use for permanent residential use (all year round) has been established under the grant of a certificate of lawful use under reference S/3048/18/LD. Taking into account this fallback position, it is not considered necessary or reasonable to include this condition on any planning permission issued.
- (5) *No additional discharge, in excess of that generated by the current planning proposals, shall be directed to the existing foul drainage system (Septic Tank) (Reason – To ensure satisfactory drainage of the site and to prevent water pollution)*
87. Planning Officers consider that this planning condition is not necessary given that drainage is controlled under a separate regulatory regime (site license). In addition, the Council’s drainage officer has commented that there are no drainage issues associated with this application.
- (6) *The one way traffic flow arrangement identified on plan no. 2806/10B shall be laid out to the satisfaction of this Local Planning Authority within 2 months of the date of this consent. (Reason – To ensure the proper development of the site and to effect adequate highway safety provisions)*
88. Planning Officers consider that it is unnecessary to impose this condition on any consent granted. The ‘one way’ system referred to is not actually indicated on plan reference 2806/10B. Furthermore, the Local Highway Authority have not objected to the application or commented on the ‘one way system’. In addition, the layout is determined and controlled under the site license, a separate regulatory regime.

89. There is no clear condition referring to approved plans attached to the original consent, with the site plan referred to in the first paragraph of the decision notice. It is recommended that a plan condition, to include reference to this plan, is introduced in any new consent granted.

Recommendation

90. Delegated approval subject to the planning conditions set out below.

Planning Conditions

- (1) The development hereby permitted shall be carried out in accordance with the following approved plans: Site Location Plan 2806/10B (as approved under planning permission S/1156/92/F)

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

- (2) The number of caravans and/or tents which shall be stationed on the site shall not exceed 5.

(Reason - To prevent the overdevelopment of the site and ensure that the use of the site would be inkeeping with the character of the local area in accordance with adopted South Cambridgeshire Local Plan Policy HQ/1)

Background Papers:

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

- South Cambridgeshire Local Plan 2018
- South Cambridgeshire Local Development Framework SPDs
- Planning File reference S/4002/19/VC

Report Author:

Luke Simpson
Telephone Number:

Consultant Senior Planning Officer
01954 713251

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SOUTH CAMBRIDGESHIRE DISTRICT COUNCIL

Minutes of a meeting of the Planning Committee held on
Wednesday, 13 November 2019 at 10.00 a.m.

PRESENT: Councillor John Batchelor – Chairman

Anna Bradnam	
Dr. Martin Cahn	
Dr. Claire Daunton (substitute)	Peter Fane
Brian Milnes	Judith Rippeth
Deborah Roberts	Peter Topping
Heather Williams	

Officers in attendance for all or part of the meeting:

Christopher Carter (Delivery Manager - Strategic Sites), Alistair Funge (Planning Enforcement Officer), Rory McKenna (Deputy Head of Legal Practice), Stephen Reid (Senior Planning Lawyer), Ian Senior (Democratic Services Officer) and Rebecca Ward (Principal Planning Officer)

1. APOLOGIES

Councillors Pippa Heylings and Nick Wright sent Apologies for Absence. Councillor Claire Daunton substituted for Councillor Heylings.

In the absence of Councillor Pippa Heylings, the Committee agreed by affirmation than Councillor Brian Milnes be appointed Vice-Chairman of the meeting.

2. DECLARATIONS OF INTEREST

Councillor John Batchelor declared a Non-disclosable Pecuniary Interest in Minute 5 (S/2501/19/RM - Linton (Land to the North and South of Bartlow Road)). Councillor Batchelor's son, Councillor Henry Batchelor, had a business relationship with the developer. In view of the legal advice he had received, Councillor John Batchelor would withdraw to the public gallery, take no part in the debate, and would not vote. However, South Cambridgeshire District Council's Monitoring Officer had granted Councillor John Batchelor a dispensation allowing him to address the Committee as a local Member.

Councillor Deborah Roberts declared a non-pecuniary interest in Minute 7 (S/0913/19/VC - Fowlmere (Apple Acre Park)). As a member of Fowlmere Parish Council, Councillor Roberts had had some involvement with this application in the past but was considering the matter afresh.

Councillor Peter Topping declared a non-pecuniary interest in Minute 7 (S/0913/19/VC - Fowlmere (Apple Acre Park)). As the Cambridgeshire County Councillor representing Fowlmere, Councillor Topping had had some involvement with this application as a result of his attendance at meetings of Fowlmere Parish Council. He was familiar with the site and was considering the matter afresh.

3. RECORDED VOTING

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

4. MINUTES OF PREVIOUS SCHEDULED MEETING

The Committee authorised the Chairman to sign, as a correct record, the Minutes of the meeting held on 9 October 2019, subject to the following amendment:

Minute 7 – Enforcement Report

In the fifth paragraph, delete the word “Argus” and insert the word “Anglers”.

5. S/2501/19/RM - LINTON (LAND TO THE NORTH AND SOUTH OF BARTLOW ROAD)

Members visited the site on 12 November 2019.

In accordance with his Declaration of Interest (Minute 2 refers) Councillor John Batchelor withdrew to the public gallery. Councillor Brian Milnes (Vice-Chairman of the meeting) took the chair and, by affirmation, the Committee agreed that Councillor Peter Fane be appointed Vice-Chairman for the duration of the current item.

The current application for Reserved Matters followed the Committee’s refusal of application S/2487/18/RM in May 2019.

Members had regard to the update report published on 7 November 2019 and, in particular, the updates to paragraphs 10 (comments from the Landscape Officer) and 15 (comments from the Affordable Housing Officer) of the main report published on 5 November 2019, and deletion of the reference to Plot 35 having a garage as part of the application. The case officer addressed Linton Parish Council’s concerns relating to procedure, including validation of the application and adequacy of public consultation. She said that, as a Reserved Matters application was not technically a planning application, officers felt that due process had been followed.

Councillor Enid Bald (Linton Parish Council) and Councillor John Batchelor (in his capacity as a local Member) addressed the meeting.

Members’ debate focussed on the ‘pepper-potting’ of the affordable housing, design, including building heights, and the nature of the public consultation. Councillor Deborah Roberts concluded that the revised layout of the affordable housing was probably the best that could be hoped for. However, she expressed disappointment that the developers had failed fully to address the Committee’s concerns, raised in May 2019, about design. Councillor Roberts said the Committee should defend its policies.

Taking a contrary view, Councillor Peter Fane said that significant changes had been made to the proposal, and that it should now be approved.

Councillor Brian Milnes considered the design in the context of the huge variety of housing in Linton. He concluded that it would be difficult to justify refusal on the ground of the proposal being contrary to the character of the local area.

By five votes to four, the Planning Committee **approved** the application subject to the Conditions and Informative set out in the main report from the Joint Director of Planning and Economic Development, with the final wording of any amendments to these being delegated to officers in consultation with the Chairman and Vice-Chairman for this item (Councillors Brian Milnes and Peter Fane) prior to the issuing of the Decision Notice.

(Councillors Cahn, Daunton, Fane, Milnes and Rippeth voted to approve the application. Councillors Bradnam, Roberts, Topping and Heather Williams voted to refuse it)

6. S/4298/18/FL - WILLINGHAM (74 RAMPTON ROAD)

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

7. S/0913/19/VC - FOWLmere (APPLE ACRE PARK)

Members visited the site on 12 November 2019.

Members noted that the applicant had appealed against the non-determination of this application and that, therefore, South Cambridgeshire District Council was no longer the determining Authority. They also noted the site history and the issue of a Certificate of Lawful Use, and clarified several issues underlying the application and appeal.

South Cambridgeshire District Council had received a letter from Stephens Scown LLP regarding the content of the report and, specifically, some comments within it relating to a site in East Hertfordshire. Officers confirmed that these comments had been made by a third party and were not relevant to the consideration of this application. The Council understood that the owners of the Apple Acre site had no ownership interest in any site in East Hertfordshire. Members noted that the related representation had been removed from the South Cambridgeshire District Council website.

Councillor Peter Burge (Fowlmere Parish Council) and Councillor Deborah Roberts (speaking as the local Member) addressed the meeting.

Following some debate, Councillor Deborah Roberts proposed that further consideration be deferred. The proposal was seconded by Councillor Heather Williams and, upon a vote being taken, the motion was defeated by eight votes to two. Councillors Roberts and Heather Williams voted for deferral. Councillors John Batchelor, Bradham, Cahn, Daunton, Fane, Milnes, Rippeth and Topping voted against.

Moving directly to the substantive recommendation, the Planning Committee unanimously **endorsed** the officers' proposed positions at Appeal in respect of Areas A and D, as set out in paragraphs 103 to 116 inclusive of the report from the Joint Director of Planning and Economic Development.

8. ENFORCEMENT REPORT

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

In response to Members' questions, the Principal Enforcement Officer said that:

- negotiations were ongoing in respect of Anglers Way, Waterbeach
- Smithy Fen, Cottenham was well in hand
- The former Barclays Bank building in Great Shelford was being dealt with
- The issues in Great Wilbraham had been resolved

9. APPEALS AGAINST PLANNING DECISIONS AND ENFORCEMENT ACTION

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

The Meeting ended at 12.25 p.m.

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South Cambridgeshire Hall
Cambourne Business Park
Cambourne
Cambridge,
CB23 6EA
www.scambs.gov.uk
0345 045 5215

RECEIVED
10 JAN 2020
Planning Services



South
Cambridgeshire
District Council

Kerry Byrne,
Fowlmere Parish Council Clerk
4, Yorke Cottages
Long Lane
Fowlmere
Royston
Cambridgeshire
SG8 7TB

Planning and New Communities
Contact: Luke Simpson
Tel: 03450455215
Email: planningcomments@scambs.gov.uk
Our Ref: S/4002/19/VC
Your Ref:
Date 28 November 2019

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

Dear Sir/Madam

Proposal: Removal of condition 2 of planning permission S/1156/92/F
Application Ref: S/4002/19/VC
Location: Apple Acre Park, London Road, Fowlmere, Cambridgeshire
Applicant: co, Park View Group Ltd

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

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

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

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

Should the Parish Council wish to request that the application be considered by the District Council's Planning Committee, please state the material considerations and planning

EXPLANATION OF APPLICATION SUFFIX

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

reasons. Examples of material considerations can be found below. The Chairman of the District Council Planning Committee will respond to all reasonable requests.

The Parish Council: - (Please delete appropriately)

Supports

Objects

Has no recommendation

Comments:

Please see letter enclosed

The Parish Council does/does not* request that the application be referred to the

District Council Planning Committee *(please delete)

Inspector

Planning reasons:

Please see letter enclosed

Note: Where a Parish Council's requests that an application is determined by Planning

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

Signed..... *Kerry Byers* Date..... 8/1/2020

Clerk to the Parish Council or Chairman of the Parish Meeting

Guidance:

What are Material Considerations?

A material consideration is a matter that should be taken into account in deciding a planning application or appeal against a planning decision.

Examples of material considerations can include (but are not limited to).

- Overlooking /loss of privacy
- Loss of light/overshadowing
- Highway Safety

EXPLANATION OF APPLICATION SUFFIX

OL	Outline	LD	Lawful Development Certificate
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VC	Variation or Removal of Condition		



Fowlmere Parish Council
P.O. Box 273
Royston
SG8 1ES

Fowlmere Parish Council

Planning and New Communities
South Cambridgeshire District Council
South Cambridgeshire Hall
Cambourne Business Park
Cambourne
Cambridge
CB23 6EA

8 January 2020

Dear Mr Simpson

S/4002/19/VC – Apple Acre Park, London Road, Fowlmere

Removal of condition 2 of planning permission S/1156/92/F

Fowlmere Parish Council Planning Committee discussed this new planning application at our meeting on 17th December.

We note that in the South Cambridgeshire District Council Planning Committee meeting of 13th November a decision was taken regarding the position that SCDC would take at the forthcoming appeal against non-determination of application S/0913/19/VC. However, the committee did not propose or agree that the condition should be removed with immediate effect; it only resolved the opening position that SCDC would take as one of the interested parties in the appeal.

We strongly believe that the current appeal process should be allowed to run its course. SCDC have publicly recognised and minuted that now that an appeal is underway it is no longer the determining Authority for the application to remove the condition. It should therefore be in the hands of a Planning Inspector to consider the application on its relative merits and allow all interested parties to make submissions as part of this process. It would be wrong for SCDC to now make a determination on an equivalent application.

Fowlmere Parish Council wishes to have the opportunity to make its case against the removal of the planning conditions to the Planning Inspector as an interested party in the forthcoming appeal, and believe that it is probable that an Inspector may decide to uphold the position of the 2018 planning appeal on this very same matter and find against the removal of the condition. To determine in advance of that appeal would deprive Fowlmere PC of the ability to put forward their case to the Planning Inspector. We therefore urge the planning officers to refuse this fresh application and allow the existing appeal to correctly run its course.

Should officers be minded to consider approving this application prior to the forthcoming appeal, we bring their attention to our previous submissions on this matter and the clear

conclusions of the Planning Inspector in appeal reference: APP/W/0530/W/17/3183813. However, in such a situation we would also take independent advice regarding the legality of a decision to determine outside of an appeal and may seek an independent review of the way that the planning department has handled the range of applications and the breaches of conditions that have occurred regarding this site over recent years. We therefore also wish to put you on notice of a potential freedom of information request, and request that the case files from all relevant planning applications and enforcement cases are properly archived and retained in full so that they can be made available for inspection, if required.

Yours sincerely

Kerry Byrne
Fowlmere Parish Clerk
On behalf of Fowlmere Parish Council

Applecare Park



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Agenda Item 7

SOUTH CAMBRIDGESHIRE DISTRICT COUNCIL

REPORT TO: Planning Committee 11th March 2020
AUTHOR/S: Joint Director for Planning and Economic Development

Application Number:	S/4615/18/OL
Parish:	Landbeach Parish Council
Proposal:	Outline Application for the erection of up to 28,000sqm of mixed B1 (a) offices, B1 (b) research and development, B1 (c) light industrial, B2 general industrial, B8 storage and distribution, and A1/A3 amenity café, with all matters reserved (Access from Beech Road, Appearance, Landscaping, Layout and Scale)
Site Address:	Land To The West Of Cambridge Research Park, Beach Drive, Landbeach, CB25 9TL
Applicant(s):	Royal London Mutual Insurance Society Ltd
Recommendation:	Delegated Approval
Key Material Considerations:	Principle of Development Highway Impacts Ecology and Biodiversity Impacts to Heritage Assets
Committee Site Visit:	10 th March 2020
Departure Application:	No
Presenting Officer:	Fiona Bradley
Application Brought to Committee Because:	As a matter of wider public interest in light of the scale of the development and as it immediately adjoins and is considered to support Waterbeach New Town
Date by Which Decision Due:	13 th March 2020

Executive Summary

1. This application proposes up to 28,000m² of floor space primarily in use Classes B1, B2 and B8 spread across three plots within the Cambridge Research Park, with an ancillary café within the central plot. The proposal is in outline form with all matters reserved and would utilise existing infrastructure within the Cambridge Research Park established as part of historic consents.

2. The application site is a designated Established Employment Area and is considered to act in support of Waterbeach New Town (WNT). The principle of the development is considered to be acceptable subject to conditions that control the level of uses in the site, to limit a significant amount of Use Class B8 floor space, in order to ensure the development provides suitable employment numbers. Other matters are considered to be made capable of being acceptable subject to conditions and the application is therefore recommended approval.

Site Planning History

3. S/3825/18/E1 – EIA screening opinion. EIA Not Required. 29/10/2018.
4. S/0678/12/OL - Outline application for erection of B1(a) offices and/or B1(b) research & development (not to exceed 31,839m² GEA); 81(c) light industrial, B2 general industrial, B8 storage & distribution & C1 hotel with the cumulative floorspace of all uses not to exceed 47,000 m² across the application site, together with means of access and associated infrastructure. Granted. 17/08/2012.
5. S/1589/11 – Renewal of planning permission S/1398/06/F to extend the period for the submission of reserved matters to allow for a further period of 3 years on plots 3000, 4000, 5300, 5400, 6000 and 8000. Granted. 07/11/2011
6. S/1398/06/F – Variation of Condition 1 of Planning Permission S/0719/04/F to Allow a Further Period of 3 Years for the Submission of Remaining Details. Granted 18/09/2006.
7. S/0719/04/F – Variation of Condition 1 of Planning Permission S/0983/02/F to Allow a Further Period of 2 Years for the Submission of Remaining Details. Granted. 27/05/2014.
8. S/0983/02/F – Variation of Condition 1 of Planning Permission S/0444/99/F to Allow a Further Period of 2 Years for the Submission of Remaining Details. Granted. 05/07/2002
9. S/0444/99/F – Variation of Standard Condition A of S/0547/94/F to Allow Extended Time for Submission of Reserved Matters for Development of Land as Research Park. Granted. 17/05/1999.
10. S/0547/94/F - Variation of Condition 7 Of Planning Consent S/2044/89/0. Granted. 22/07/1994.
11. S/2044/89/O – Research park providing laboratory and ancillary accommodation offices, amenity and site service buildings, hotel with ancillary facilities, recreation area, wildlife refuge and sewage treatment facility. Granted. 22/10/1993.

Waterbeach New Town

12. S/0559/17/OL – Outline Planning Application for up to 6,500 dwellings (including up to 600 residential institutional units), business, retail, community, leisure and sports uses; a hotel; new primary and secondary schools; green open spaces including parks, ecological areas and woodlands; principal new accesses from the A10 and other points of access; associated infrastructure,

groundworks and demolition; with all matters reserved except for the first primary junction from the A10. Resolution to approve at Planning Committee, pending Section 106 agreement.

13. S/2075/18/OL – Outline planning permission (with all matters reserved) for development of up to 4,500 dwellings, business, retail, community, leisure and sports uses; new primary and secondary schools and sixth form centre; public open spaces including parks and ecological areas; points of access, associated drainage and other infrastructure, groundworks, landscaping, and highways works. Pending Decision

Site Details

14. The application site comprises parts of the Cambridge Research Park (CRP), an area of land located outside the Development Framework and in the Countryside that is designated under policy E/15 as an Established Employment Area (EEA). The site is bordered to the north by another EEA that, and to the east sits WNT, which is proposed to be partly served from the existing roundabout access into the site. The site is also a designated Enterprise Zone, seeking to provide approximately 1900 jobs across its entirety.
15. Along the south western boundary of CRP is a Public Right of Way (PROW) that joins two County Wildlife Sites, the Landbeach Pits Willow Wood and the Beach Ditch and Engine Drain, with the latter running along the north western side of CRP. There is a Scheduled Monument (SM) running the Length of Car Dyke between Green End and Top Moor starting at the western most corner of CRP and continuing northwards away from the business EEA. To the north east, some 500m from the site is the Denny End Abbey, a SM and collection of Grade I and II and curtilage listed buildings. Areas within the site and along its boundaries site are within Flood Zones 2 and 3, and have also been identified as areas at risk of surface water drainage flooding.

Proposal

16. The application site proposes up to 28,000m² of B1, B2 and B8 floor space, and an A1/A3 amenity café. The application is in outline form, with all matters reserved. Noting the form of the site, access to the three plots would be taken from the existing internal ring road within the site, utilising the existing A10 roundabout to connect to the wider road network.

Environmental Impact Assessment (EIA)

17. The application site was the subject of a screening opinion (ref. S/3825/18/E1) on the 29th October 2018. That assessed the site both individually and cumulatively with the wider Waterbeach Development, in light of the commitment to that development and its scale. It was determined that the proposal fell within Schedule 2 Column 1 Criterion 10(a) and is in excess of the thresholds, therefore requiring screening. It was determined by virtue of that exercise that the development was unlikely to result in such impacts that it would need to be subject to an EIA and could be dealt with on its own merits.

Planning policies

18. National Policy and Guidance

National Planning Policy Framework 2019 (NPPF)
National Planning Practice Guidance (NPPG)

19. South Cambridgeshire Local Plan 2018

S/1 Vision
S/2 Objectives of the Local Plan
S/3 Presumption in Favour of Sustainable Development
S/5 Provision of New Jobs and Homes
S/6 The Development Strategy to 2031
S/7 Development Frameworks
SS/6 Waterbeach New Town
CC/1 Mitigation and Adaptation 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 Sustainable Drainage Systems
HQ/1 Design Principles
NH/2 Protecting and Enhancing Landscape Character
NH/4 Biodiversity
NH/5 Sites of Biodiversity or Geological Importance
NH/6 Green Infrastructure
NH/14 Heritage Assets
E/9 Promotion of Clusters
E/10 Shared Social Spaces in Employment Areas
E/11 Large Scale Warehousing and Distribution Centres
E/13 New Employment Development on the Edges of Villages
E/15 Establish Employment Areas
SC/2 Health Impact Assessment
SC/9 Lighting Proposals
SC/10 Noise Pollution
SC/11 Contaminated Land
TI/2 Planning for Sustainable Travel
TI/3 Parking Provision
TI/8 Infrastructure and New Developments
TI/10 Broadband

20. Supplementary Planning Documents (SPD)

Greater Cambridge Sustainable Design and Construction – Adopted 2020
Waterbeach New Town – Adopted 2019
Cambridgeshire Flood and Water - adopted 2016
Health Impact Assessment - adopted 2011
District Design Guide - adopted 2010
Landscape in New Developments - adopted 2010
Trees & Development Sites - adopted 2009
Biodiversity - adopted 2009

Consultations

21. Landbeach Parish Council – No recommendations.

22. Local Highway Authority – No objection subject to a condition requiring a construction traffic management plan to be submitted.

23. Transport Assessment Team – Sufficient detail has been presented to make a sound assessment. The development is able to proceed on the basis of a first phase of 8400m² with subsequent phases released under a monitor and manage approach. Mitigation and restrictions through a Section 106 agreement and conditions are required as follows:

Phase	Mitigation	Method
Phase 1	Provision of a minibus service in perpetuity (or removed if demonstrated it is no longer required) to serve the site and deliver the required CRP mode shift (details to be agreed as part of the condition)	Condition
	Improvements to the bridleway route to Green End Landbeach to be delivered prior to occupation directly by the developer connecting the site to Green End.	Condition
	Car Parking to be determined with each reserved matters application.	Condition
	Monitoring of trips into and out of CRP	S106
	No development beyond Phase 1 hold	S106
Future Phases	Subject to approval of a Transport Assessment	Condition
	Contribution of £380,000 for strategic A10 corridor works	S106
	Car Parking to be determined with each reserved matters application.	Condition
	Travel Plan for development with monitoring of travel and trips into and out of CRP until 5 years following full occupation.	Condition

24. Highways England – No comments.

25. Urban Design Officer – No objection subject to the exclusion of the building heights/massing plan from the list of approved documents as those put forward are not acceptable in design terms. The height is considered excessive and unacceptable in terms of the wider landscape. The indicative layout put forward appears to provide large areas dominated parking parking and the principles of frontages, entrances, location of café and parking arrangements are not acceptable. The proposal should have regard to Waterbeach New Town given the interrelationship, and as CRP will become part of that development. Buildings should share common design features such as the suggested materials palette put forward in the emerging Design Code.

26. Landscape Officer – No objections subject to conditions requiring the submission of hard and soft landscaping details, cycle parking, bin storage, and sustainable urban drainage systems. Comments made in respect of detailed planting and boundary treatment appropriate to the area, a pedestrian link from the nature reserve to the centre of the site, and in respect of building heights, as the proposed height put forward is not supported.

27. Tree Officer – No objections subject to the submitted Arboricultural Impact Assessment being listed as part of the approved documents. Advise diversity

in tree planting, following the 10:20:30 rule of biodiversity. Recommend informatives.

28. **Natural England** – No objection. The proposed development will not have significant adverse impacts on statutorily protected sites or landscapes.
29. **Ecology Officer** – No objections subject to conditions requiring a Construction Ecological Management Plan, a Landscape Ecological Management Plan.
30. **Lead Local Flood Authority** – No objection subject to a condition requiring a detailed scheme for surface water drainage to be submitted.
31. **Old West Internal Drainage Board (IDB)** – No objections, as the drainage for this site is included in previous agreements. Any works within 9m of the watercourse require the prior consent of the IDB, as a separate matter from the planning process.
32. **Drainage Officer** – No objections subject to a condition requiring the submission of detailed schemes for Surface Water and Foul Water Drainage.
33. **Land Contamination** – No objections subject to a condition requiring a detailed investigation to be carried out and detailed proposals for the rendering harmless of contamination within the site to be agreed and carried out.
34. **Air Quality Officer** – The proposed development is located near a particularly congested area and additional traffic has the potential to impact air quality. A detailed Air Quality Assessment and a Construction Dust Assessment are required to support the application. Confirmation has been received that this could be required by condition.
35. **Cambridgeshire Fire and Rescue Service** – Request adequate provision is made for fire hydrants by way of S106 of condition. Aerial appliance access will be required for any building over 11m in height and not fitted with fire mains.
36. **County Minerals and Waste Planning Team** – No objections subject to conditions requiring a detailed waste management and minimisation plan to be submitted and approved.
37. **County Historic Environment Team** – No objections or requirements in respect of archaeology as the development indicates sits on a reclaimed landfill site.
38. **Historic England** – The site lies next to a SM, an historic Roman canal. Development should seek to sustain and enhance the significance of designated heritage assets and it is disappointing that there is no mention or assessment of its significance in the application. It is advised that the application does not meet the aims or objectives of the NPPF. No comments were made following reconsultation.
39. **Health Development Officer** – No objections. There are significant opportunities to create a modal shift in travel and a sustainable community and consideration should be given to electric bike hire and shuttle bus. There

is no detail on childcare provisions within the development, and consideration should be given to care provision on site.

40. **Police Architectural Liaison Officer** – There is a low record of crime in the area. While the application is in early stages there is no mention of security or crime prevention proposals.
41. **Sport England** – No comments, the application does not fall within either the statutory or non-statutory remit of Sport England.

Representations

42. No other representations have been received.

Planning Assessment

43. The key considerations in this application are;
 - Principle of Development
 - Highway Impacts
 - Heritage Assets
 - Design, Character and Landscape
 - Ecology and Biodiversity
 - Land Contamination
 - Drainage and Flood Risk
 - Other Matters

Principle of Development

44. The application site forms part of an EEA under policy E/15. Appropriate development for employment uses in these areas will be permitted, subject to the detail. CRP is also identified as being interrelated with the future WNT, allocated as part of policy SS/6, with point 7 of that policy stating the new town will establish an appropriate relationship and integration with CRP, and with the masterplan of that strategic site showing a significant increase in pedestrian and cycle links into CRP. There is a resolution to approve part of WNT (application ref. S/0559/17/OL), from the Planning Committee such that significant weight should be afforded to that application. There is an intention as part of the new town that this site acts as a supporting development, providing employment for that allocation as part of the wider supporting employment infrastructure.
45. In principle, as set out in policy E/15, the development of this site for appropriate employment uses is supported. The supporting text clarifies that appropriate forms of employment development should be considered in the context of land supply across the district and other policy concerns. To ensure compliance with policy E/11, which states large scale warehousing and distribution centres will not be supported within the district, with the supporting text to that policy clarifying that that this is aimed to restrict those proposals that serve a regional or national function.
46. The application proposes 28,000m² of mixed use B1/B2/B8 floor space. It is not put forward in any manner that is restricted, and as such officers consider that this should be assessed on the basis that there could be free movement between these use classes. Use Class B8 would afford a significantly lower

level of job employment than Use Classes B1 or B2, and the use of the development for B8 on the whole is considered likely to generate a poor level of employment in comparison to other use classes.

47. A marketing assessment has been submitted that provides details on a number of business falling primarily within Use Class B8, the areas they serve and the level of B8 use they require. Officers consider this information clearly demonstrates there are a number of businesses that serve a more regional function that could be accommodated within the site. Given the site is, in policy terms, aimed at supporting employment requirements on WNT, as well as contributing to employment generation within the district as a whole, a high level of B8 within the site would be considered contrary to policies E/11, E/14, SS/6 and the Waterbeach New Town SPD.
48. Noting that this is likely to arise on any developments on this and other EEA sites given the scale of the developments proposed, officers have considered potential restrictions that might be imposed to ensure there is a limitation on the level of storage and distribution businesses. In assessing the market details that have been put forward, the lowest floor space put forward is approximately 1000m² in floor space, attractive to a small number of more regional distributors, but also reflective of local B8 uses, which would not be in conflict with the policy.
49. In discussion with the applicant, officers recommend that a condition is imposed to restrict the amount of Use Class B8 floor space within any building above 1700m² to occupy no more than 50% of that building. These thresholds are based on the submitted marketing details and are considered to be materially below the minimum thresholds that the building would be attractive to regional or nationally distributors, and therefore occupied by uses contrary to policy E/11. Subject to that condition, it is considered that the principle of development is acceptable, and would accord with policies E/11, E/14 and would maintain an appropriate relationship with WNT as required by policy SS/6.
50. The application also includes floor space for the provision of a café. Policy E/10 provides for such spaces business parks and employment areas where it supports the uses on the site. This element of the proposal would result in wholly limited impacts and would support the wider uses on the site by providing an amenity in close proximity to the prevalent uses on the site. The position of CRP is such that it would be unlikely to be attractive to visitors on the basis of the café itself. As such, it is considered this element accords with policy E/10.

Highway Impacts

51. The A10 is all but at capacity and is not capable of taking further vehicle movements from new developments, which would result in adverse impacts to the safe function of that transport route and significant congestion. While the first half of WNT has been granted outline permission, as part of the WNT proposal, a 'monitor and manage' approach has been adopted through the section 106 agreement. Mitigation as part of the first phases of that development built to proceed for the first 1600 dwellings, beyond which there will be restrictions on further dwellings subject to a demonstration there is available transport capacity for further works. It is expected the development

will reach this stage around 2026/2027, based on the latest annual monitoring report published.

52. At its full quantum, the proposed development would result in a level of vehicle movement in excess of what could be accommodated in light of the current capacity of the A10, and in light of the approach on WNT would potentially impact the delivery of that strategic site through ‘taking’ capacity needed to unlock further phases.
53. For context, the EIA for WNT considered the impacts of this development, including its traffic generation, given the allocation and as there was an extant consent at the time of that being written. Notwithstanding that the full quantum is not achievable at present, the significant amount of committed improvements to the transport network are such that a lower quantum of development could be achieved initially, and further mitigation within the future would provide further capacity to support delivery of the remainder. However, as the latter mitigation is not yet committed and does not yet have definitive funding streams, its deliverability or timescale for delivery is uncertain.
54. At present, therefore, mitigation can be achieved to enable a first phase of the development to come forward at 8400m² of floor space. The mitigation required includes the provision of a minibus and cycle access, as well as a cycle route to be delivered to Cottenham, or Landbeach if the former is not demonstrated as achievable. The latter may either be the works themselves, or a contribution to the County Council using the powers afforded to them to enable provision of public rights of way.
55. As part of this, monitoring of trips to and from CRP, alongside updated modelling provided at each reserved matters phase, would be necessary to release further development within the overall proposed quantum, demonstrating that capacity is or has been made available. The Transport Assessment Team has commented that, in later phases, parking should be reviewed, with an aim to provide the minimum levels of parking on the site achievable in order to promote sustainable development.
56. In a longer term, further contributions will be required to improve the A10 strategic transport corridor. The County Council have provided a range of areas along that transport corridor to which such contributions could be put toward, such as the junction at Denny End and the A14 interchange, where capacity is acknowledged to be exceeded in later years. Such contributions could also form part of a wider pool that is directed towards the improvement of the strategic A10 corridor as a whole.
57. In the SME vein as the Section 106 agreement for WNT, officers and the County Transport Assessment Team consider an appropriate restriction within a legal agreement would ensure that the development is built out in phases where there is available capacity, in consultation with the County Council. Coupled with that would be relevant conditions in relation to updated transport assessments being submitted as part of each reserved matters application, to demonstrate capacity, as well as where moneys would be spent in strategic improvements along the A10 corridor.
58. There is a lack of definitive timescales as to when each phase might come forward, particularly since the delivery of transport network improvements is

predicated on both other developments and as yet unmade decisions, such as funding from the department for transport. For this reason, officers consider it appropriate that a longer timescale is provided for the submission of reserved matters applications and propose the typical three year period is extended to five years.

59. Due to the change that will occur in the locality over the next few years, and the uncertainty that measures agreed up front will accurately reflect the circumstances at the time of the development, officers consider that conditions seeking further detail will not be capable of being agreed wholesale across the site. Instead, officers consider that conditions that seek further details, such as air quality or drainage mitigation, should require these as part of each reserved matters application that comes forward, to ensure these take account of the current circumstances within the area and are able to factor in the appropriate levels of mitigation.
60. The comments of the Transport Assessment Team included a schedule suggesting those elements recommended to be included within a Section 106 agreement or by planning condition, all of which have been incorporated as such in the recommendation.
61. Subject to the above, officers consider the proposal would accord with policies TI/2 and TI/3, in protecting the transport network and ensuring adequate accessibility to the development.

Design, Character and Landscape

62. This application is in outline form with all matters reserved. At this stage, therefore, considerations fall to whether a satisfactory scheme could be accommodated within the site in terms of design and that would not adversely impact the character of the area.
63. The development parcels put forward are interspersed throughout the wider CRP, and the form of the loop road and pedestrian ways through the site are such that these sections appear on the ground to form effectively 'empty' areas of the wider business park, clearly read alongside and against the developed parcels of land within CRP. Wider views into the site, and the remaining land parcels, are presented against the backdrop of the remaining site. On the whole, therefore, the application site clearly forms part of the business park and reflects its character.
64. While concerns have been raised by the Urban Design and Landscape Officers in respect of the indicative layout plans that have been put forward, these are not binding, and are purely a demonstration as to how the site could be developed. They have not objected on the basis of harm in a principle sense, and the developable area is of a sizeable form such that there is ready opportunity to bring forward a significantly different scheme in terms of physical design. Parameter plans have been put forward that are considered appropriate to condition, and which respond to the constraints of the park, with the exception of the building heights plan, which officers are concerned would lead to buildings of an excessive scale. As such, this plan would not form part of the list of approved plans.
65. The site is located within the 'Bedfordshire and Cambridgeshire Claylands' Landscape Character Area (The Claylands), characterised by a gently

undulating topography and a generally comprised of open, arable land, with scattered woodlands. As noted above, the remaining developable area within the site appears as part of the wider business park, and as such does not provide significant contribution to the wider landscape. There are a number of trees along the boundaries, particularly along the south eastern boundaries, with well-established vegetation along the edges of plots.

66. Given the backdrop of the development of these plots would be of the remainder of the business park, officers consider that there would be limited alterations to the overall character of the landscape. There are limited long views of the site that would be particularly altered in any way that has not previously been done by the development of the other areas of the site. There are some views from the west of the site into the existing areas that would be altered, as there are currently views through the site, but given the topography of the land and the existing development within the site these are narrow views, and are not considered to be of significant importance.
67. Noting the application is in outline form, and that all matters are reserved, officers consider it is readily possible to achieve a suitable design and form to protect the character of the area and respond to the context of the built form within the site. As such, it is considered the proposal would accord with policies HQ/1 and NH/2.

Ecology and Biodiversity

68. Plot 6200/6300 to the north west is located immediately adjacent two County Wildlife Sites (CWS), Landbeach Pit Willow Woods and Beach Ditch and Engine Drain, both to the north west of the site as a whole. The application has been accompanied by a Preliminary Ecological Appraisal (PEA) and has been further supported by a letter of clarification, as well as a Water Vole Survey. The ecology officer has reviewed the details and recommended conditions in order to ensure the development would not adversely impact protected species and habitat.
69. Subject to conditions, it is considered there is ready opportunity for a net gain in biodiversity, and to ensure protected species would not be adversely impacted by the development, in accordance with policy NH/4.

Heritage Assets

70. To the north west of Plot 6200/6300 sits a Scheduled Monument (SM), the Length of Car Dyke between Green End and Top Moor. Historic England have raised concerns that the application has not been accompanied by an assessment of this heritage asset. Noting the existing built form and the layout proposed, officers consider that only plot 6200/6300 has the potential to materially impact the significance of this asset through development in its setting. In viewing the site, officers are mindful that this plot appears clearly distinct from the SM, separated by the waterway to the immediate west of CRP.
71. To the north east of CRP is Denny Abbey, a collection of Grade I and II listed buildings, curtilage listed buildings and a SM. The development site is located some distance from this site, and there is existing development intervening between those heritage assets and the plots proposed to be developed. As such, that existing built form is considered to represent a significant screen

such that this proposal is not considered to result in any material harm to the significance of those assets.

72. The SM to the west of the site, the Length of Car Dyke between Green End and Top Moor is located close to the development site, and one of the plots of land that would be further developed. The County Historic Environment Team have not raised an objection or requested any further works or conditions. Historic England raised concerns on heritage grounds in their initial comments, in respect of the Car Dyke, but have not raised any comments on the application following receipt of further information.
73. While no heritage assessment has been submitted, officers note the lengthy history of the site, and the permissions that have been repeatedly granted over the last 30 years, which would provide development on this site of a similar form. The remaining parcels of land to be developed clearly form part of the wider CRP, and officers consider the development of this site would not materially harm the significance of the heritage asset through development in its setting, as the site does not contribute to the significance of the SM as a heritage asset. Therefore the proposal is considered to accord with policy NH/14.

Land Contamination and Air Quality

74. The application has been accompanied by a contaminated land assessment that has identified an historic use that has potential to give rise to land contamination concerns. The Contaminated Land officer has raised no objections to the proposal and has agreed with the approach put forward by the applicant, seeking further surveys. A condition has been suggested to take forward this approach, though officers have split the condition into two, in order to better enable the conditions to be discharged. Subject to that condition, it is considered the proposal would accord with policy SC/11.
75. In terms of air quality, the application site is located in close proximity to the A10, a major arterial road, and would be subject to significant works as part of WNT. To the north is the Amey Cespa Waste Management Park (WMP), which may give rise to air quality and odour issues. Officers note there is an extant appeal under consideration for an Energy from Waste facility (EfW) to the immediate south of the existing WMP, but in any event that facility would be required to mitigate its own impacts, and officers note it was not refused on the basis of Air Quality impacts.
76. The Air Quality Officer has raised concerns with regards to the development and its potential impacts on air quality from construction and because of the proximity to a traffic congested location. They have stated that an Air Quality Assessment and Construction Dust Assessment will be required, as well as a Low Emission Strategy. The Construction Dust Assessment and the Low Emission Strategy would be conditioned in any event, as part of policies CC/6 and SC/12 respectively.
77. With regards to the air quality assessment, the Air Quality Officer has confirmed that these could be conditioned. It is noted the WNT EIA has found that predicted pollutants concentrations are well within the relevant air quality objectives. Officers consider committed developments in the area are therefore unlikely to result in any significant change of, such that it is readily possible to achieve a satisfactory scheme on this site in air quality terms.

Noting the EfW is under consideration at appeal, and it does not yet appear the Inquiry has sat, officers consider this application could only be afforded limited weight in any event. Subject to a condition requiring an air quality assessment to be submitted as part of a reserved matters application, it is considered the proposal would accord with policy SC/12.

Drainage and Flood Risk

78. There are substantial areas of CRP covered by Flood Zone 2 or 3 or areas of identified poor surface water drainage. The remaining developable plots, however, have substantial areas covered by neither designation, and the proposed development does not involve a sensitive end use, being classified as a 'less sensitive' in accordance with the NPPG guidance, and therefore acceptable in Flood Zone 2.
79. The LLFA, Drainage Officer and the IDB have raised no objections to the application, but conditions have been recommended to mitigate the impacts of the development on the water environment. It is considered these conditions are necessary to ensure satisfactory drainage is provided within the site, in accordance with policies CC/7, CC/8 and CC/9.

Other Matters

80. The site is at a significant distance from surrounding residential property such that it is considered readily possible to achieve a suitable scheme on the site without significant adverse impact on residential amenity of neighbouring property, in accordance with policy HQ/1.
81. In accordance with policies CC/3, CC/4 and TI/10, conditions are required with regards to renewable energy, water efficiency and broadband, to improve the long term sustainability of the site.

Conclusion

82. The proposal is considered to be in accordance with Policy E/15, as the site forms part of the EEA whereby the development of employment uses is acceptable. To ensure compliance with policy E/11, which states large scale warehousing and distribution centres will not be supported within the district, a condition restricting the amount of B8 floorspace is proposed.
83. Due to the lack of capacity on the A10, some restrictions on the proposal are necessary to monitor and manage the development to protect the transport network. The provision of car parking spaces, improvements to the Bridleway from the site to Green End, Travel Plans are all considered necessary to ensure the development is acceptable in terms of reducing reliance on the car. Officers are satisfied that these requirements can be achieved through conditions as set out below and a legal agreement, therefore the proposal would accord with policies TI/2 and TI/3.
84. The application site is viewed in the context of the existing business park and surrounding development. As the application is in outline form, with all matters reserved, officers are satisfied it is possible to achieve a suitable design and form to protect the character of the area and respond to the context of the built form within the site. As such, it is considered the proposal would accord with policies HQ/1 and NH/2.

85. Due to the existing development on the site and the surrounding land, together with its distance from heritage assets, the proposal is not considered to harm the significance of the heritage assets and would therefore accord with policy NH/14.
86. Other matters such as ecology, drainage, contamination and air quality can be satisfactorily dealt with by way of suitably worded conditions, as set out below.
87. Officers recommend that the Committee grants planning permission with delegated powers for the completion of a Section 106 agreement and the conditions set out below.

Recommendation

88. Delegated Approval subject to the signing of a Section 106 agreement and the conditions and informatics as set out below.

Conditions and Informatives

89. Planning conditions, Informatics and Head of Terms as set out below, with the final wording of any amendments to these to be agreed in consultation with the Chair and Vice Chair prior to the issuing of planning permission; and
 1. 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.)
 2. Approval of the details of the layout of the site, the scale and appearance of buildings, the means of access 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.)
 3. No application for the approval of the reserved matters shall be made to the Local Planning Authority beyond the expiration of seven years from the date of this permission.
(Reason - The application is in outline only.)
 4. The development hereby permitted, and all subsequent reserved matters applications, shall be carried out in accordance with the following approved parameter plans and documents:
Location Plan – Drawing no. 001
Constraints Plan – Drawing no. 501
Design Response Plan – Drawing no. 502
Arboricultural Impact Assessment – Dated 21st September 2018
Tree Protection Plan – Drawing no. 1198-02.1
Tree Protection Plan – Drawing no. 1198-02.2
Tree Protection Plan – Drawing no. 1198-02.3
(Reason - To facilitate any future application to the Local Planning Authority under Section 73 of the Town and Country Planning Act 1990.)

5. Notwithstanding the details submitted, no single unit hereby permitted by this permission shall utilise more than 50% of its floor space for uses falling within Use Class B8 (storage and distribution) where that individual unit is in excess of 1700m² in floor space.
(Reason – The site is allocated for employment purposes, and as part of the wider allocation for the Waterbeach New town. The aim of the site is to support and reinforce the new town by providing employment space. Adopted policy E/11 requires that large scale regional and national storage and distribution sites are refused, and above 1700m² such scales of Use Class B8 development become more prevalent. This condition is necessary to ensure the proposal does not give rise to unacceptable forms of storage and distribution uses, to facilitate high levels of employment and support for the new town, in accordance with policies S/7, SS/6 and E/11 of the South Cambridgeshire Local Plan 2018.)
6. As part of each reserved matters application an updated Transport Assessment shall be submitted to and approved in writing by the local planning authority. The Transport Assessment shall demonstrate there is sufficient capacity within the Transport Network to accommodate the development proposed within that reserved matters application and shall not be permitted unless that has been demonstrated to the satisfaction of the local planning authority in consultation with the County Transport Assessment Team.
(Reason – Due to significant committed development to the transport network and the planned works occurring over a substantial timescale, capacity will only become available to accommodate the development over time. At each phase, it is necessary to ensure the development would not give rise to impacts that would stress network capacity unacceptably. As such, at each reserved matters phase, an updated Transport Assessment will be necessary to demonstrate available capacity in accordance with policies TI/2 of the South Cambridgeshire Local Plan 2018.)
7. As part of each reserved matters application a travel plan shall be submitted to and approved in writing by the local planning authority detailing the measures to be imposed to promote the use of alternative and sustainable forms of transport.
(Reason – To promote the use of sustainable forms of transport and reduce reliance on private car for journeys, in accordance with policy TI/2 of the South Cambridgeshire Local Plan 2018.)
8. As part of each reserved matters application, a parking layout plan shall be submitted to and approved in writing by the Local Planning Authority demonstrating parking to be provided is the minimum that can be achieved on the site, with reference to the amended transport statement required as part of the above condition.
(Reason – To take account of the committed transport improvements that will occur over time that will improve connectivity to the site, and reduce the reliance on private car as much as possible, in accordance with policies TI/2 and TI/3 of the South Cambridgeshire Local Plan.)
9. Prior to first occupation, the improvement to the surface treatment to provide a hoggin surface to the length of the bridleway leading from Green End to CRP shall be completed and made available for use.
Details of the improvement work shall be submitted to and approved in

writing by the Local Planning Authority in agreement with Cambridgeshire County Council. The works shall be undertaken and maintained in accordance with the approved details.

(Reason – To improve connectivity to the site and reduce the reliance on private case as much as possible in accordance with policies TI/2 and TI/3 of the South Cambridgeshire Local Plan.)

10. From the date of first occupation a minibus service shall be provided and maintained in perpetuity unless it can be demonstrated that the provision of the service is no longer required to achieve the required sustainable mode share of the site. Prior to first occupation, details of the minibus service including hours of operation, number of services and days of service shall be submitted to and agreed in writing by the local planning authority in consultation with Cambridgeshire County Council. The service shall be undertaken in accordance with the approved details.

(Reason – To improve connectivity to the site and reduce the reliance on private case as much as possible in accordance with policies TI/2 and TI/3 of the South Cambridgeshire Local Plan.)

11. As part of each reserved matters application a scheme for surface water drainage for that phase shall been submitted to and approved in writing by the local planning authority. The scheme shall be based upon the principles within the agreed Flood Risk Assessment prepared by Baynham Meikle Partnership Ltd (ref: JH/12678) dated November 2018 and shall also include;

- a. Details of the existing surface water drainage arrangements including runoff rates for the QBAR, 3.3% Annual Exceedance Probability (AEP) (1 in 30) and 1% AEP (1 in 100) storm events;
- b. Full results of the proposed drainage system modelling in the above-referenced storm events (as well as 1% AEP plus climate change), inclusive of all collection, conveyance, storage, flow control and disposal elements and including an allowance for urban creep, together with a schematic of how the system has been represented within the hydraulic model;
- c. Detail drawings of the entire proposed surface water drainage system, including levels, gradients, dimensions and pipe reference numbers;
- d. A plan of the drainage site area and which part of the proposed drainage system these will drainage to;
- e. Full details of the proposed attenuation and flow control measures;
- f. Site Investigation and test results to confirm infiltration rates;
- g. Temporary storage facilities if the development is to be phased;
- h. A timetable for implementation if the development is to be phased;
- i. Details of overland flood flow routes in the event of system exceedance, with demonstration that such flows can be appropriately managed on the site without increasing flood risk to occupant;
- j. Full details of the maintenance/adoption of the surface water drainage system;
- k. Measures taken to prevent pollution of the receiving groundwater and/or surface water
- l. Formal agreement from a third party if discharging into their system is proposed, including confirmation (and evidence where appropriate) that sufficient capacity is available.

The scheme shall be implemented prior to occupation of each relevant phase of the development.

(Reason – To ensure the development can be adequately drainage and does not result in an increased flood risk on or off the site as a result, in accordance with policies CC/8 and CC/9 of the South Cambridgeshire Local Plan 2018 and the provisions of the National Planning Policy Framework 2019, particularly paragraphs .)

12. As part of each reserved matters application, a scheme for the disposal of foul waters for that phase shall be submitted to and approved in writing by the Local Planning Authority. The scheme shall be completed prior to occupation and thereafter maintained in accordance with the approved details.

(Reason – To ensure adequate foul drainage measures are in place to protect the water environment, in accordance with policy CC/7 of the South Cambridgeshire Local Plan 2018.)

13. As part of each reserved matters application a Construction Ecological Management Plan (CEcMP) shall be submitted to and approved in writing by the local planning authority. The CEcMP shall include the following:

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

The approved CEcMP shall be adhered to and implemented throughout the construction period strictly in accordance with the approved details, unless otherwise agreed in writing by the local planning authority.

(Reason – To ensure appropriate protection and enhancement is in place for protected species during the course of the development in accordance with policy NH/4 of the South Cambridgeshire Local Plan 2018 and the provision of the National Planning Policy Framework, particularly paragraph 170.)

14. A Landscape and Ecological Management Plan (LEMP) shall be submitted to, and approved in writing by, the local planning authority as part of each reserved matters application. The content of the LEMP shall include the following:

- a. Description and evaluation of features to be managed.
- b. Ecological trends and constraints on site that might influence management.
- c. Aims and objectives of management.
- d. Appropriate management options for achieving aims and objectives.

- e. Prescriptions for management actions.
- f. Prescription of a work schedule (including an annual work plan capable of being rolled forward over a five-year period).
- g. Statement on how opportunities for measurable biodiversity net gain have been developed and incorporated into landscape plans.
- h. Details of the body or organisation responsible for implementation of the plan.
- i. Ongoing monitoring and remedial measures.

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

(Reason – To ensure appropriate protection and enhancement is in place for protected species during the course of the development in accordance with policy NH/4 of the South Cambridgeshire Local Plan 2018 and the provision of the National Planning Policy Framework, particularly paragraph 170.)

15. As part of each reserved matters application, a scheme for the provision of fire hydrants for that phase shall be submitted to and approved in writing by the Local Planning Authority. The scheme shall be implemented prior to any building first being occupied.
(Reason – To ensure adequate provision for fire safety for the lifetime of the development hereby permitted.)
16. Prior to the commencement of development or any reserved matters approval, a Detail Waste Management and Minimisation Plan (DWMMP) shall be submitted to and approved in writing by the local planning authority. The DWMMP shall include details of;
 - a. Arrangements made for the management (recovery, re-use and recycling of construction waste including, if appropriate, a construction material recycling facility to be in place during all phases of construction);
 - b. Anticipated nature and volumes of waste and measures to ensure the maximisation of the reuse of waste;
 - c. Measures and protocols to ensure effective segregation of waste at source including waste sorting, storage, recovery and recycling facilities to ensure the maximisation of waste materials both for use within and outside the site;
 - d. Any other steps to ensure the minimisation of waste during construction;
 - e. The location and timing of provision of facilities pursuant to criteria a/b/c/d;
 - f. Proposed monitoring and timing of submission of monitoring reports;
 - g. The proposed timing of submission of monitoring reports;
 - h. The proposed timing of submission of a Waste Management Closure Report to demonstrate the effective implementation, management and monitoring of construction waste during the construction lifetime of the development;

- i. A RECAP Waste Management Guide toolkit shall be completed, with supporting reference material;
- j. Proposals for the management of municipal waste generated during the occupation phase of the development, to include the design and provision of permanent facilities, e.g. internal and external segregation and storage of recyclables, non-recyclables and compostable material, access to storage and collection points by users and waste collection vehicles.

The Detailed Waste Management and Minimisation Plan shall be implemented in accordance with the approved details.

(Reason – In the interests of maximising waste re-use and recycling opportunities in accordance with policy CS28 of the Cambridgeshire and Peterborough Minerals and Waste Core Strategy (2011) and the Recycling in Cambridgeshire and Peterborough (RECAP) Waste Design Guide 2012 and to comply with the National Planning Policy for Waste 2015; and Guidance for Local Planning Authorities on Implementing Planning Requirements for the European Union Waste Framework Directive (2008/98/EC), Department for Communities 2012.)

17. No demolition of construction works shall commence on site until a Traffic Management Plan (TMP) has been submitted to and approved in writing by the local planning authority as part of each reserved matters application and relating to that phase of the development. The TMP shall include details of;
- a. Movements and control of muck away lorries;
 - b. Contractor parking, which shall not be on the street;
 - c. Movements and control of all deliveries; and
 - d. Control of dust, mud and debris, in relationship to the function of the adopted public highway.

(Reason – To ensure the safe functioning of the highway during the course of development in accordance with policy CC/6 of the South Cambridgeshire Local Plan 2018.)

18. As part of each reserved matters application that includes the matter of landscape, full details of both hard and soft landscape works shall be submitted to and approved in writing by the Local Planning Authority. These details shall include indications of all existing trees and hedgerows on the land and details of any to be retained, together with measures for their protection in the course of development. The details shall also include specification of all proposed trees, hedges and shrub planting, which shall include details of species, density and size of stock. Hard landscaping details shall include the material and areas of hard surfacing and details, plans and elevations of all boundary walls and fencing.
- (Reason - To ensure the development is satisfactorily assimilated into the area and enhances biodiversity in accordance with Policies HQ/1 and NH/2 of the South Cambridgeshire Local Plan 2018.)

19. 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 SMe species and size as that originally planted shall be

planted at the SME 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 HQ/1 and NH/2 of the South Cambridgeshire Local Plan 2018.)

20. As part of each reserved matters application pursuant to the development hereby permitted, details of boundary treatments, including details of the landscape buffer to be provided to western boundary of plot 6200/6300 and the southern and eastern boundaries of plot 5000 shall be submitted to and approved in writing by the local planning authority. The development shall thereafter to be carried out in accordance with the approved details.

(Reason - To ensure the development is satisfactorily assimilated into the area and enhances biodiversity in accordance with Policies HQ/1 and NH/2 of the South Cambridgeshire Local Plan 2018.)

21. No development shall occur unless otherwise agreed in writing, until:
- The application site has been subject to a detailed desk study and site walkover, to be submitted to and approved by the Local Planning Authority.
 - The application site has been subject to a detailed scheme for the investigation and recording of contamination and remediation objectives have been determined through risk assessment and agreed in writing by the Local Planning Authority.
 - Detailed proposals for the removal, containment or otherwise rendering harmless any contamination (the Remediation method statement) have been submitted to and approved in writing by the Local Planning Authority.

(Reason – To ensure that risks from land contamination to the future users of the land and neighbouring land are minimised, together with those to controlled waters, property and ecological systems, and to ensure that the development can be carried out safely without unacceptable risks to workers, neighbours and other offsite receptors in accordance with policy SC/11 of the South Cambridgeshire Local Plan 2018.)

22. The development hereby permitted shall not be occupied until the works specified in the remediation method statement approved in relation to the above condition of this permission have been completed, and a Verification report submitted to and approved in writing by the Local Planning Authority, in accordance with the approved scheme.

(Reason – To ensure that risks from land contamination to the future users of the land and neighbouring land are minimised, together with those to controlled waters, property and ecological systems, and to ensure that the development can be carried out safely without unacceptable risks to workers, neighbours and other offsite receptors in accordance with policy SC/11 of the South Cambridgeshire Local Plan 2018.)

23. As part of each reserved matters application, an Air Quality Assessment shall be submitted to and approved by the Local Planning Authority demonstrating existing air quality, expected air quality levels for the future (having regard to surrounding developments), and the measures to be provided to ensure adequate air quality for the protection of human health.

The measures shall be implemented as part of the construction of each building constructed pursuant to this permission prior to occupation.

(Reason – The application site is in close proximity to the A10, a significant waste treatment plant and a new town allocation that have the potential to impact air quality within the area in varying ways over the lifetime of the development. This condition is required to ensure each phase of the development shall be provided with appropriate air quality measures to mitigate the impacts of poor air quality levels at the time of construction in accordance with policy SC/12 of the South Cambridgeshire Local Plan 2018.)

24. As part of each reserved matters application, a Low Emissions Strategy shall be submitted to and approved in writing by the Local Planning Authority demonstrating measures to be provided to mitigate the impacts of transport emissions of each phase of the development. The strategy shall be implemented prior to occupation of any unit hereby permitted.
- (Reason – To reduce the level of emissions generated from the development in accordance with policy SC/12 of the South Cambridgeshire Local Plan 2018.)

Informatives

1. The Local Planning Authority operates a Design Enabling Panel (DEP) to promote high quality design for proposals. It is advised that the phases to come forward, particularly the central area as a visually prominent part of the research park, would benefit from being referred to the DEP.
2. 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.
3. If, during remediation and/or construction works, any contamination is identified that has not been considered in the remediation method statement, then remediation proposals for this material should be agreed in writing by the Local Planning Authority.

Requirements under Section 106 of the Town and Country Planning Act 1990

The following Heads of Terms have been agreed in consultation with the applicant and Cambridgeshire County Council:

1. The monitoring of trips in and out of CRP to be carried out.
2. A cap to be applied to development, that no development above 8400m² shall take place unless adequate transport network capacity can be demonstrated in subsequent phases.
3. Contributions of £380,000 towards strategic transport improvements along the A10 to be calculated based on the development impact on these junctions and is in proportion to each phase as it comes forward and payable on commencement of that phase.

Background Papers:

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

South Cambridgeshire Local Plan 2018

South Cambridgeshire Supplementary Planning Documents (SPDs)

Planning file reference S4615/18/OL

Report Author:

Fiona Bradley
Telephone Number:

Interim Team Leader
07704 018408

Cambridge Research Park Waterbeach

S/4615/18FL

TRANSPORTATION COMMENTS

REF: 1689

CASE OFFICER: Aaron Sands

AUTHOR: Tam Parry

DATE: 12th February 2020

HEADLINE

No Objection subject to Mitigation Package: Sufficient detail has been presented to make a sound assessment. The development is able to proceed on the basis of a capped first phase of up to 8,400sqm of B1a followed by a monitor and manage approach.

Mitigation Required: The following obligations/conditions are required to make the development acceptable in planning terms:

Relating to Phase 1:

- Minibus Service: The provision of a bus service in perpetuity that enables the required sustainable mode share. Full details of this service to be agreed with the LPA / County Council as a planning condition.
- Direct delivery of a cycle connection to CRP (possibility of a fall-back contribution to CCC of £170,000)
- Car parking to be determined with each reserved matters (condition)
- Monitoring of trips into and out of CRP
- Vehicle Trip Cap for phase 1
- Hold on development after phase 1
- Travel Plan and associated monitoring relating to phase 1 and the wider development

Relating to the Masterplan:

- Make a contribution of £380,000 to strategic A10 transport improvements.
- The development should not proceed beyond phase 1 without (i) a transport assessment for future phases, including detail of how the above financial contribution will be spent, and (ii) approval of CCC and the LPA of said TA.
- Car parking to be determined with each reserved matters (condition)
- Travel Plan and associated monitoring

Proposal Description: – First Phase of 8,400sqm of B1a agreed	
--	--

Study Area: Agreed	
---------------------------	--

Traffic Data: Surveys agreed	
-------------------------------------	--

Trip Generation: Agreed for phase 1	
--	--

Distribution and Assignment: Agreed for phase 1	
--	--

Assessment Scenarios and Traffic Growth: Agreed for phase 1	
--	--

Junction Modelling: Junction models agreed of the Traffic Modelling report 30 th October 2019	
---	--

Background

These comments concern the Traffic Modelling Report dated 30th October, Technical Response dated 20th January 2020 and additional information supplied by the applicant. The application seeks permission for 28,000sqm of development, of which 11,130sqm of B1(a)/B1(b) land use, 16,450sqm of B1(a)/B1(b)/B2/B8 land use and 420sqm of A1/A3 land use.

Currently there is 31,810sqm of occupied floorspace on Cambridge Research Park with a further 9,859sqm of B1 that is built but not occupied. Once the 2018 masterplan is implemented, the site would have a total development area of 69,210sqm. This application is similar to a previously approved application from 2012.

Due to the lack of capacity on the A10, and the lack of committed strategic transport investment on the A10 corridor, CCC is not able to support the full quantum of the application. However, CCC does consider that a small early phase may be possible (on the basis that such a phase fully mitigates its impact). Further phases would then be subject a monitor and manage approach.

Walking and Cycling Routes

Comment 1 There are currently no walking and cycling routes to and from CRP.

Local Public Transport Services

Comment 2 There is only one no. 9 bus in the AM peak and 2 in the PM peak at present. The applicant has recently started a minibus service which runs between CRP and Cambridge North Station. The minibus provides four services between 07:45 and 10:00, three services between 12:00 and 13:30 and five services between 15:30 and 18:30. The service presently carries on average 27 people in the AM peak and 31 people in the PM peak, equating to 7% and 8% of all existing trips to CRP respectively. **The applicant is to add a second bus which will accommodate additional public transport trips associated with the proposed development.** To avoid severe impacts of development the applicant has indicated that 20 additional peak hour bus trips would be required.

Car and Cycle Parking Standards

Comment 3 The car parking standards should only be agreed at the time of each reserved matters submission, informed by the Travel Plan and opportunities to drive sustainability. A generic provision of 1 space per 30sqm for B1 should be discouraged by SCDC as this may well not be required in the future.

Comment 4 Cycle parking is to be provided to the SCDC standards and is recommended to be agreed. This will encourage cycle use once the site is connected to the wider cycle network.

Baseline Flows and Trip Rate

Comment 5 The proposed development flows have been derived from the B1a trip rates agreed with CCC within the email dated 23rd May 2019. Such trip rates are 1.873 arrivals and 0.266 departures in the AM peak; and 0.194 arrivals and 1.715 departures in the PM peak.

Trip Generation

Comment 6 The trip rate and generation of the full development has been based on the whole area being developed as B1a to provide a robust assessment.

The proposed development is anticipated to generate 590 two-way vehicle trips in the AM peak (517 arrivals and 73 departures), and 527 two-way vehicle trips in the PM peak (54 arrivals and 473 departures).

Distribution

Comment 7 The development trip distribution is agreed. It is noted 70% of development vehicles approach from the A10 south in the AM peak, and 73% depart to the A10 south in the PM peak. This results in 363 of development vehicles approaching from the south in the AM peak and 346 vehicles departing towards the south in the PM peak.

Committed Development

Comment 8 It is noted 9,859sqm of the 2012 Masterplan has been implemented but is unoccupied. Using the agreed trip rates for B1a use, the unoccupied CRP development is anticipated to generate 211 two-way vehicle trips in the AM peak (185 arrivals and 26 departures), and 188 two-way vehicle trips in the PM peak (19 arrivals and 169 departures). This results in 129 development vehicles approaching from the south in the AM peak and 137 vehicles departing towards the south in the PM peak.

The unoccupied development traffic flows have been added to the 2019 baseline traffic flows and have been distributed using the existing turning proportions at the CRP roundabout. This is agreed.

Comment 9 Using the higher trip rates the total CRP post-development is anticipated to generate 1,217 two-way vehicle trips in the AM peak (1,086 arrivals and 131 departures); and 1,152 two-way vehicle trips in the PM peak (123 arrivals and 1,029 departures). It is noted in comparison to the 2012 Masterplan this is a reduction of 29 trips in the AM peak and an increase trips of 83 in the PM peak. If the trip rate continues to be similar to its current level, then these flows are reduced

to an overall trip generation of 837 arrivals in the AM peak and 843 departures in the PM peak.

Capacity Assessment

Comment 10 Junction assessments have been undertaken for the full quantum of development for Stretham Roundabout, the Cambridge Research Park access and Denny End Road junctions with the A10. Junction assessments presented in the submission dated 20th January 2020 do not include TEMPRO and therefore this evidence would be unacceptable. However, TEMPRO was included in the previous junction models dated 30th October 2019 – These models are acceptable.

Stretham Roundabout

Comment 11 The modelling of this junction shows that there is existing peak time congestion in the AM and PM peaks. In the AM peak the development will add approximately 99 additional southbound vehicles to this roundabout in the AM peak. This would exacerbate the existing congestion on the A10 north arm.

In the PM peak the development will add approximately 127 vehicles to the roundabout on the A10 south arm.

CRP Access Roundabout

Comment 12 Modelling results for this junction illustrates that in the PM peak of the '2019 Baseline + Committed + Proposed Development', '2024 Baseline + Committed + Proposed Development' and '2029 Baseline + Committed + Proposed Development' scenarios, the CRP arm is anticipated to operate over capacity with an RFC value of 1.02, 1.15, and 1.22 respectively. However, this would result in a queue within CRP which is acceptable.

Denny End Road

Comment 13 Referring to the agreed models there is no capacity for the full development in 2024 at the junction of Denny End Road with the A10. In the PM peak the background with committed development A10 southbound flow is 949 vehicles, which is only 37 below the 90% degree of saturation threshold on capacity of 986 vehicles. Given the nature of the corridor and the development, we must consider a 10 year horizon. The developers 10 year forecasts show that all of the capacity is gone by 2029, without the development.

Comment 14 In conclusion, a more significant upgrade of this junction is required. The Combined Authority is considering a scheme at this junction, although this is subject to an application with the DfT for funding, and is not presently a committed scheme.

A10 / Landbeach Road / Humphries Way

Comment 15 There is spare capacity at this junction for all assessment scenarios in both the AM and PM peaks. In 2024 with the development flows in the AM peak the A10 eastbound has a DoS of 74% and in the PM peak the A10 westbound has a DoS of 67%, whilst the A10 eastbound is close to capacity with a DoS of 87%. This highlights the findings of the Ely to Cambridge Study.

A10 / Butt Lane / Park and Ride

Comment 16 Modelling results for this junction illustrates that the junction will operate over capacity in the future year scenarios. In 2024 several arms are over capacity including the A10 northbound in the AM peak with a DoS of 96% and in the PM peak the A10 southbound has a DoS of 83% for the ahead movement and 99% for the right turn into Butt Lane.

The A10 northbound left ahead, P&R exit right left, of the P&R /A10 junction and the A10 northbound ahead left, and Butt Lane westbound ahead right of the Butt Lane/A10 junction movements are also noted to operate over capacity in the 2029 with committed development and development AM and PM scenarios.

These results confirm why the development could only proceed on the basis of (i) a sustainable (capped) phase one that does not intensify vehicular trips, (ii) a contribution towards strategic interventions for future phases.

A10 / A14 Interchange

Comment 17 Modelling results for the junction illustrates that the junction will operate over capacity in the 2029 future year scenarios for the A10/A14 Milton Interchange + HE Scheme + Waterbeach Barracks Proposal. This is particularly in the AM peak for the A10 southbound arm, the northern circulatory, the A14 westbound off slip, and the southbound circulatory.

These results confirm why the development could only proceed on the basis of (i) a sustainable (capped) phase one that does not intensify vehicular trips, (ii) a contribution towards strategic interventions for future phases.

A10 Corridor

Comment 18 In summary capacity issues at the junctions of Streatham roundabout and Denny End Road junctions result in the A10 corridor being at capacity when background growth and committed developments are included. With the addition of the full development, this would lead to severe impacts on the network.

Comment 19

As highway capacity is ‘maxed-out’ the corridor is dependent upon a modal shift away from the car and strategic infrastructure to add significant capacity for all modes. The infrastructure requirement is outlined in the 2018 OELY-Cambridge Transport Study Preliminary Strategic Outline Business Case:

1. A modal shift package including the relocation of Waterbeach railway station, segregated public transport link linking the area to Cambridge, Improved cycle connecting to Cambridge and surrounding villages, parking restraint and travel planning at all major developments;
2. Junction capacity measures; and
3. Duelling of the A10 between the A14 and Ely.

The timing and delivery of this strategic infrastructure is not currently known and is awaiting funding decisions from the DfT and other key stakeholders. The Combined Authority is leading on the works to the A10, and the Greater Cambridge Partnership is leading on the public transport and cycling mode shift package of schemes.

Without any of this infrastructure committed or in place, any future growth will need to be delivered in a way that does not add additional car trips to the network. This will require developments to come forward with significant sustainable travel enhancements, demand management measures and adherence to a strict ‘trip budget’ for an area. If a development shows no signs of being able to meet its trip budget then development within an area will need to halt until this is resolved.

CRP Transport Strategy

Comment 20 The CRP should proceed on the basis of monitor and manage. This first phase should be 8,400sqm of B1a with a mitigation package that enables the required mode shift from the CRP. Each subsequent phase would require a Transport Assessment, setting out forecast impacts of that phase and associated mitigation (drawn from a strategic financial contribution).

Comment 21 Having reviewed the relative impacts of the development on the A10 corridor the following mitigation package is essential to mitigate development and therefore would seek to be agreed with the applicant as set out in the table below.

Phase	Mitigation	Method
1	Provision of a minibus service in perpetuity to serve the site and deliver the required CRP mode shift (details to be agreed as part of the condition)	Condition
	No occupation without cycle access to CRP unless otherwise agreed with LPA.	Condition
	Cycle Route improvements to be delivered directly by the developer connecting the site to Cottenham (or Landbeach as a fall back). Details (including delivery mechanisms and S106 requirements are being discussed with the developer)	Condition / S106
	Car Parking to be determined with each reserved matters	Condition
	Monitoring of trips into and out of CRP	S106
	Vehicle trip cap for Phase 1	Condition
	No development beyond Phase 1 hold	Condition
Future Phases	Subject to approval of a Transport Assessment	S106
	Contribution of £380,000 for strategic A10 corridor works	S106
	Car Parking to be determined with each reserved matters	Condition
	Travel Plan for development with monitoring of travel and trips into and out of CRP until 5 years following full occupation.	Condition

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Scale - 1:2500

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Date of plot: 23/01/2020

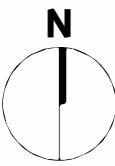


**South
Cambridgeshire
District Council**

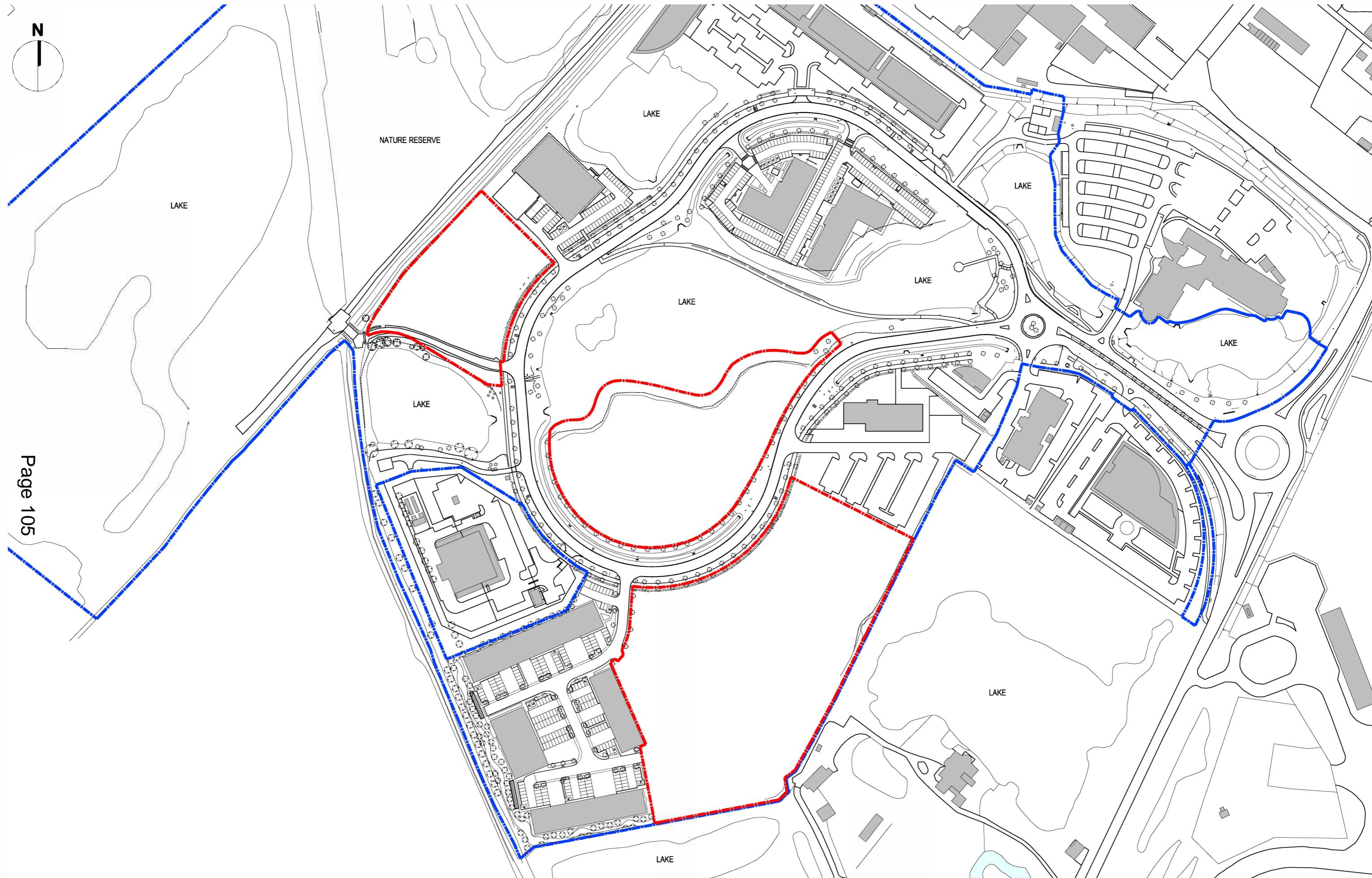
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Revisions:

By: Date:

Client:
ROYAL LONDON MUTUAL INSURANCE SOCIETY LIMITED
Project:
CAMBRIDGE RESEARCH PARK
Drawing Title:
SITE LOCATION PLAN

Scale @ A3: 1:2500	Project Co-Ordinator: ME	Date : AUG 18
Job No: 9047	Stage: PL	Drawing No: 001
Construction Approval	Preliminary Tender	Information
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PRC

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PRC Architecture & Planning

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**Instruction Form:
Completion of a
S106 Agreement**



Application Ref:

S/4615/18/OL

Description of Development:

Outline Application for the erection of up to 28,000sqm of mixed B1 (a) offices, B1 (b) research and development, B1 (c) light industrial, B2 general industrial, B8 storage and distribution, and A1/A3 amenity café, with all matters reserved (Access from Beech Road, Appearance, Landscaping, Layout and Scale)

Address:

Land To The West Of Cambridge Research Park, Beach Drive, Landbeach, CB25 9TL

Planning Case Officer and extension number:

Fiona Bradley - 07704 018408

Date of Instructions:

Who made the decision to determine the application (tick as appropriate):

Officer	Planning committee	X
---------	--------------------	---

When was delegated decision made to determine the application:

11/03/2020

Decision to be issued by/extension of time until:

Details of other officers who need to be copied in to correspondence:

Is there any other information about which Legal should be made aware?

Item	Enclosed
Copy planning application form	
A location plan with site edged in red	
Copy of relevant committee/delegated report/Committee Minute or written note of Committee Resolution	
Heads of terms that accompanied planning application	
Heads of terms that accompanied planning committee	

Draft decision notice	
Draft section 106 agreement provided by applicant	

If the Applicant did not provide a complete Heads of Terms when the application was validated then the section below needs to be completed with details of the Applicants legal representative

Name of legal firm:

Name of contact:

Address:

Tel:

E-mail address:

DX:

Obligations Required						
Ref	Tick if to secure	Item/definition	Value	Description of the project	Trigger for payment(s)	Indexation date (if different from 'date of agreement')
1	X	Minibus Service		Delivery of minibus service to be maintained in perpetuity, details to be agreed with County	Delivered prior to occupation	
2	X	Cycle access to CRP		A form of cycle access to be agreed to	Prior to commencement	
2	X	Cycleway Contribution	£170,000	Delivery or contribution to a cycle route from Cottenham, or from Landbeach if that is not achievable.	Delivery to be agreed.	
3	X	Trip-rate monitoring		Monitoring of trips in and out of CRP		
4	X	Vehicle Cap		Vehicle trip cap from phase 1		
6	X	Build cap		No development to be carried out beyond 8400m ² without demonstration of adequate capacity.		
7	X	Strategic Transport Improvements	£380,000	Contribution towards strategic transport improvements along the A10.	Prior to Phase 2	

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Agenda Item 8

SOUTH CAMBRIDGESHIRE DISTRICT COUNCIL

REPORT TO: Planning Committee

11 March 2020

AUTHOR/S: Joint Director for Planning and Economic Development

Application Number: S/4744/18/FL

Parish(es): Waterbeach

Proposal: Proposed residential development for 21 dwellings including affordable houses with associated access landscaping open space garages and one self-build/custom build plot

Site address: Land to east of Cody Road and north of Bannold Road, Waterbeach, Cambs

Applicant(s): Matthew Homes Ltd

Recommendation: Delegated approval subject to s106 agreement

Key material considerations: Principle of development
Affordable Housing
Housing Mix
Impact on the character of the area and landscape
Residential Amenity
Highway Safety
Drainage and Flood Risk

Committee Site Visit: Yes

Departure Application: Yes

Presenting Officer: Area Manager

Application brought to Committee because: Departure from the adopted Local Plan and objection from Waterbeach Parish Council.

Date by which decision due: To be agreed

Executive Summary

1. The proposal seeks planning permission for the erection of twenty-one new dwellings and associated infrastructure.
2. In terms of the principle of the development, the proposal would not comply with the Local Plan, being outside the village development framework and thus contrary to policy S/7 'Development Frameworks' of the adopted South Cambridgeshire Local Plan (2018). The proposal is therefore considered to be a departure from the up to date local plan. However, there are unique circumstances around the site context that had led officers to further assess the proposed development despite this technical departure.

3. Since the adoption of the plan, two developments either side of the application site, have been completed and are now occupied (reference: S/1359/13/OL and S/2458/16/RM and S/1907/14/OL and S/2491/16/RM. These permissions were approved when the Council could not demonstrate a five-year housing land supply. Together they have introduced approximately 126 new homes on what was previously agricultural land. As a result, the area has significantly changed both physically and functionally.
4. The application site would be surrounded by residential houses and therefore in visual terms, the site would be self-contained, would not be viewed from a valued or designated landscape. The proposal would not therefore harm the wider character and appearance of the countryside or be considered to encroach into it.
5. In terms of its sustainability, the site is considered to be in an accessible location on the edge of a Minor Rural Centre where a good range of services and facilities are within easy access by walking or cycling. In addition, the provision of 21 additional homes (8 affordable units and 1 self-custom build unit) would provide social benefits, along with the contributions towards infrastructure. Furthermore, there are no other technical issues (such as drainage or highways) that would render this development unacceptable when taken individually or cumulatively.
6. In summary, whilst the proposal would be contrary to policies S/7 of the adopted Local Plan, there would be no harm caused to the main aims of this policy or the settlement hierarchy in terms of encroachment into the countryside or being able to conclude that it is unsustainable form of the development. The other material considerations in this instance are considered to outweigh the harm in the planning balance and the application has been recommended for approval. Further justification has been set out in this report.

Site and Surroundings

7. The application site is located to the north of Waterbeach village and outside of the village framework. The site is surrounded by existing residential development located off Cody Road, Bannold Road and Kirby Road. The site remains an open and undeveloped parcel of land with its only access from the development immediately to the east from Bannold Road. The site is within a Flood Zone 1. There are no heritage assets nearby that the development would impact.

Planning History

8. S/1359/13/OL and S/2458/16/RM Outline application and subsequent reserved matters application for residential development for up to **90 dwellings** with access to Bannold Road - Approved and built out (land to the east of the application site)

S/1907/14/OL and S/2491/16/RM Outline application and subsequent reserved matters application for up to **36 dwellings** residential development - Approved and built out (land to the west of the application site).

Planning Policies

9. National Planning Policy Framework 2019 (PPG)
National Planning Practice Guidance (PPG)

10. South Cambridgeshire Local Plan 2018

- S/1 Vision
- S/2 Objectives of the Local Plan
- S/3 Presumption in favour of Sustainable Development
- S/5 Provision of New Jobs and Homes
- S/6 The Development Strategy
- S/7 Development Frameworks
- S/8 Rural Centres
- SS/5 Waterbeach New Town
- CC/1 Mitigation and Adaptation to Climate Change
- CC/3 Renewable and Low Carbon Energy in New Developments
- CC/4 Water Efficiency
- CC/6 Construction Methods
- CC/7 Water Quality
- CC/8 Sustainable Drainage Systems
- CC/9 Managing Flood Risk
- HQ/1 Design Principles
- H/8 Housing Density
- H/9 Housing mix
- H/10 Affordable Housing
- H/12 Residential Space Standards
- NH/2 Protecting and Enhancing Landscape Character
- NH/4 Biodiversity
- NH/5 Sites of Biodiversity or Geological Importance
- SC/2 Health Impact Assessment
- SC/7 Outdoor play space, informal open space and new developments
- SC/9 Lighting Proposals
- SC/10 Noise Pollution
- SC/11 Contaminated Land
- SC/12 Air Quality
- TI/2 Planning for Sustainable Travel
- TI/3 Parking Provision
- TI/8 Infrastructure and New Developments

Saved South Cambridgeshire LDF (2007) Supplementary Planning Documents (SPD):

Affordable Housing

Trees and Development Sites – Adopted January 2009

Biodiversity – Adopted July 2009

District Design Guide – Adopted March 2010

Landscape in New Developments – Adopted March 2010

Health Impact Assessment – Adopted March 2011

Cambridgeshire Flood and Water – Adopted November 2016

Consultation

11. **Waterbeach Parish Council - May 2019** - Waterbeach Parish Council objects to this planning application and stands by its original submitted comments. The Council has concerns regarding the water run-off from the site into the near-by culvert and feels that this area should be surveyed to ensure it meets the site needs. The area is not within the Local Plan and sits outside the village envelope. This area should be retained as a green area in an already heavily built up part of the village. If this planning permission is approved the Council would like to be consulted in advance in

the S106 decisions.

March 2019 - Waterbeach PC recommends REFUSAL of this planning application. It shares the view expressed by the Internal Drainage Board and County Council Flood Lead that the additional information does not provide sufficient assurance about the concerns previously raised.

January 2019 - Waterbeach Parish Council OBJECTS to this planning application as it sits outside the Local Plan and village envelope. There would be significant increase in traffic to an already congested area and these issues have not been addressed under the Design & Access statement. There does not appear to be any flooding studies carried out or comments on the impact of an already busy Doctor's Surgery.

Notwithstanding, if SCDC are mindful to approve this application the Council requests that normal working hours are adhered to and delivery lorries are managed in Bannold Road, which already has considerable damage to the surface. Lorries should be kept on site and not parked in Bannold Road. All trees and landscaping should consist of native British species. A pedestrian and cycle link onto Bannold Road from the site would also benefit residents.

12. **Urban Design Officer** - No objections. Officers do not object to this development in design terms but make a series of recommendations for improvements in regard to an insufficiently sized rear garden for some of the plots; the lack of a dedicated Local Area of Play; a lack of informal surveillance for a particular area of the Public Open Space; some aspects of the house type elevations; and provision of a further footpath connection.

These improvements would enable the scheme to better meet in policy HQ/1 (Design Principles) (a) and (c) of the '*Local Plan*' (2018) and paragraph 127 of the '*National Planning Policy Framework*' (2018).

Condition for the following have been recommended:

- Materials
- Details of windows and doors
- Details of eaves, verges and soffits
- Submission of amended drawings at DOC stage to ensure the flats meet the private amenity standards

13. **Landscape Officer** - No objections raised following the amended drawings/documents *Preliminary ecological appraisal Rev A, Location plan LP.01 Rev B, Site layout SL.01 Rev C1*. However, the following comments have been raised:

- Two bed terraces of four affordable dwellings to plots 16 to 19 - no objection, although 2no. parking spaces to be allocated for each dwelling. Rear private access is required to plot 18.
- Repositioning of one bed affordable dwellings to plots 14 to 15 revised - private rear garden to be provided for each dwelling.

14. **Affordable Housing Officer** - The site lies outside the development framework of Waterbeach and should provide 100% affordable housing in accordance with Policy H/11 of the adopted Local Plan 2018. If the site is not treated as an exception site, then, Policy H/10 of the Local Plan should apply, which states that 'All developments which increase the net number of homes on a site by 10 or more dwellings, should provide 40% of the homes on the site for affordable housing'. Therefore, for this

development of 21 dwellings, 8 should be provided for affordable housing.

Notwithstanding this, affordable housing mix below has been agreed with the Housing Development Officer.

15. **Education and Growth Team (Cambridgeshire County Council)** - No objections.
Following the response from the education department on 7 January 2019 the following contributions have been requested:
 - Early Years - contribution of £55,839 towards Waterbeach Community Primary School
 - Primary Years - contribution of £16,131 towards Waterbeach Community Primary School
 - Secondary years - no contribution requested
16. **Archaeology Officer (Cambridgeshire County Council)** – No condition required.
We do not consider a condition of planning permission to be necessary in this instance, despite the archaeologically sensitive nature of the wider landscape (particularly to the south in the area around Pieces Lane), and we have no objections or requirements for the proposed development.
17. **Sustainability Officer** - No objections subject to a condition for a carbon reduction statement and water conservation strategy.
18. **Environment Agency** - No objections to the development.
19. **Drainage Officer** - No objections. Following the submitted amendments, the development is acceptable subject to the imposition of conditions. There are still concerns regarding the suitability of the receiving watercourse and the functionality and condition of the downstream culvert. Without this being CCTV surveyed and repaired as necessary the site will not adequately drained. Therefore, the following condition is required:
 - Prior to commencement of development a CCTV survey of the downstream culvert and details of any required remediation, should be submitted to and approved in writing by the local planning authority.
20. **Lead Local Flood and Water Authority (Cambridgeshire County Council)** - No objections. Following the submitted information, the Lead Local Flood Authority (LLFA) remove their objection to the proposed development. The above documents demonstrate that surface water from the proposed development can be managed through the use of permeable paving over a number of car parking spaces and a conveyance swale within the development. There is a small attenuation basin with additional crated attenuation beneath the basin providing additional attenuation for the larger storm events. Surface water will discharge at a rate of 2.8 l/s through a 75mm flow control into the IDB owned watercourse. Water quality has been adequately addressed when assessed against the Simple Index Approach outlined in the CIRIA SuDS Manual.

Conditions for a detailed surface water drainage scheme have been requested and informatics for IDB consent and Pollution Control.
21. **Waterbeach Level Internal Drainage Board** - No objections. Following the submitted of amendments, the WLIDB have removed their original objection to this application. This decision is conditional and is based on the following requirements:
 - Obtaining the boards consent to discharge into the adjacent watercourse

- A CCTV survey is undertaken of the downstream culvert. This will be a requirement of the information needed to support a consent application.
22. **Anglian Water** - No objections. Our records show that there are no assets owned by Anglian Water or those subject to an adoption agreement within the development site boundary. The comments note that:
- The foul drainage from this development is in the catchment of Waterbeach Water Recycling Centre that will have available capacity for these flows.
 - The sewage system at present has available capacity for these flows.
 - The preferred method of surface water disposal would be to sustainable drainage systems with connection to the sewer as a last option. Surface water should be considered by the statutory consultees.
23. **Contaminated Land Officer** - No objections. Specifically, I have reviewed the Herts & Essex Site Investigations site investigation report, their ref CSG/14042, dated 25th April 2017. Reference should also be made to my colleague Ms Claire Sproats' original comments made for an application across the wider area whereby a Phase I Desk Study was submitted and is referred to within this site investigation report. Ms Sproats' comments were dated 21st August 2017 (S/1907/14/OL).
- These comments do not cover the geotechnical elements of the report (foundation design) or specifically cover risks to controlled waters, although the Environment Agency have already provided comments on that aspect and their response is available to view on the Council's online planning portal. I have reviewed the report and I am in agreement with the conclusions and recommendations. As such, Parts a, b, c and d of the standard condition relating to contamination are not required. An informative should be applied in the event contaminates are found.
24. **Health Impact Assessment Officer** - No objections. As per the Council's Supplementary Planning Document on Health Impact Assessment (HIA SPD) this application is for a small major development and does not require a full Health Impact Assessment. The HIA has followed a standard methodology for assessment using the Healthy Urban Development Unit (HUDU) checklist. I have reviewed the full application against this checklist and in general am satisfied that due consideration has been made to the impacts on existing and future residents of this site.
25. **Local Highways Authority (Cambridgeshire County Council)** - No objections. The Highway Authority can confirm that they will not be adopting any part of this development in its present format. The following conditions have therefore been recommended:
- No development shall commence until details of the proposed arrangements for future management and maintenance of the proposed streets within the development have been submitted
 - The proposed access be constructed so that its falls and levels are such that no private water from the site drains across or onto the adopted public highway.
 - The proposed access be constructed using a bound material, for the first five metres from the boundary
 - The proposed access be constructed at a width of 5m for a distance of no less than 5m from the boundary of the adopted public highway.
 - Traffic management plan has been agreed in writing
 - 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

26. **Local Highway Authority (Transport Assets Team)** – Updated comments 19th May 2019. No objections subject to the following mitigation package:
- To construct prior to occupation a 2m wide footway to enable a link between the site and the north side of Bannold Road;
 - Submit a Travel Plan Welcome Pack prior to occupation for approval by the LPA.
27. **Ecology Officer** - No objections. The applicant has submitted an updated Preliminary Ecological Appraisal (ACD Environmental, November 2019) in support of the application. The report is acceptable; although I would note that section 5.23 Local Planning Policy, refers to the old Local Plan and does not reference the South Cambridgeshire District Council Biodiversity SPD (2009). However, in terms of survey and analysis of the application site, and in recommended avoidance, mitigation, and enhancement I agree. I would therefore recommend that should the Planning Officer be minded recommending permission is granted, that the following conditions of approval are included within any decision letter issued:
- Compliance condition
 - Scheme for ecological enhancement
28. **Tree Officer** - No arboricultural or hedgerow objections to this application. There are/were trees on or adjacent to site with no statutory protection it seems that these are not going to be retained. The trees do not appear to have sufficient quality to TPO.
29. **Designing out Crime Officer** - My only additional comment would be the Applicant considers submitting a Secured by Design application in regard to this development. I am more than happy to support and work with them on this Application. I mention this as there are incidents reported of residential burglaries in Waterbeach – 28 in the last year.
31. **Representations**
- Following public consultation on the original application and subsequent amendments, approximately 6 letters of objection have been received on this planning application. The comments received during the consultation process are viewable on the Councils website, the material planning considerations have been summarised below:
- Land should be conserved for the benefit of wildlife and community as a whole
 - Possible badgers, deer's and various species of insects can be found.
 - Drainage is at capacity - ditches contain sewage
 - No protection of the strip of mature trees to the north of the development
 - Land provides a privacy shield
 - Overlooking impacts to No.17 Star Drive and No.37 Star Drive
 - Overshadowing to No.17 Star Drive
 - Electric vehicle charging points should be included and capable of accommodating wi-fi.
- Planning Assessment**
32. During the application process three rounds of amendments were consulted on to address concerns brought up during the consultation process. In summary the following amendments were made:
- Site layout - including landscaping
 - Access arrangements
 - Ecology report

- Drainage report
- Red-line site plan
- Inclusion of a Self-custom build plot

The following assessment considers the most up to date amendments and based on this up to date description.

Principle of development and sustainability of the site for housing

33. The Council's strategy for managing housing growth is set out in the recently adopted Local Plan. The strategy sets out a settlement hierarchy, focusing development on existing settlements through defined development frameworks. The principle reasons for doing this is to, one, prevent encroachment of development into the countryside and secondly, to prevent incremental growth in areas where there is insufficient infrastructure to support such development.
34. Policy S/7 only permits development outside of village development frameworks where a site has been allocated within a Neighbourhood Plan or the proposal requires a countryside location (such as development for agriculture).
35. The site is located outside of the defined village development framework of Waterbeach and is therefore technically within the countryside. Residential development, such as this proposal, would therefore be contrary to policy S/7 of the adopted Local Plan.
36. Notwithstanding the policy conflict, the site is surrounded by residential units, some of which have been more recently completed by Matthew Homes and Persimmon Homes. In regard to the first aim of the policy, it is therefore fair to say the site and immediate surroundings cannot be categorised as being in the 'countryside' to which the proposal would 'encroach into' of which policy S/7 seeks to protect.
37. In terms of second aim of the policy which guards against incremental growth, associated Policy S/9 designates Waterbeach as a Minor Rural Centre and is considered to have a good level of services and facilities including primary school, convenience store, recreational facilities, railway station. Developments of up to 30 dwellings are generally acceptable within the village frameworks given the accessibility to services and public transport options. Whilst the proposed site is outside of the village framework and therefore technically the strategic policy would not apply, the scale of the development (21 dwellings) would be in-kind with what would normally permit in this type of location and in addition would be within a reasonable distance to a range of services and facilities within the village, along with access to public transport modes including regular train and bus services. In addition, the site will eventually be close to Waterbeach New Town (policy SS/6) where a range of services and facilities will be provided in which future occupiers would have access too.
38. In summary, whilst the proposal would be contrary to policies S/7 of the adopted Local Plan, there would be no harm caused to the main aims of this policy or the settlement hierarchy in terms of encroachment into the countryside or being able to conclude that it is unsustainable form of the development.
39. Other benefits of the proposal would include the development of a land-locked site, additional affordable housing provision, provision of a self-build site and other s106 contributions. These matters have been considered in the planning balance at the end of the committee report.

Housing Density

40. The overall density of the development is an average of 26 dwellings per hectare. Whilst this is below the threshold of 30 dwellings per hectare set in adopted policy H/8, local circumstances including the shape of the site and the location of existing residential amenity dictate that a lower density is needed.

Housing mix

41. Adopted policy H/9 requires development to deliver a wide choice, type and mix of homes to meet the needs of different groups in the community. Market homes should consist of 30% 1-2 bedrooms, 30% 3 bedrooms, 30% 4 or more homes with 10% flexibility.
42. The policy also requires that on all sites of 20 or more dwellings developers will supply dwelling plots for sale to self and custom builders and that 5% of market homes in a development should be built to the accessible and adaptable dwellings M4(2) standard (rounding down to the nearest whole property).
43. The proposal includes the provision of 13 market dwellings. In accordance with the policy the 30% requirement each dwelling type should be at least 3.9 units. The proposed mix includes:

- 5x 2bedroom units
- 4x 3bedroom units
- 4x4bedroom units (including one self-build plot)

The proposed market mix would comply with policy H/9 of the adopted Local Plan.

44. At this stage, the housing mix policy does not set criteria for how many self-build/custom build units are to be provided within a development. The proposal would introduce one self-custom build unit (plot 1). This plot will be secured in the s106 agreement and the appropriate marketing of the plot will be undertaken in accordance with the agreed details and in consultation with our housing strategy officers.
45. Plot 14 has also been designed to M4(2) standard. This will equate to 6% of the market mix. All the house types meet the Nationally Described Space Standards (NDSS) in accordance with policy H/11 of the Local Plan.
46. The application demonstrates that a wide choice of homes will be delivered on the site with a mixture of market homes and would therefore comply with the main aims and objectives of policy H/9 and paragraph 61 of the National Planning Policy Framework.

Affordable housing

47. Adopted policy H/10 states that all developments which increase the net number of homes on a site by 10 or more should provide 40% affordable housing on-site. The proposal would meet this policy requirement and includes 8 affordable housing units (40%). The tenure split of the affordable units is as follows to meet identified local need:
 - Affordable Rented - 2 x 1 Bed (2 Person) Flats
 - Affordable Rented - 4 x 2 Bed (4 Person) Houses
 - Shared Ownership - 2 x 3 Bed (5 Person) Houses
48. The tenure mix of these 8 units is in accordance with the Council's Affordable Housing SPD, which is 70% affordable rented and 30% intermediate/shared ownership

housing. The units will be secured in a S106 agreement. The proposed development is in accordance with policy H/10 of the Local Plan together with guidance contained within the Council's Affordable Housing SPD. The Council's Housing Officer has supported the mix. All the house types meet the Nationally Described Space Standards (NDSS) in accordance with policy H/12 of the Local Plan.

Impact on the character of the area and landscape

49. The application site is a parcel of undeveloped land that sits between two development parcels (S/1359/13/OL and S/2458/16/RM and S/1907/14/OL and S/2491/16/RM). Whilst there is no statutory protection, wildlife designation or planning designation for this land, third party representations have indicated that it is being used as a wildlife corridor and should therefore remain.
50. The proposed development will have a limited impact on the wider landscape character given it's enclosed by existing built up development. The contribution it makes to the landscape character is therefore considered to be limited. The proposed dwellings will be similar in appearance and scale to those to the east and west and therefore they would be in keeping with the character of the area.
51. Whilst the loss of a un-developed parcel of land might be of concern to third parties, the applicant has made sufficient provisions to ensure there will be a 'net gains' in biodiversity on the site, this includes a landscape strategy which seeks to extend the open space on the adjacent development and a scheme for biodiversity enhancement features. This would be in line with national and local planning policy.
52. The proposal would therefore reflect the character of the local area and would provide sufficient landscaping and biodiversity features to accord with policy HQ/1(a) and NH/4 of the adopted Local Plan.

Layout

53. A full set of technical studies have been submitted with the application and have informed the proposed layout and design of the scheme. The proposed layout and design of the development has been amended during public consultation to include the provision of a self and custom build plot and change the layout of the affordable houses.
54. Most of the houses will be accessed from Cody Road via the development to the east with two of the units being directly accessed from Bannold Road. Appropriate turning areas for emergency, refuse and service vehicles and vehicle parking has been incorporated into the proposed layout.
55. The eight affordable units will be accommodated in the southern part of the site. This will also include two shared ownership units. There would be a mixture of tenure types within this area and the overall design would be tenure blind compatible with the other dwellings on the site. As such a mixed and balanced community would be created in accordance with the National Planning Policy Framework.
56. The existing open space/LAP/SUDs feature in the centre of the site has been made slightly larger to create a more inclusive form of development of which the houses will centre around. Policy SC/7 states that new housing developments will contribute towards Outdoor Play Space and informal open space to meet the needs generated by the development. For a scheme of this scale provision for informal open space (184 sq.m) and a Local Area of Play (174 sq.m) should therefore be provided on site. The

applicant is proposing 909 sq.m of onsite open space arranged to the western boundary attached to the existing open space and the area to the south-west of the site is proposed as informal open space. Whilst officers acknowledge the concerns raised by the urban design officer stating that a separate LAP should be provided, its attachment to the existing is logical and the scale would satisfy requirements of the policy.

Scale and Appearance

57. The proposed 21 homes are contained within two-storey storey buildings, following traditional forms. The scale of the development is reflective of other domestic dwellings found within the wider context of Waterbeach.
58. The Urban Design Officer has recommended a condition for window details of windows and doors and details of eaves, verges and soffits. This provision is considered to be overly onus and unnecessary given they level of detail provided within the submitted plans. In addition, the dwellings are not located in a sensitive area (such as a Conservation Area).
59. A renewable energy statement supports the application. This recommends a combination of demand-reduction measures, energy efficient measures and renewable energy (including photovoltaic panels) will deliver the requirement for on-site CO2 reductions. A water efficiency condition has also been requested. These conditions will be added to any decision notice to accord with policy N/3 and CC/3 of the Local Plan.

Landscape and trees

60. Given that the development is surrounded by existing dwellings sharing garden boundaries, landscaping around the perimeter of the site is not necessary. As such focus has been given to landscaping within the site including the provision of additional open space, SUDs feature and the provision of trees between the parking areas.
61. The types, species, location, stock and details of planting to be retained will be requested via planning condition. For the above reasons that proposal is therefore considered to comply with policy HQ/1(a) of the Local Plan which seeks to ensure developments are of a high quality and sympathetic to the surroundings.

Residential Amenity

62. Policy HQ/1 (n) seeks to protect the health and amenity of occupiers and surrounding uses from development that is overlooking, overbearing or results in a loss of daylight which avoids unacceptable impacts such as noise, vibration, odour, emissions and dust. The Council also has a District Design Guide which also seeks to guide development in the area.
63. The gardens to the dwellings for the two-bedroom properties will be a minimum of 50 square meters. All three-bedroom units and above will be a minimum of 80 square meters, apart from plot 5. Whilst the garden size for plot 5 will be below the suggested standard at 65 square meters, on balance, give its shape the private space would still offer a functional space of future occupiers to utilise. In addition, they would have direct access to the open space to the front of the property. Officers therefore do not consider a condition to be necessary.

- 64. The layout plan includes two apartments on plots 14-15. Currently the plans indicate that they will share a private amenity space. The urban design officer has suggested that balconies are installed, or this space is sub-divided. Officers consider the latter to be a reasonable solution and thus a condition will be included for details in the landscape/boundary strategy.
- 65. Overall the development is considered to provide a suitable level of private residential amenity for all the future occupiers.
- 66. In terms of the impact to existing properties, the rear elevations of the dwellings along Star Drive are between 10m to 14m from the shared boundary of the site. These properties will back onto the proposed garden areas of Plots 3-12. There have been objections from occupiers along Star Drive (No.17 and No.37) with concerns relating to overlooking and overshadowing.
- 67. As shown on Plan SL.01 rev D, the back-to-back distances between the dwellings would be between 23m to 28m. The distance to the boundary is between 14m to 16m. The majority of the dwellings would meet the suggested distances in the Councils District Design Guide (SPD) of 24m back-to back-distance. The only exception is plot 4 at 23m, however, given the closest rear window (in the gable end) is offset from the dwelling opposite (No.37/ Plot 96 Star Lane) it would not cause any significant overlooking impacts to their rear windows or garden area.

All of the dwellings are set at a sufficient distance from the boundary of the site to not cause any significant overshadowing impacts to adjacent garden areas. For the reasons set about above, the proposal is considered to accord with policy HQ/1(n) and provides a good level of amenity for existing and future occupiers.

Highway safety

- 68. The National Planning Policy Framework paragraph 109 states development should only be prevented or refused on highways grounds if there would be an unacceptable impact on highway safety, or the residual cumulative impacts on the road network would be severe.
- 69. The application is accompanied by a Transport Statement (TS) by Woods Hardwick (dated July 2018). Within the TS estimations have been made on the quantum of trips that may be generated by the proposed development, along with other permitted developments in the area. It concludes that roughly 13 two-way vehicle trips in the AM peak (between 8am-9am) and 14 two-way vehicle trips in the PM peak (5pm-6pm).
- 70. The low quantum of vehicle trips that would be generated from this development when coupled with permitted developments in the area would not cause a detrimental impact on the local highway network. The Local Highways Authority Transport Assets Team have reviewed the planning application and has not raised any objections on highway safety grounds linked to the capacity of the network.
- 71. The existing site access from Cody Road, is considered to be sufficient to accommodate the proposed development and already provides suitable visibility splays. A condition for the proposed accesses be constructed at a width of 5m for a distance of no less than 5m from the boundary of the adopted public highway is therefore not considered necessary.
- 72. With respect to relevant national and local planning policies, the cumulative transport impact of the development is not considered to be severe, nor does the proposal

demonstrate that there would be an unacceptable highway safety risk.

73. Notwithstanding this, the Transport Assets team have requested mitigation for a 2m wide footway to enable a link between the site and the north side of Bannold Road. This has been shown on the Site Layout Plan but a compliance condition will be included to ensure this is delivered.
74. There are no reasons on highways or transport grounds to refuse the planning application for development in this location despite local concerns. The proposal would therefore comply with policy SC/11 of the Local Plan. A travel plan will be secured via planning condition to ensure sustainable modes of transports are encouraged when the dwellings are occupied.

Parking

75. Each house will be provided with a minimum of two parking spaces. The two single bedroom apartments will contain a single parking space. Due to a discrepancy on the plans, officers seek clarification by planning condition on how the spaces to the front of Plots 14-19 will be distributed. Despite this discrepancy, there would be a sufficient number of spaces in total for these units.
76. Every dwelling will have provision for lockable cycle storage facilities, either within the garages or where no garages within secure garden sheds or communal stores. Conditions will be included on the decision notice for the details of the cycle storage on those properties without a garage. The development would therefore accord with policy TI/3 of the adopted Local Plan.

Flood Risk and Drainage

77. The site consists of a steady fall from the south to the north across the site. In accordance with the Environment Agency flood maps the site falls within a flood zone 1, comprising land assessed as having a less than 1 in 1000 annual probability of flooding.
78. To determine whether the development would have a detrimental off-site impact to surrounding properties a Flood Risk Assessment and Drainage Strategy was undertaken by Woods Hardwick (August 2018) and has subsequently been amended to overcome objections. The documents have been considered by the Lead Local Flood and Water Authority, Drainage Officer and the Internal Drainage Board.
79. Surface Water - In terms of the surface water drainage strategy, the underlying soil conditions (Gault Formation - Mudstone) are not suitable for infiltration techniques to be used. As such, the applicant has explored the use of an existing ditch or watercourse in line with the hierarchy for surface water disposal.
80. An existing ditch runs parallel to the southern boundary of the site, which includes short culverted sections to make allowances for adjacent vehicular site accesses. The Internal Drainage Board (IDB) maintain this section of the ditch along Bannold Road.
81. The proposed surface water drainage strategy is to attenuate surface water on site, using a combination of a SUDs pond and offline crate system situated on the western site boundary. The water from these features will then discharge to the southern ditch (owned by the IDB), via a flow control device to ensure does not exceed green field run-off rates.

82. Initial concerns were raised by third parties and the drainage officers about whether the watercourse into which the development would discharge (southern ditch) has a positive connection to ensure there is not an increased risk of flooding downstream. In response the applicant submitted the 'Surveyed Ditch Extract drawing (17603-CODY-5-104). The details demonstrated that the downstream culvert was a 600mm diameter and therefore of a significant size, which could take the flows of the development.
83. The updated details have been supported by the Drainage Officer, Lead Local Flood and Water Authority and the IDB have removed their objections on the basis of the applicant obtaining the board's consent to discharge into the adjacent watercourse and to require a CCTV survey is undertaken of the downstream culvert. Given that this detail would be required for the separate IDB application process, a duplicate planning condition for CCTV survey is not considered necessary.
84. Foul Water - The foul water generated from the site will be via two connections to the front of plots 12/13 and then onto the mains sewer located on Cody Road. Whilst this indicative strategy demonstrates a connection can be made to existing infrastructure, a condition for a detailed drainage strategy to be submitted to ensure the development would not lead to an unacceptable risk of flooding downstream. Anglian Water have raised no capacity concerns with the proposal. A condition for foul water details is not therefore considered necessary.
85. For the above reasons, the proposed development is in accordance with policies CC/7, CC/8 and CC/9 of the adopted Local Plan and guidance contained within the Cambridgeshire Flood and Water SPD (2016).

Biodiversity

86. The applicant has submitted an updated Preliminary Ecological Appraisal (ACD Environmental, November 2019) in support of the application. This document has been reviewed by the Council's Ecology Officer. The report is generally acceptable; however, conditions have been recommended for compliance with the submitted strategy and a scheme for biodiversity enhancement to ensure the development meets a net gain in biodiversity.
87. Whilst there continues to be third party concerns with the loss of this open space and impact on wildlife species, ecology does not pose a constraint to the development and enhancements can be made to add value of the site for wildlife and achieve a 'net gain in biodiversity' in accordance with policy NE/6 and the National Planning Policy Framework.

Education provision

88. Policy TI/9 states that developers should engage with the Children Services Authorities at the earliest opportunity to ensure the appropriate mitigation is identified and can be secured.
89. The proposed development will generate an early year's child yield. The CCC have confirmed there is no capacity to take on students from the proposed development and therefore mitigation of £55,839 is required towards Waterbeach Community Primary School.
90. The proposed development will generate a primary year child yield. The CCC have confirmed there is no capacity to take on the students from the proposed development and therefore mitigation of £16,131 towards Waterbeach Community Primary School

is required.

91. The catchment setting for secondary school years for the proposed development is Cottenham Secondary School. The CCC has confirmed there is capacity to take on the students from the development and therefore a contribution is not required.
92. The developer has agreed to provide contributions toward early years and primary years in accordance with the comments above and they will be secured via the s106 agreement.
93. The contributions are directly related, reasonable and necessary to mitigate the impact of development and therefore would accord with the CIL regulations. In addition to this the infrastructure payment would accord with the requirements of site-specific policy H/1 of the Local Plan.

Other Matters

94. Archaeology - A condition is not considered to be necessary given comments from the County Council Archaeology officer.
95. Charging points - There has been a third-party request for electric charging points to be installed. Whilst the Council does not have a specific planning policy, it would contribute towards planning for sustainable travel under policy TI/2 and would demonstrate a commitment towards mitigating and adapting to climate change under policy CC/1. This condition is generally used on other major developments in the district to encourage future usage and as such is considered to meet the tests of the NPPF.
96. Waste and recycling - The proposed development takes into account appropriate accommodation for waste storage in accordance with the RECAP Waste Management Design Guide SPD.
97. Broadband - A compliance condition will be included on the decision notice to ensure the ducting from the properties is provided prior to occupation in accordance with policy TI/10.
98. Off-site contributions - The Council's S106 officer has consulted with the Parish Council and applicant on proposed projects within the village that the development contribute towards to mitigate the impact of the development. Full details and break down of the contributions and compliance with CIL regulations can be found in Appendix 1 of this report.
99. In terms of formal sports an offsite contribution of £21,587.58 towards sports provisions for the upgrade to Waterbeach Bowls Pavilion including making provision for indoor bowls in terms of children's play space an offsite contribution of £29,931.92 towards a new play area at Haling Place. In terms of indoor community space, an offsite contribution of £9,800.76 towards improvements to the Waterbeach Tillage Hall specifically a new kitchen area.
100. The County Council Transport Assets team have previously requested a contribution of £20,000 towards footpath improvements on Way Lane and St Andrews Hill. The applicant has does not agree to this contribution given that there is an existing footpath along Way Lane and that no other development on Bannold Road has need to contribute towards its improvement.

101. Officers note that sections of Way Lane do not have footways and therefore do require some improvements, however, Way Lane is not the only route to the services and facilities within the village that future occupiers might take. As such officers are not convinced that the development would become unacceptable without this contribution. As such, it would not meet the CIL regulations and therefore has not been requested in the heads of terms.
102. The Council's S106 Officer has reviewed the projects and officers consider in this format they meet the tests of CIL regulations 123 and are necessary to mitigate the impact of the development. They will be secured via s106 agreement and the heads of terms is attached to this committee report. The contributions area considered required in accordance with policies SC/6, SC/7, and SC/8 of the Local Plan.
103. Doctors Surgery - Given the proposal is for only 21 dwellings, it is not considered to be of a scale that would trigger contributions towards the local doctor's surgery.

Conclusion - Planning Balance

104. Following the adoption of the South Cambridgeshire Local Plan (2018) the Council is able to demonstrate a five-year housing land supply. In accordance with paragraph 11 of the National Planning Policy Framework, decisions should '*apply a presumption in favour of sustainable development. For decision taking this means approving development proposals that accord with an up-to-date development plan without delay*'.
105. Paragraph 12 goes onto state '*where a planning application conflicts with an up to date development plan, permission should not usually be granted*'. However, in some circumstances it states that '*Local Planning Authorities may take decisions that depart from an up-to-date development plan, but only if material considerations in a particular case indicate that the plan should not be followed*'.
106. In terms of the principle of the development, it would not comply with the Local Plan, being outside the village development framework and thus contrary to policy S/7 'Development Frameworks' of the adopted South Cambridgeshire Local Plan (2018). The proposal is therefore considered to be a departure from the up to date plan.
107. However, since the adoption of the plan two developments, either side of the application site, have been completed and are now occupied (reference: S/1359/13/OL and S/2458/16/RM and S/1907/14/OL and S/2491/16/RM. Together they have introduced approximately 126 new homes on what was previously agricultural land. As a result, the area has significantly changed both physically and functionally.
108. The application site would sit within the confines of this built up development and therefore in visual terms, the site is self-contained, it's not a valued landscape and would not be viewed from any sensitive places. The proposal would not therefore harm the wider character and appearance of the countryside or be considered to encroach into it.
109. In terms of its sustainability, the site is considered to be in an accessible location on the edge of a Minor Rural Centre where a good range of services and facilities are within easy access by walking or cycling. In addition, the provision of 21 additional homes (8 affordable units and one self-build unit) would provide social benefits, along with the contributions towards infrastructure.

110. In summary, whilst the proposal would be contrary to policies S/7 of the adopted Local Plan, there would be limited harm caused to the main aims of this policy in terms of encroachment into the countryside or being able to conclude that it is unsustainable form of the development. The other material considerations in this instance are considered to weigh the harm and the application has been recommended for approval.

Recommendation

111. Officers recommend delegated approval subject to:

Requirements under Section 106 of the Town and Country Planning Act 1990

112. See appendix 1 - Heads of terms

Conditions and Informatives

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

1. 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.)

2. The development hereby permitted shall be carried out in accordance with the following approved plans:

Location Plan MATT170419 LP.01 Rev B

Coloured Site Layout MATT170419 CSL.01 Rev D

House Type 2B4P.e - Red Brick Elevations HT.2B4P.e Rev B

House Type 2B4P.p - Floor Plans HT.2B4P.p Rev B

House Type 3B5P.e - Red Brick Elevations HT.3B5P.e Rev A

House Type 3B5P.p - Floor Plans HT.3B5P.p Rev A

House Type 766.e - Red Brick Elevations HT.766.e Rev A

House Type 766.p - Floor Plans HT.766.p Rev A

House Type 955.e - Red Brick Elevations HT.955.e Rev A

House Type 955.p - Floor Plans HT.955.p Rev A

House Type 1102.pe - Red Brick Plans & Elevations HT.1102.pe Rev A

House Type 1557.e - Red Brick Elevations HT.1557.e Rev A

House Type 1557.p - Floor Plans HT.1557.p Rev A

Plots 14-15 Red Brick Floor Plans P14-15.p Rev A

Plots 14-15 Red Brick Elevations P14-15.e Rev A

Plots 20-21 Floor Plans P20-21.p Rev B

Plots 20-21 Elevations P20-21.e Rev B

Shed 1 - Bed House SHED.01.pe Rev A

Shed 2 - Bed House SHED.02.pe Rev A

Garage Single - Floor Plans & Elevations GAR.01 Rev B

Garage Double - Floor Plans & Elevations GAR.02 Rev B

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

3. The dwelling on Plot 16 or another such plot to be identified and agreed in writing by the Local Planning Authority, shall be built to the accessible and

adaptable dwellings M4(2) standard in accordance with Building Regulations 2010 Access to and Use of Buildings. (Reasons - To comply with policy H/9 of the adopted Local Plan 2018 and signed off by Building Regulations.)

4. No development shall take place above slab level, 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 HQ/1 of the adopted South Cambridgeshire Local Plan 2018).

Landscaping and boundary treatment

5. No development shall take place above slab level, full details of both hard and soft landscape works shall be submitted to and approved in writing by the Local Planning Authority. 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 HQ/1 and NH/6 of the adopted South Cambridgeshire Local Plan 2018).
6. 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 HQ/1 and NH/6 of the adopted South Cambridgeshire Local Plan 2018.)
7. Prior to the first occupation of the development a plan indicating the positions, and type of boundary treatment to be erected for plots 14 and 15 shall be submitted to and approved in writing by the Local Planning Authority. The details should provide two independent private garden areas. The boundary treatment for each dwelling shall be completed before that/the dwelling is occupied in accordance with the approved details in relation to plots 14 and 15 and in accordance with Plan BDML01.A for all other plots 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 HQ/1 of the adopted South Cambridgeshire Local Plan 2018.)

Ecology

8. The development shall be carried out in accordance with the Preliminary Ecological Appraisal (ACD Environmental, November 2019).
(Reasons - To ensure the development complies with the principles in policy NH/4 of the adopted Local Plan 2018)
9. No development above lab level shall commence until a scheme for

biodiversity enhancement, such as incorporation of permanent bat roosting feature(s) and or nesting opportunities for birds, shall be submitted to and agreed in writing with the Local Planning Authority. The approved details thereafter shall be implemented, retained and maintained for their designed purpose in accordance with the approved scheme. The scheme shall include, but not limited to, the following details:

- a. Description, design or specification of the type of feature(s) or measure(s) to be undertaken.
- b. Materials and construction to ensure long lifespan of the feature/measure
- c. A drawing(s) showing the location and where appropriate the elevation of the features or measures to be installed or undertaken.
- d. When the features or measures will be installed and made available.

(Reason - To achieve a net gain in biodiversity in accordance with policy NH/4 of the adopted South Cambridgeshire Local Plan 2018).

Highways

10. Prior to the occupation of the dwellings on Plots 14-19, a detailed plan shall be submitted identify each plots associated parking place shall be submitted to an approved in writing by the Local Planning Authority. The development shall be carried out in accordance with the agreed details.

(Reasons – To ensure the spaces are evenly distributed depending on the size of the unit they serve and to accord with policy TI/3 of the adopted Local Plan.

11. No demolition or construction works shall commence on site until a traffic management plan has been agreed with the Planning Authority in consultation with the Highway Authority. The principle areas of concern that should be addressed are:

- a) Movements and control of muck away lorries (all loading and unloading should be undertaken off the adopted public highway).
- b) Contractor parking, for both phases all such parking should be within the curtilage of the site and not on street.
- c) Movements and control of all deliveries (all loading and unloading should be undertaken off the adopted public highway)
- d) Control of dust, mud and debris, in relationship to the functioning of the adopted public highway

(Reason - In the interests of highway safety in accordance with Policy HQ/1 of the adopted South Cambridgeshire Local Plan 2018).

12. Prior to first occupation of the development a 2m wide footway to enable a link between the site and the north side of Bannold Road shall be fully implemented in accordance with the following plan; Coloured Site Layout MATT170419 CSL.01 Rev D and any details agreed under condition 6 of this decision notice. The footway should be maintained as such thereafter.

(Reasons - To ensure the development connects with the surroundings in accordance with policy HQ/1 of the adopted South Cambridgeshire Local Plan 2018).

13. Prior to the first occupation of the development, details of the proposed arrangements for future management and maintenance of the proposed streets within the development have been submitted to and approved in writing by the Local Planning Authority (The streets shall thereafter be maintained in accordance with the approved management and maintenance details until

such time as an Agreement has been entered into under Section 38 of the Highways Act 1980 or a Private Management and Maintenance Company has been established).(Reason - To ensure satisfactory development of the site and to ensure estate roads are managed and maintained thereafter to a suitable and safe in accordance with HQ/1 of the adopted South Cambridgeshire Local Plan 2018).

14. Prior to the first occupation of the development, the proposed access is constructed so that its falls and levels are such that no private water from the site drains across or onto the adopted public highway. The access shall be constructed and using a bound material to prevent debris spreading onto the adopted public highway. (Reason - In the interests of highway safety in accordance with policy HQ/1 of the adopted South Cambridgeshire Local Plan 2018).
15. No dwellings shall be occupied until a Travel Plan to reduce car dependency and to promote alternative modes of travel has been submitted to and approved in writing by the Local Planning Authority. The Plan shall be implemented in accordance with the approved details. (Reason - To reduce car dependency and to promote alternative modes of travel in accordance with Policy TR/3 of the adopted Local Development Framework 2007.)

Drainage

16. No development above slab shall commence until a surface water drainage scheme for the site, based on sustainable drainage principles, has been submitted to and approved in writing by the local planning authority. The scheme shall subsequently be implemented in accordance with the approved details before development is completed. The scheme shall be based upon the principles within the agreed Flood Risk Assessment and Drainage Strategy Addendum prepared by Woods Hardwick Infrastructure LLP (ref: 17603/FRA and DS Addendum) dated 27 June 2019 and information within the letter from Woods Hardwick Infrastructure to Cambridgeshire County Council (ref: GBR/KW/E/17603/B4) dated 23 January 2020 and shall also include:
 - a) Detailed drawings of the entire proposed surface water drainage system, including levels, gradients, dimensions and pipe reference numbers;
 - b) Full details of the proposed attenuation and flow control measures;
 - c) Details of overland flood flow routes in the event of system exceedance, with demonstration that such flows can be appropriately managed on site without increasing flood risk to occupants;
 - d) Full details of the maintenance/adoption of the surface water drainage system;
17. Full results of the proposed drainage system modelling in the above-referenced storm events (as well as 1% AEP plus climate change) , inclusive of all collection, conveyance, storage, flow control and disposal elements and including an allowance for urban creep, together with an assessment of system performance;

The drainage scheme must adhere to the hierarchy of drainage options as outlined in the NPPF PPG. (Reason - To ensure that the proposed

development can be adequately drained and to ensure that there is no flood risk on or off site resulting from the proposed development in accordance with policy CC/8 and CC/9 of the adopted South Cambridgeshire Local Plan 2018).

Environmental Health - during construction

18. Prior to the installation of any floodlighting, security or street lighting, a lighting scheme shall be submitted to and agreed in writing by the Local Planning Authority. The scheme shall include layout plans (including proximity to existing residential properties) and elevations with luminaire locations annotated and full isolux contour map. The approved lighting scheme shall be installed, maintained and operated in accordance with the approved details. (Reason - To protect local residents from light pollution / nuisance and protect / safeguard the amenities of nearby residential properties in accordance with SC/10 of the adopted South Cambridgeshire Local Plan 2018.)
19. Prior to the commencement of development, a Construction and Environmental Management Plan (CEMP) shall be submitted to and approved in writing by the Local Planning Authority. The development shall be carried out in accordance with the agreed details thereafter. (Reason - To protect the amenities of nearby residential properties in accordance with policy SC/10 of the adopted South Cambridgeshire Local Plan 2018.)
20. No construction work and/or construction related dispatches from or deliveries to the site shall take place other than between the hours of 08.00 to 18.00 on Monday to Friday, 08.00 to 13.00 hours on Saturdays and no construction works or collection / deliveries shall take place on Sundays, Bank or Public Holidays unless otherwise approved in writing by the local planning authority. (Reason - To protect the amenities of nearby residential properties in accordance with policy SC/10 of the adopted South Cambridgeshire Local Plan 2018.)
21. In the event of the foundations for the proposed development requiring piling, prior to the development taking place the applicant shall provide the local authority with a report / method statement for approval detailing the type of piling and mitigation measures to be taken to protect local residents noise and or vibration. Potential noise and vibration levels at the nearest noise sensitive locations shall be predicted in accordance with the provisions of BS 5528, 2009 - Code of Practice for Noise and Vibration Control on Construction and Open Sites Parts 1 - Noise and 2 -Vibration (or as superseded). Development shall be carried out in accordance with the approved details. (Reason - To protect the amenities of nearby residential properties in accordance with Policies HQ/1 and SC/11 of the adopted South Cambridgeshire Local Plan 2018.)

Sustainability and renewable energy

22. No development above slab level shall take place until an Electric Vehicle Charging Plan has been submitted to and approved in writing by the local planning authority. The Plan should include the details of the provision of cabling infrastructure location having regard to parking associated with various planning class uses. (Reasons – To ensure charging points can be installed as the request of future occupiers to enhance the sustainability credentials of the development in accordance with CC/1 of the adopted South Cambridgeshire Local Plan 2018).

23. No development above slab level shall take place until an Energy Delivery Strategy which shall demonstrate how at least 10% of the expected energy requirements for the development will be delivered from renewable sources or low carbon technologies. The development shall be implemented in accordance with the approved strategy. (Reason - To ensure an energy efficient and sustainable development in accordance with CC/3 of the adopted South Cambridgeshire Local Plan 2018).
24. Prior to the first occupation of the development, infrastructure to enable the delivery of broadband services to industry standards should be provided for each of the dwellings. (Reason – Support the implementation of the South Cambridgeshire Economic Development Strategy in accordance with policy TI/10 of the adopted South Cambridgeshire Local Plan 2018.)
25. Water efficiency condition

Informatics

26. This permission is subject to an Agreement under Section 106 of the Town and Country Planning Act 1990 (as amended) dated
27. During construction there shall be no bonfires or burning of waste on site except with the prior permission of the Environmental Health Officer in accordance with best practice and existing waste management legislation.
28. 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.
29. Constructions or alterations with an ordinary watercourse require consent from the Lead Local Flood and Water Authority under the Land Drainage Act 1991. Ordinary watercourse includes every river, drain, stream, ditch, dyke, sewer and passage through which water flows that do not form part of the main rivers. The applicant should refer to Cambridgeshire County Council Culvert policy.
30. The developer is required to obtaining the International Drainage Boards consent to discharge into the adjacent watercourse.
31. If, during remediation and/or construction works, any contamination is identified that has not been considered in the remediation method statement, then remediation proposals for this material should be agreed in writing by the Local Planning Authority.

Background Papers:

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

- South Cambridgeshire Local Plan 2018

- South Cambridgeshire Local Development Framework SPDs
- Planning File reference S/4744/18/FL

Report Author: Rebecca Ward Principal Planning Officer
Telephone Number: 01954 713236

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Heads of terms for the completion of a Section 106 agreement

Waterbeach – Cody Road (S/4744/18/FL)

Affordable housing summary:

Affordable housing percentage	8 dwellings (40%)
Affordable housing tenure	Affordable Rent – 2No 1 bed flats & 4No 2 bed houses Shared Ownership – 2No 3 bed houses
Local connection criteria	N/A
Local connection villages	N/A

Section 106 payments summary:

Item	Beneficiary	Estimated sum
Early years	CCC	£55,839
Primary School	CCC	£80,655
Library and lifelong learning	CCC	£1,417
Strategic waste	CCC	£3,990
Sports	SCDC	£21,587.56
Children's play space	SCDC	£29,931.92
Indoor community space	SCDC	£9,800.76
Household waste bins	SCDC	£1,543.50
Monitoring	SCDC	£500
TOTAL		£205,26.00
TOTAL PER DWELLING		£9774.51

Section 106 infrastructure summary:

Item	Beneficiary	Summary
Open space	SCDC	Onsite informal open space
Self-build dwelling	SCDC	One dwelling (plot 3 as per Site Layout plan)

Planning condition infrastructure summary:

Item	Beneficiary	Summary
N/A	N/A	N/A

CAMBRIDGESHIRE COUNTY COUNCIL

Ref	CCC1
Type	Early years
Policy	South Cambridgeshire Local Plan Policy TI/8
Required	Yes
Detail	<p>The development creates 6 early years' children 3 of whom are entitled to free school provision.</p> <p>The County Council have identified a project to expand early years places at Waterbeach Primary School through the provision of a new 26 place early year's classroom.</p> <p>The total cost of the project is £483,939 meaning the cost per place is £18,613.</p> <p>NB Indexation is to be applied from Q4 2017.</p>
Project	Early years classroom at Waterbeach Primary School
Quantum	£55,839
Fixed / Tariff	Fixed
Trigger	Prior to commencement of development

Ref	CCC2
Type	Primary School
Policy	South Cambridgeshire Local Plan Policy TI/8
Required	Yes
Detail	<p>The development creates 5 primary school children.</p> <p>The County Council have identified a project to expand Waterbeach Primary School by a second phase of a 1 FE expansion (this phase comprising 60 places).</p> <p>The total cost of this phase of the project is £967,878 meaning the cost per place is £16,131.</p> <p>NB Indexation is to be applied from Q4 2017.</p>
Project	Expansion to Waterbeach Primary School
Quantum	£80,655
Fixed / Tariff	Fixed
Trigger	Prior to commencement of development

Ref	CCC4
Type	Libraries and lifelong learning
Policy	South Cambridgeshire Local Plan Policy TI/8
Required	Yes
Detail	A financial contribution of £28.92 is required based on the MLA Standard Charge Approach for public libraries (Public Libraries, Archives and New Development: A standard Charge Approach (Museums, Libraries and Archives Council, May 2010)).
Project	Towards the provision of adult lifelong learning educational equipment and resource material at Waterbeach Library Access Point
Quantum	£1,417
Fixed / Tariff	Fixed
Trigger	Prior to occupation of 10 dwellings

Ref	CCC5
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Type	Strategic waste
Policy	South Cambridgeshire Local Plan Policy TI/8 and RECAP WMDG
Required	Yes
Detail	The Local Plan requires contributions towards Waste management (pursuant to the Cambridgeshire & Peterborough Minerals and Waste Development Plan). As Waste Disposal Authority Cambridgeshire County Council have sought a contribution of £3,990 (equivalent to £190 per dwelling) to fund improvements to Milton Household Recycling Centre.
Quantum	
Fixed / Tariff	£3,990
Trigger	Prior to occupation of 10 dwellings

SOUTH CAMBRIDGESHIRE DISTRICT COUNCIL

Ref	SCDC1
Type	Sport
Policy	South Cambridgeshire Local Plan Policy SC/7 and Open space in new development SPD
Required	Yes
Detail	<p>The Recreation and Open Space Study 2013, forming part of the Local Plan submission, showed that Waterbeach needed 7.54 ha but has 6.25 ha i.e. a deficit of 1.29 ha of Outdoor Sport Provision.</p> <p>In accordance with Policies SC/7 the applicant will be required to contribute towards the increase in demand for provision of outdoor sports provision to mitigate the impacts of the proposed development.</p> <p>Waterbeach Parish Council has said that, in order to meet the needs of future resident's, sports contributions are required to extend and upgrade to Waterbeach Bowls Pavilion including making provision for indoor bowls.</p> <p>A financial contribution is required based on the Open space SPD.</p>
Project	Towards the provision and maintenance of an extended and upgraded to Waterbeach Bowls Pavilion including provision for indoor bowls.
Quantum	£21,587.56
Fixed / Tariff	Fixed
Trigger	Prior to occupation of 10 dwellings

Ref	SCDC2
Type	Children's play space
Policy	South Cambridgeshire Local Plan Policy SC/7 and Open space in new development SPD
Required	Yes
Detail	<p>The Recreation and Open Space Study July 2013, forming part of the Local Plan submission, showed that Waterbeach needed 3.77 ha of Children's Play Space whereas the village had 0.31 ha, i.e. a deficit of 3.46 ha of Children's Play Space.</p> <p>Based on a possible housing mix the development would be required to provide 174 m² of formal play space and 174 m² of informal play space.</p> <p>The applicant is proposing 909 m² of onsite open space arranged to the western boundary and the area to the south west of the site. This onsite provision satisfies both the 'informal play space' and informal</p>

	<p>open space' needs of the development, however as per the neighbouring development, a contribution towards offsite 'formal children's play space' is required.</p> <p>Waterbeach Parish Council has said in order to meet the needs of the residents a new play area is needed in the north of the village and a location at Haling Place has been chosen.</p> <p>A financial contribution is required based on the Open space SPD.</p>
Project	Towards the provision and maintenance of a children's play area at Haling Place Waterbeach.
Quantum	£29,931.92
Fixed / Tariff	Fixed
Trigger	Prior to occupation of 10 dwellings

Ref	SCDC3
Type	Informal open space
Policy	South Cambridgeshire Local Plan Policy SC/7 and Open space in new development SPD
Required	Yes
Detail	Onsite space
Project	N/A
Quantum	As shown on plan
Fixed / Tariff	Fixed
Trigger	To be provided prior to occupation of 19 dwellings

Ref	SCDC4
Type	Offsite indoor community space
Policy	South Cambridgeshire Local Plan Policy SC/6 and Portfolio holder approved policy
Required	Yes
Detail	<p>In accordance with the policy standards set out in SC/6 Waterbeach needs 532 m² of indoor community space whereas it has 222 m² resulting in a deficit of 310 m².</p> <p>Waterbeach Parish Council has said that in order to meet the needs of new resident's improvements are required to be made to Waterbeach Tillage Hall specifically a new kitchen area.</p> <p>A financial contribution is required based on the portfolio holder approved policy.</p>
Project	To fund improvements to Waterbeach Tillage Hall specifically a new kitchen area.
Quantum	£9,800.76
Fixed / Tariff	Fixed
Trigger	Prior to occupation of 10 dwellings

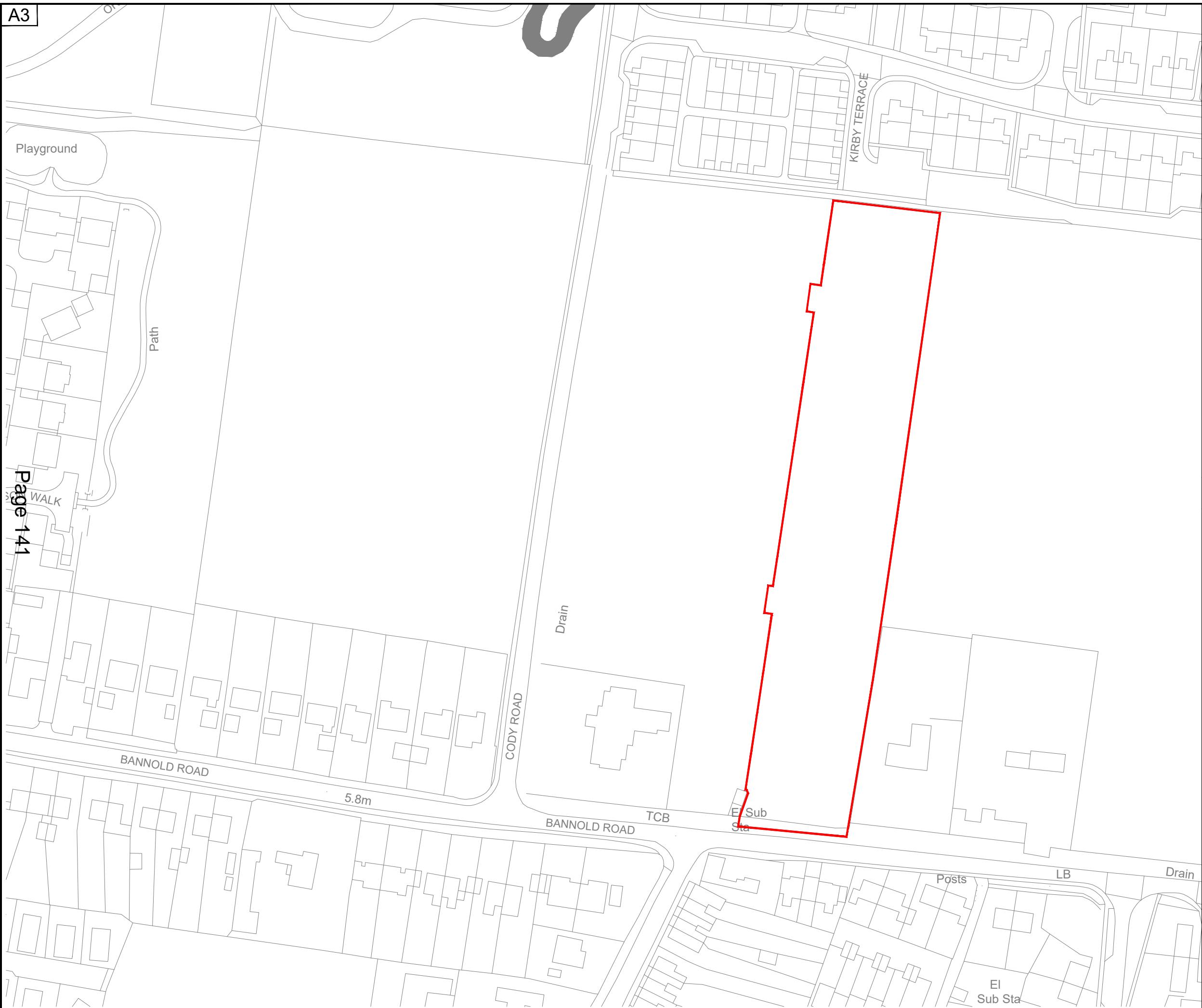
Ref	SCDC5
Type	Household waste receptacles
Policy	RECAP Waste Management Design Guide
Required	YES
Detail	£73.50 per house and £150 per flat
Project	towards the Receptacle provision of household waste receptacles necessitated by the Contribution" Development
Quantum	£1,543.50
Fixed / Tariff	Fixed
Trigger	Paid in full prior to occupation of first dwelling

Ref	SCDC6
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Type	S106 Monitoring
Policy	Portfolio holder approved policy
Required	YES
Detail	To monitor the timely compliance of the planning obligations, specifically onsite infrastructure including affordable housing and public open space
Project	monitoring of the proper and timely performance of the Owner's covenants under the terms of the Agreement
Quantum	£500
Fixed / Tariff	Fixed
Trigger	Paid in full prior to commencement of development

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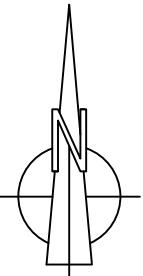
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Contractors, Sub Contractors and Suppliers are to check all relevant
dimensions and levels of the site and building before commencing
any shop drawings or building work. Any discrepancies should be
recorded to the Architect.
Where applicable this drawing is to be read in conjunction with the
Consultants' drawings.

REV	DESCRIPTION	DATE	AUTH	CHK'D
P1	Planning Issue	20.07.18	MD	

**PLANNING**

architects

Romsey Office

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PROJECT

Cody Road

Waterbeach

For: Matthew Homes/ A.Ship

DRAWING

Location Plan

SCALE DATE AUTHOR CHK'D
1:1250 @ A3 May 2018 SJF

JOB NO. DRAWING NO. REV
MATT170419 LP.01 A

CLIENT REF.

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Agenda Item 9

SOUTH CAMBRIDGESHIRE DISTRICT COUNCIL

REPORT TO: Planning Committee

11 March 2020

AUTHOR/S: Joint Director of Planning and Economic Development

Application Number: S/2896/19/FL

Parish(es): Duxford

Proposal: Construction of a 168 bedroom hotel with ancillary facilities, associated access, gates, car parking (including reconfigured conference centre car parking), cycle parking and landscaping.

Site address: Imperial War Museum, Royston Road, Duxford, Cambridge, Cambridgeshire, CB22 4QR

Applicant(s): Propiteer Hotels Duxford Limited

Recommendation: Approval

Key material considerations: Principle of Development
Character and Appearance of the Area
Heritage Assets
Trees and Landscaping
Biodiversity
Highway Safety
Flood Risk
Neighbour Amenity
Safety

Committee Site Visit: 10 March 2020

Departure Application: Yes

Presenting Officer: Karen Pell-Coggins, Senior Planning Officer

Application brought to Committee because: This application has been referred to the Committee on the basis of officers current assessment of the sensitivity or significance of the proposals and it is of Local Interest and a Departure.

Date by which decision due: 13 March 2020

Executive Summary

1. The proposal seeks the erection of a 168 bedroom hotel on the Duxford Imperial War Museum site which is a special policy area that is located outside of any village framework and in the countryside. The site is situated within the conservation area

and comprises a number of listed buildings. It is considered the finest and best preserved example of a fighter base representative of the period up to 1945 in Britain.

2. The development would support the existing conference centre on the site and would introduce a commercial development to gain funds to ensure that this nationally important site remains viable in the future.
3. The development, as amended, subject to conditions is not considered to adversely affect the character and appearance of the countryside and landscape character, trees and landscaping, biodiversity, highway safety subject to a review of the Tempro growth figures, linsig junction modelling and mitigation, flood risk, neighbour amenity or any other material planning considerations. The development would result in less than substantial harm to heritage assets, but the public benefits of the scheme are considered to outweigh this harm.
4. Members are therefore requested to support the application.

Planning History

5. S/1254/03/F - Change of Use and Extensions to Officers Mess to Form Hotel - Approved
S/0590/92/F - Extension and refurbishment to provide leisure and overnight accommodation for conference centre and establishment of private fitness club - Approved

National Guidance

6. National Planning Policy Framework (2019)
National Planning Practice Guidance
National Design Guide 2019

Development Plan Policies

7. **South Cambridgeshire Local Plan 2018**
S/1 Vision
S/2 Objectives of the Local Plan
S/3 Presumption in Favour of Sustainable Development
S/5 Provision of New Jobs and Homes
S/7 Development Frameworks
E/7 Imperial War Museum at Duxford
E/20 Tourist Accommodation
HQ/1 Design Principles
HQ/2 Public Art and New Development
NH/2 Protecting and Enhancing Landscape Character
NH/4 Biodiversity
NH/14 Heritage Assets
CC/1 Mitigation and Adaption to Climate Change
CC/3 Renewable and Low Carbon Energy in New Developments
CC/4 Water Efficiency
CC/7 Water Quality
CC/8 Sustainable Drainage Systems
CC/9 Managing Flood Risk
SC/9 Lighting Proposals
SC/10 Noise Pollution
SC/11 Contaminated Land

SC/12 Air Quality
TI/2 Planning for Sustainable Travel
TI/3 Parking Provision
TI/8 Infrastructure and New Developments
TI/10 Broadband

8. **South Cambridgeshire Supplementary Planning Documents**

Greater Cambridge Sustainable Design and Construction - Adopted January 2020
District Design Guide - Adopted March 2010
Listed Buildings SPD - Adopted July 2009
Development Affecting Conservation Areas SPD - Adopted January 2009
Duxford Airfield Conservation Area Appraisal - Adopted May 2007
Trees and Development Sites - Adopted January 2009
Landscape in New Developments - Adopted March 2010
Biodiversity SPD - Adopted July 2009
Health Impact Assessment - Adopted March 2011
Cambridgeshire Flood and Water - Adopted November 2016

Consultations

9. **Duxford Parish Council** – Supports the application, as amended, subject to consideration for improved pedestrian / cyclist access between the site and the railway station. Request that the application goes to the Planning Committee.

They originally raised concern as follows: -

Recommends refusal based on design, appearance and materials. The Parish Council would very much like to see alternative options in this regard, as presently deemed aesthetically unappealing.

Separately, the Parish Council would like to ask if any potential S106 monies would be used to either:

- i) Improve the motorway junction for pedestrians / cyclists, as very dangerous presently.
- ii) Improve the motorway junction vehicular access to IWM.

10. **Whittlesford Parish Council** – Supports the application.

11. **Planning Policy Officer** – Has no objections. Comments that a revised National Planning Policy Framework was published February 2019. National policy in the NPPF includes the presumption in favour of sustainable development at the heart of the planning system. This sets a clear expectation on planning authorities to plan positively to promote development and create sustainable communities.

Paragraph 80 of the NPPF places significant weight on the need to support economic growth and productivity. While paragraph 180 also advises that planning decisions should ensure new development is appropriate for its location taking into account the potential sensitivity of the site or the wider area to impacts that could arise from the development.

The Council adopted the South Cambridgeshire Local Plan in September 2018. The Council has an adopted Economic Development Strategy that anticipates slower growth in local high-tech clusters / research and development as the sector matures.

However, other sectors are expected to account for a higher proportion of growth including tourism and leisure, (paragraph 8.4).

The proposed development is located outside the curtilage of Heathfield village but within the curtilage of the Imperial War Museum (IWM) at Duxford which is located within the Duxford Airfield Conservation Area and the designation covered by SCLP Special Policy Area E/7: Imperial War Museum at Duxford. The proposed hotel site is located between the M11 and the IWM's Airspace exhibition hanger and associated conference facilities and is currently used for car/coach parking.

Under SCLP Special Policy Area E/7, the site at Duxford Airfield will be treated as a special case as a museum which is a major tourist / visitor attraction, educational and commercial facility.

New proposals will be considered with regard to the particular needs and opportunities of the site and any proposals involving the use of the estate and its facilities for museum uses or non-museum uses must be complementary to the character, vitality and sustainability of the site as a branch of the Imperial War Museum.

The policy's supporting text explains IWM Duxford's long-term future as a vibrant, sustainable and effective visitor attraction, education provider and commercial venue with jobs and investment beyond the direct effects of the museum and its partners.

Within the context of protecting the quality of the surrounding landscape in this sensitive site on the edge of the Cambridge Green Belt, IWM Duxford is afforded special consideration given its national significance.

SCLP Policy E/20 'Tourist Accommodation' supports tourist accommodation within development frameworks where the scale and type of development is directly related to the role and function of the centre.

Outside development frameworks, development to provide overnight visitor accommodation, holiday accommodation and public houses will be permitted by the change of use / conversion / replacement of suitable buildings and by small scale new developments appropriate to local circumstances.

In 2017, over 8 million people visited Cambridge contributing £835m to the local economy and accounting for 22% of all employment in Cambridge. However only 12% of these visitors are currently exploring beyond Cambridge. Around 30% of all visitors are visiting friends and family locally. Tourism related employment represents 16,357 jobs¹.

A general search for existing visitor accommodation in the area reveals approximately a dozen guesthouses and public houses offering B&B style accommodation. There is also a Holiday Inn Express at Whittlesey, approximately 1.5 miles away.

IWM Duxford receives approximately 440,000 visitors per annum; it also offers educational courses and hosts a number of related businesses on-site and has the potential for combined trips for tourists visiting the area and those specifically booked for flying events or organised visits through tour operators.

According to the applicant's hotel planning statement, the location of the hotel will enable the conference facilities to offer two or more day-events increasing the range of services it can offer.

The purpose-built conference centre, housed within the Airspace exhibition hangar is part of the commercial arm of IWM and provides individual rooms, lecture theatre and event area for up to 800 delegates. This commercial arm of IWM, in 2018 held 326 events, hosting more than 27,000 delegates. The proposed hotel will therefore complement and enhance the existing conference function.

The hotel will provide for corporate and commercial demand from the conference facility throughout the year, particularly during weekdays. There will also be demand at weekends and during peak summer months from tourists/visitors to IWM, and for visiting friends and relatives to the area particularly during the summer months. This will mean peak occupancy levels at all times of the year and as such the site offers an ideal location for a new hotel as it will cater for both corporate and visitor demand.

No details are provided regarding the hotel's proposed category, however given its distance from local services, many of which are in the village of Duxford it is important that the hotel is self-sufficient in services for overnight visitors, to minimise vehicular movements generated by hotel users.

Policy E7 requires new proposals to have regard to the particular needs and opportunities of the site and any proposals including non-museum uses must be complementary to the character, vitality and sustainability of the site as a branch of the Imperial War Museum.

The applicant has demonstrated the business case for the new hotel, which will have local economic benefits by providing 40 job opportunities and increase demand for local goods and services. The new hotel would also facilitate conferences (and other educational courses) lasting more than one day which would improve IWM's non-museum business sustainability and vitality. The hotel's ability to reduce the need to travel daily to and from the site would also improve the site's transport sustainability especially if it is relatively self-sufficient in services for overnight visitors.

The proposal would also support the Council's Economic Development Strategy as it would secure the value from the tourist / business conferencing hotel activity for the area without increasing the volume of visitors because they would stay overnight rather than travel on a daily basis to and from the site, as is the case at the moment.

The proposal is not expected to have an impact on existing visitor accommodation providers in the locale as it would cater for its own demand created by offering overnight courses.

Taking into account: the number of people visiting the IWM site for both tourist and, or educational activities; the conference facilities business; and the limited number of local hotel rooms, it is fair to assume that the number of daytrips made to the site are considerable. With only one Holiday Express Inn and a dozen guesthouses close by, the current number of 27,000 visiting delegates per annum would indicate the site already generates a significant number of conference related daytrips. The proposed hotel would reduce the need to travel and support the vitality of both the educational and commercial sides of IWM.

Policy E20 requires new overnight visitor accommodation, outside development frameworks, to be small scale and appropriate to local circumstances. The proposed hotel site is located outside the development framework of Heathfield, as such, it is difficult to conclude that the 168-room proposal is small in scale however, the proposal's physical size, design and materials are intended to relate to its context, that is to say, reflect the existing large, adjacent Airspace exhibition hangar. It would therefore be fair to conclude that while not small in scale the proposal is appropriate to local circumstance.

Overall, in terms of policy E7 and E20, the proposed 168-room hotel is in general conformity with these policies. However, it is recommended that the hotel provides a satisfactory range of services for hotel users, to reduce their need to travel to access visitor facilities that are not provided elsewhere on site.

12. **Historic Buildings Officer** – Comments, as amended, as follows: -

Further to the previous comments from the Conservation team regarding this application, and the submission of additional information from the applicant in response to these, below is a list of the key concerns raised. Each is followed by additional comments to reflect the additional supporting information submitted by e-mail on 10th January 2020.

1. The lack of supporting justification for the proposed location and evidence of other locations having been assessed and dismissed.

The supporting information has provided additional information as to why this zone/location is favoured in terms of its proximity to existing parking and conference facilities; however, it is disappointing that options for the reuse or conversion of existing buildings on the site (all zones) to secure repairs and long-term viable uses to the wider site do not appear to have been explored.

2. The impact of the scale and massing of the proposed structure on the primacy and setting of the existing structures including the listed buildings and the Airspace building.

The concerns regarding the scale and massing of the proposed extension, and its potential to detract from the primacy of the adjacent Airspace building and most importantly the adjacent listed buildings, have not been overcome.

3. The impact on spacing between the existing structures, which allows views through to the runways and surrounding countryside beyond and informs the historical function and context of the site.

Our views regarding on this matter have not been addressed and overcome and it is felt that the spacing between the structures and views through the runway and open countryside beyond, are readily appreciated on the approach from the east (A505) and south (M11).

4. The proposed roof design and white cladding?

The concerns regarding the roof design of the proposed structure are still considered to be relevant, as the structure would assume an air of prominence over the existing buildings on the site, not only the Airspace building, but also the listed structures including the Grade II* listed hangars to the west. This impact is further exacerbated by the use of 'brilliant white' cladding, which would be out of keeping with the muted

and characteristic colour scheme elsewhere on the site. The proposed structure would not sit comfortably within the landscape of the wider setting of the heritage assets but would instead appear highly prominent and visually discordant in its context, actively competing with the existing structures on the site.

5. Artificial illumination resulting from the expansive glazing of the proposed structure?

Furthermore, the concerns regarding excessive artificial illumination from the hotel have not been addressed or overcome. Whereas the other buildings operate during working hours, the hotel will be in use throughout the day and night, thereby requiring illumination at all times both for parking and within the building itself. The levels of lighting likely to be required would be out-of-keeping with the Conservation Area and the setting of the listed buildings and would further amplify the visual dominance of the proposed hotel, in this highly visible location.

Whilst there is undoubtedly a potential public benefit to providing guest accommodation on the site, in order to increase income to the IWM and amongst other things, facilitate works to the existing historic structures on the site, it has not been evidenced that the current proposal is sufficiently sympathetic to achieve this without causing harm to the setting and significance of the heritage assets. Furthermore, it has not been demonstrated that the required facilities could not be achieved in a more sympathetic and appropriate manner which would better respond to, and preserve the special historic interest of, this nationally important site.

The NPPF is clear that 'great weight' should be afforded to the asset(s) conservation and that clear and convincing justification is required for harm, particularly to Grade II* listed buildings. As such, I consider that further negotiation would be beneficial, with the input of the Conservation Team, to arrive at a successful scheme which could overcome the concerns raised above.

Originally commented on the application as follows: -

The application in question seeks consent for a new 168-bedroom hotel on the Duxford Airfield site; also known as the Imperial War Museum. The site is a nationally significant and features several listed buildings, including three Grade II* listed hangars, an Operations Block and several Grade II listed ancillary structures, including Control Tower, Officer's and Sergeants' mess's, Officers' houses and stores.

The site has been further recognised for its significance, through its designation as a Conservation Area. The site is broadly divided into the 'North Camp' (as referenced in the supporting Heritage Statement by Turley Heritage, 2019) which has a more domestic/ office function, and the 'South Camp' which housed the service and operations buildings, as well as the airfield itself. The proposed hotel building is to be located at the eastern edge of the 'South Camp', in an area identified as the 'Eastern Zone' in the Heritage Statement, between the larger 'Airspace' museum building and adjacent hangars (unlisted). This area runs parallel to the M11 slip-road, which joins the A505.

Existing site

The Heritage Statement has a useful resume of the development of the site and notes about the heritage assets located there. It also suggests that the CA can be divided into zones and refers to the site of the proposed hotel as being the Eastern

Zone and describes this as a more ‘modern’ area somewhat away from the Historic Core.

It is true that the ‘Airspace’ museum building and the aircraft restoration ‘hangars’ appear clearly different to the Listed buildings of the functional historic [as opposed to residential / office] core of the Conservation Area. The very large scale of ‘Airspace’ relates to its museum display of large objects and the more commercial hangars relate, presumably, to the scale required for the restoration of aircraft. They are also prominent from the public realm, particularly the A505, M11 and Hunts Road; leading into Duxford village as well as from the surrounding Conservation Area. The construction of these buildings that form the context is clearly utilitarian with simply clad ‘engineering’ structures which whilst impressive have little pretension to being ‘architecture’. Another unfortunate element of this part of the site is the car park, with its expanse of tarmac, which is also highly prominent from the road.

Proposed scheme

Whilst the submitted documents state that the site was identified in the ‘Masterplan 2016’ for an hotel, they do not appear to expand upon why that was so. The site, in fact, appears to be far from ideal as the access is tortuous and awkward and requires imaginative architecture to deal with both the context and irregular plot.

Whilst from a commercial point of view one can see why an hotel operator would want to be highly visible from the motorway, it is not clear why this should be seen as a benefit to the Conservation Area or the museum. The ‘Airspace’ hangar, and the smaller adjacent buildings, make a clear statement of “arrival” for those visiting the museum as the building type is readily associated with flying and aerodromes [not being flat-roofed helps distinguish them from the ‘big-shed’ distribution centre building type] so the insertion of an hotel would detract from that focus. In addition to this, the spacing between the existing structures allows views through to the runways and surrounding countryside beyond which informs the historical function and significance of the Conservation Area, and its wider setting. This would also be severely compromised by the addition of the hotel in this location. It is not clear why other sites in the ‘Eastern Zone’ or ‘Western Zone’ were not considered.

Turning to the proposed design, in the submitted documents mention is made of choosing materials to work with the context and profiled metal sheet does achieve this; however, its use needs also to look to the form to which it is applied and to the nature of the buildings that form the near context. The hangar building type is essentially the weather-resistant enclosure of volume, to contain large objects. There are few windows but there can be massive doors, hence the walling ratio of ‘solid-to-void’ is always likely to be far from what is required for an hotel.

The proposed building form is largely driven by the standard hotel form of double-banked rooms off a central corridor and has an L-plan. The latter is far from the suggestion shown in the ‘Masterplan’ diagram which shows a building more-or-less parallel to the site edge / motorway. Quite what is the ‘right’ design precedent for airfields is difficult to say with certainty, but this is a military airfield and any commercial aspects relate to aircraft restoration and maintenance, which do not suggest “branding” and those aspects of commerciality.

Another difficulty arises from the attempt to introduce a design ‘gesture’ onto the given hotel form; the ‘ski-jump’ roof element doesn’t reflect the quasi-industrial and functional form of hangars, which are simply designed to enclosure volume. It therefore fails to respond positively to the character of the Conservation Area and

setting of adjacent listed buildings. The strips of windows could be said to have a certain early-C20 flavour and the suggestion that the glazed top floor relates to the Control Tower has some merit. However, the scale and height of the building is excessive and distracts visually from the ‘Airspace’ museum and adjacent restoration hangars, which is clearly seen in the CGIs. The use of ‘brilliant white’ cladding in the walling, that is not profiled-metal sheet, will also contrast excessively from the predominantly ‘drab’ military colour palette characteristic of the other larger buildings on the site. At night the interior lighting will also clearly depart from the overall character and atmosphere of the Conservation Area, and would be a highly visible and notable alteration from the public realm.

Conclusion

Whilst the concept of a hotel on the site is apparently established, the proposed siting, form, scale and detailing are not considered to preserve or enhance the character and overall significance of the Conservation Area and would harm the wider setting of the Grade II* and Grade II listed buildings. The proposed structure would compete with the primacy of the existing structures and block existing views into the site from the A505 and M11 slip-road, whilst its form would appear incongruous in this context and visually discordant against the wider built forms on the site. The immediate context and the ‘specialness’ of the aerodrome would be impacted to a moderate to high level, amounting to less than substantial harm.

The proposed siting, form, scale, massing, design and materials of the proposed hotel would fail to preserve or enhance the setting of the listed structures on the site or the overall character of the Conservation Area, and would actively detract from the primacy and intrinsic historic, military character of the site. It would also obscure important existing views into the site and airfield which inform the context of the heritage assets. The proposal would therefore fail to satisfy policy NH14 of the SCDC Local Plan, 2018 and the relevant paragraphs of the NFFP, 2019; specifically paragraphs 194 and 196.

In response to this, whilst it is acknowledged that there would be a degree of public benefit arising from the scheme, insufficient information has been provided to evidence clear and convincing justification for the proposed siting and related harm and the application does not demonstrate that the benefit would outweigh the long-term harm arising from the scheme.

13. **Urban Design Officer – Has no objections, as amended.**

Officers are generally supportive of the application in urban design terms and consider that the improvements proposed to the overall design of the scheme are acceptable. It has generally addressed previously raised issues.

The comments below are intended to draw attention to the areas that will require further consideration to ensure that the scheme addresses Policy HQ/2 of the ‘South Cambridgeshire Local Plan’ (2018) and Paragraph 127 of the ‘National Planning Policy Framework’ (2019).

Officers previously raised a concern that the current main entrance, due to the proposed orientation of the building, is accessed from the opposite direction of the main entrance to the site which may raise legibility issues. As a response to this, Officers suggested introducing a public art element to help create a more legible entrance. Unfortunately, this is not achieved yet and Officers still believe that replacing the tree in the middle of the turning area with this element can help achieve

better visual quality and sense of space (See Policy HQ/2: Public Art and New Development of the 'South Cambridgeshire Local Plan' (2018).

Given the site's prominent location, it is important that the architect presents the amended scheme to the Council's DEP.

Recommends a condition in relation to details of materials.

Originally commented on the application as follows: -

Officers are generally supportive of the revisions in urban design terms and consider that the improvements proposed to the overall design of the scheme are acceptable. It has generally addressed previously raised issues.

The comments below are intended to draw attention to the areas that will require further consideration/clarification to ensure that the scheme addresses Policy HQ/1 of the 'South Cambridgeshire Local Plan' (2018) and Paragraph 127 of the 'National Planning Policy Framework' (2019).

The site sits within the boundary of the Imperial War Museum (IWM). The entire IWM site is located within the designation area of Duxford Airfield Conservation Area, which is largely defined by the former military base buildings and war-time airfield character.

The site located at the far east of the conservation area. It is bounded to the east by the M11, to the south by aircraft hangars, to the north by the A505 and to the west by the airspace hangar and conference parking facilities.

The airspace hangar is an iconic landmark which dominates the view onto IWM from M11 & A505.

The sensitive location of the site and the likely visual impact on the surrounding historic context is a key challenge for the scheme. Officers consider that the likely impact on the wider context of the site may be less of an issue since the site is separated from the historical centre of IWM by the Airspace hangar.

Positive aspects of the scheme

The development proposed a sympathetic approach to the adjacent context. The proposed scale complements the architecture and scale of adjacent buildings, mainly the Airspace hangar; this is also reflected in the proposed architectural treatment.

The design proposes keeping the height of the proposed development below the ridge line of the Airspace hangar along with sculpting the roof at the side facing the Airspace hangar to ensure that its corner remains a prominent feature when viewed from the M11 & A505. This is welcomed and is considered as a good response to address potential visual impact on the Airspace hangar and its setting. However, there are some issues related to the details submitted which are further discussed below.

The latest drawings show that effort has been made to resolve issues previously raised regarding elevational treatment, the roof design and materials. Features from the adjacent Airspace buildings are referred to, windows opening are now appropriately proportioned, have a better scale, a strong rhythm and acceptable materials reflecting those used in the Airspace hangar. The revisions would help

break down the scale of the building frontage and create coherent elevations with acceptable visual link to the hangar behind.

Issues the scheme needs to address/clarify

The landscape and public realm strategy should be developed further. The site will terminate the view of the route into the hotel and will be visible to all visitors entering the car parking areas and the surrounding buildings. The current main entrance area is mainly dominated by parking areas and only a small area is allocated as green spaces, this is not satisfactory as it does not contribute much to the creation of a sense of space on arrival. The design of the external space in front of the entrance should be of a good quality. At this stage it is considered that this has not been fully achieved. The site can benefit from having more trees in-between the cars when there is a row of 10 spaces or more, the introduction of public art elements can help achieve good quality space and create a more legible entrance.

Contextual information such as street elevations and visualisations would greatly help Officers to understand the proposals. The submitted drawings (ref. sketch elevations 6583-012d, 013, 014k, 015k, 016d, 017d & 018d) show that the proposed height of the development would be slightly below the ridge line of the Airspace hangar, this is welcomed. However, none of the submitted drawings provide sufficient details of the Airspace hangar heights or the proposed levels of the development, except a section presented in Page 22 of the DAS, which shows a height of (+53.02) with no reference to any measured building survey. In addition, the submitted topographical survey drawing no. 1180/01A shows a reference point (RL 48.03) which is different to what is shown in the above-mentioned section. It is important that a measured building survey of the hangar is submitted to state the height of the Airspace hangar, along with further details of the proposed level of the development. This is to ensure that the height of the proposed development would not exceed that of the hangar.

No cycle and motor-cycle stores (for staff and visitors) have been proposed and this is not acceptable. It is essential that secured space is provided for cycle and motor-cycle parking. The location of these stores should be carefully considered to ensure that they are overlooked and that they do not dominate the public realm.

14. **Landscape Design Officer –** Has no objections in principle, as amended, subject to landscape conditions. Comments as follows: -

Layout – The approach and entrance to the site is car dominated with no clear focal point to the new hotel. Suggest the applicant considers a focal point or artwork which will direct visitors to new build and entrance.

Access - Turning feature, parking layout and substation have not been addressed.

Hotel – Views of the airfield have been addressed by the applicant.

Cycle parking and Electric charging points - Concerns have been addressed by the applicant, although details to be provided.

Landscaping – Hard details have been provided. The secondary access is not ideal although acceptable.

Street furniture, lighting and refuse / bin storage areas to be conditioned

Soft landscaping – Applicant has addressed some of my concerns. However, tree planting is very disappointing.

Singular trees planted within parking bays are unlikely to survive. Applicant to amend and provide sufficient planting beds with ornamental planting.

Planting plan 01 631/01 Rev B – applicant to revise typical fighter pen detail with EM6 seed mix. To be consistent with local landscape character.

Boundary treatment – to be conditioned.

Originally commented on the application as follows: -

Objection due to insufficient information (within red line boundary), unacceptable layout and insufficient hard and soft landscape details.

Landscape, visual and visual amenity effect

Agrees with the findings in the LVIA and in line with the following principles the site is capable of accommodating a development in line with the following principles without resulting in significant adverse harm to the surrounding countryside's landscape character and views from the wider and local area.

- i) Incorporate chalk grassland species – typical national landscape characteristic
 - ii) Trees to be planted between buildings to camouflage small structures – typical local characteristic
 - iii) Improve the landscaping of the car park to the east to configure a distinct approach for business and commercial users as recommended within the masterplan.
 - iv) The small bank to the east and north of the site to be strengthened with low level native shrubs, tree planting and rough grassland – typical of the local landscape characteristics.
 - v) New build to be reflect the existing and adjacent modern buildings. To be contemporary in design, ridge height to be lower than Airspace, simple in structure and materials
 - vi) Street lighting to be low level to respect the rural character
- Items have not been addressed by the applicant within the detailed landscape proposals. Applicant to amend.

Green Belt

As outlined in the LVIA the site is adjacent to the Green Belt. With a high-quality landscape scheme and incorporating the principles outlined above the proposed development would not have an adverse effect on the rural character and openness of the Green Belt.

Additional comments / concerns

Layout – A disappointing layout.

The hotel will not be visible to visitors entering the site at the main gates. At present the hotel is obscured by the Airspace. The approach to the hotel is obscured by parked cars with no focal point. Rather than leading the visitor to the main entrance of the hotel, views are likely to be both parked cars and back of house details particularly at the north west corner of the site. The main entrance is dominated by parked cars, hard landscaping and a concrete turning feature which is unattractive and lacking arrival. Applicant to revisit the layout to create an attractive and welcoming layout.

Access – Although the applicant has indicated vehicle access and parking to the hotel, it is unclear how pedestrians are directed to the main entrance practically when entering the site from the A505. Design and Access Statement page 10 indicates

visitors walking on the grass towards the site which is unacceptable. Applicant to confirm.

Turning feature – I am concerned that the turning feature to the front of the hotel appears very tight particularly adjacent to parked cars as outlined in Sketch Scheme Plans 010 Rev H. Applicant to revisit and enlarge turning area.

Parking layout - The proposed car parking spaces will be laid out with small clusters interspersed by the retention of the existing trees on site and proposed new high-quality hard landscaping and additional planting. (Planning Statement). This has not been achieved and at present car parking dominates the overall layout with little soft landscaping. This is unacceptable and needs to be addressed by the applicant.

Existing electric substation – applicant to confirm new location within the site

Hotel – The applicant has indicated that the new hotel will have a ‘unique’ feature allowing views of the IWM airfield from the sixth floor. However, the building ridge height is below the Airspace and its location is set back into the site. Views of the airfield and the landing strip will therefore be limited and disappointing.

Secondary access – applicant to confirm how direct access will be achieved to the adjacent building. At present visitors must meander around parked cars.

Parking – Cycle parking – I welcome cycle parking. Details of the cycle shelter to be provided.

Electric charging points – 14 no. electric charging points to be indicated upon the plan.

Landscaping – Outdoor space for employees – applicant to confirm if any outdoor recreational space will be provided for employees.

All landscaping works within the red line boundary are to be provided. At present the applicant has only provided information around the new hotel and has excluded landscape enhancements along the access road and the strip to the south of the Airspace.

Hard landscape details have not been provided. Applicant to forward details.
Street furniture and lighting details to be provided.

Refuse / bin storage areas – details have not been provided.

Soft landscape details – I welcome the use of native species to encourage biodiversity. However, ‘enhancements include new native species-rich hedgerow around the north site boundary to strengthen connectivity around the site and within the wider landscape’ have not been included as outlined within the Planning Statement. Applicant to amend.

Native species typical of the local landscape character should include the following:
Hedgerows - Hawthorn, hazel, blackthorn, field maple, dog rose, and, occasional, wild privet and wayfaring tree.

Trees in Hedgerows - Beech, field maple - Tree planting within the site is very disappointing and the bare minimum. I would expect more tree planting to compliment the new build, to create interest and appropriate in scale.

Trees planted in structural soils or 3D cellular confinement systems to be defined upon the landscape drawing. Where services are close to street trees, a suitable root barrier (such as root deflectors) are to be provided, to protect against damage to services, cables and pipes.

Due to its location, seed mixes to be calcareous seed mixes. Welcomes both the gravel gardens and fighter pens within the layout which reflects the local landscape character of the IWM site. Applicant to integrate the gravel gardens with SUDs details. Details of Fighter Pens to be confirmed indicating treatment of compacted soils for tree / shrub planting
Planting plan 01 631/01 – Applicant to confirm the location of ‘typical bund detail’. Size of wall and bund to be confirmed.
Planting plan 02 631/02 – text upon the drawing is missing. Applicant to amend Gravel planting specification to be included.
Landscape Strategy 631/SK03 – Singular trees planted within parking bays are unlikely to survive. Applicant to amend and provide sufficient planting beds with ornamental planting.

Landscape design - workbook – Details of Masterplan to be provided to understand aspirations of the applicant for the whole site and its future development.
Boundary treatment – No details have been provided. Presumes security measures will be required to restrict public access to the museum around the site.

Summary

Insufficient information has been supplied by the applicant particularly within the red line boundary.

With a carefully designed landscape strategy the proposal can respect and enhance the local character and distinctiveness of the local landscape and of the individual National Character Area in which it is located. However, at present this has not been achieved by the applicant and contrary to Policy NH/2: Protecting and Enhancing Landscape Character.

15. **Trees and Landscapes Officer** – Has no arboricultural or hedgerow objections to this application, as amended but has some concerns over the proposed landscaping. Trees on or adjacent site have a level of protection through the Conservation Area, and/or have no statutory protection. From a quick desk study, it is likely that hedgerows on or adjacent site may qualify as ‘important hedgerows’ under the Hedgerow Regulations 1997, and/or have no statutory protection.

Tree and hedgerow information has been provided. An Arboricultural Impact Assessment Report (signed and dated July 2019) has been submitted. This is sufficient for this application.

With regard to the proposed landscaping:

- i) Not clear on the presence and location of tall lighting columns or CCTV points and how they relate to trees,
- ii) Disappointed with the lack of additional planting on the service road/entrance and no green roof,
- iii) The watering specification is insufficient (631-02 IWM Duxford Hotel - Planting Plan 02.pdf) even for these little trees. There needs to be a fixed watering programme stating start and stop dates in the season, frequency of watering and volume to water for the first three years. Nurseries publish suggested watering volumes etc for different sized trees,
- iv) Support the use of a green carparking surface in the overflow carpark,
- v) Support the use of Root Cell tree planting pits but require the dimensions of pit for each pit/trench,
- vi) Concerned about the over reliance on Highways England M11 tree planting - this is superficial tree planting,

- vii) Concerned about establishing a hedgerow on a 1m tall bund – concerned with species choice,
- v) Concerned with planting horse chestnut (bleeding canker), oak (OPM in areas of unavoidable dwell) and A. buergerianum (not a sheltered site). It's worth noting that the trees on site are not flourishing and therefore perhaps different species are required.

16. **Ecology Officer** – Has no objections, as amended, subject to conditions.

The applicant has provided a statement from Claire Wiggs (BSG Ecology, October 2019) in response to the original objections. The statement confirms that the extended redline boundary (including foul drainage) does not contain any sensitive habitats and poses only a small residual risk to potential protected species in the area. Any such risk can be managed through non-licensable mitigation which should already be included within any CEcMP condition.

In accordance with NPPF paragraph 170, 174, and 175, and the Adopted South Cambridgeshire District Council Local Plan Policy NH/4, where applications should look to enhance, restore and add to biodiversity. Opportunities should be taken to achieve a net gain in biodiversity through the form and design of development. This should include the incorporation of bat and bird nesting boxes in the development, use of native planting mixes and wild grasses, the inclusion of green and brown roofs, the inclusion of green walls, or the inclusion of features such as log piles, insect hotels and hedgehog connectivity. Using tools such as the DEFRA Biodiversity Impact Assessment Calculator can help to clearly show that the development is creating a positive gain in biodiversity.

Requires conditions in relation to a Construction Ecological Management Plan (CEcMP) to include the following: -

- a) Risk assessment of potentially damaging construction activities.
 - b) Identification of “biodiversity protection zones”.
 - c) Practical measures (both physical measures and sensitive working practices) to avoid or reduce impacts during construction (may be provided as a set of method statements).
 - d) The location and timings of sensitive works to avoid harm to biodiversity features.
 - e) The times during which construction when specialist ecologists need to be present on site to oversee works.
 - f) Responsible persons and lines of communication.
 - g) The role and responsibilities on site of an ecological clerk of works (ECoW) or similarly competent person.
 - h) Use of protective fences, exclusion barriers and warning signs if applicable.
- and a Landscape and Ecological Management Plan (LEMP) to include the following.
- a) Description and evaluation of features to be managed.
 - b) Ecological trends and constraints on site that might influence management.
 - c) Aims and objectives of management.
 - d) Appropriate management options for achieving aims and objectives.
 - e) Prescriptions for management actions.
 - f) Prescription of a work schedule (including an annual work plan capable of being rolled forward over a five-year period).
 - g) Details of the body or organisation responsible for implementation of the plan.
 - h) Ongoing monitoring and remedial measures.

The LEMP shall also include details of the legal and funding mechanism(s) by which the long-term implementation of the plan will be secured by the developer with the management body(ies) responsible for its delivery. The plan shall also set out (where the results form monitoring show that conservation aims and objectives of the LEMP

are not being met) contingencies and/or remedial action will be identified, agreed and implemented so that the development still delivers the fully functioning biodiversity objectives of the originally approved scheme.

Originally commented on the application as follows: -

The Ecological Appraisal (BSG Ecology, July 2019) is welcomed. The surveyed redline boundary as shown in Figure 1 differs from Site Context Plan Drawing 653-002; in particular, the proposed foul drainage has not been included. Although the footprint of the drainage work appears likely to be of low ecological value, a statement from a suitably qualified ecologist is required to confirm whether or not there are likely to be any additional impacts on important habitats or protected and notable species within this area. Please re-consult me once this information has been submitted.

In general, I am satisfied that the proposals will comply with UK and EU legislation. The Ecological Appraisal report should state that if any nesting birds are found, nests will be retained and protected until chicks have fledged.

In accordance with NPPF paragraph 170, 174, and 175, and the Adopted South Cambridgeshire District Council Local Plan Policy NH/4, applications should contribute to enhancing and restoring biodiversity. Opportunities should be taken to achieve a measurable net gain in biodiversity through the form and design of development. This should include the incorporation of bat and bird nesting boxes in dwellings within the development, use of native planting mixes and wild grasses, the inclusion of green and brown roofs, the inclusion of green walls, or the inclusion of features such as log piles, insect hotels and hedgehog connectivity measures. A net gain metric such as Defra V2.0 has not been submitted with the application. In addition, proposed landscaping provides little in the way of ecological beneficial habitats. The 'semi-native' shrub mixes should comprise native species of local provenance. A hedgerow should also be included along the northern boundary to meet the recommendations provided in Section 6 of the Ecological Appraisal.

Conditions will need to be attached to any consent granted for ecological mitigation measures as set out in the Ecology report and details of a scheme of ecological enhancement to be secured.

17. **Environmental Health Officer** – Has no objections in principle subject to conditions in relation to the hours of use of site machinery and construction related deliveries during construction, pile driven foundations and mitigation measure with regards to noise and vibration, measures to minimise the spread of dust, a construction programme, burning of waste on site, noise impact assessment relating to plant and equipment serving the development, a scheme for the protection of the development from road noise, a lighting assessment and a waste management and minimisation strategy.
18. **Contaminated Land Officer** – Has no objections subject to conditions in relation to any contamination found on site during the development. Comments that though the site is not being developed into a sensitive end use, it does have a potentially contaminative historical usage associated with the Duxford Airfield.

The assessment within the Phase 2 report identified elevated soil concentrations of some PAH's which exceed the assessment criteria for a commercial land use. However, the location of this is isolated and coincides with an area of made ground proposed for car parking. It is anticipated that some of this made ground will be removed during construction and, in addition, resurfacing as a car park further

reduces any risk. With the removal of the contaminant pathway, no further assessment is considered necessary.

Further to my memo dated 17th September 2019, a Preliminary Risk Assessment report has been submitted and is satisfied with the conclusions of the Phase 2 report in relation to risks to human health.

19. **Air Quality Officer** – Has no objections and suggests a condition in relation to the submission of a Low Emission Strategy to demonstrate that adequate measures for sustainable transport are considered.
20. **Sustainability Officer** – Has no objections subject to conditions. Comments that the applicant appears to have a good understanding of the requirements of the energy and carbon reduction policies in the current local plan and suggests the following measures will be incorporated into the proposed development:
 - i) U-values the same or better than Building Regulations
 - ii) Predominantly light-weight thermal mass
 - iii) Mechanical ventilation with heat recovery
 - iv) 100% low energy lighting
 - v) 100kW Combined Heat and Power Unit (CHP)

The applicant has presented two sets of BRUKL Output documents, one excluding the CHP unit and one without and these demonstrate the following carbon emissions reductions:

Target Emissions Rate: 48.2kgCO₂/m²/annum

Building Emissions Rate (no CHP): 49.7kgCO₂/m²/annum

% Carbon Reduction: 3.02% increase

Building Emissions Rate (with CHP): 41.3kgCO₂/m²/annum

% Carbon Reduction: 14.31% reduction

Based upon these figures, the proposed development will achieve an overall carbon reduction of 14.31%, of which over 10% has been achieved via the installation of the combined heat and power unit. This would make the development compliant with the requirements of local plan policy CC/3.

The applicant has proposed a number of water efficiency measures for the proposed development, including:

- i) Low flow fixtures and fittings
- ii) Rainwater harvesting for external irrigation
- iii) Water meters and leak detection system

The above mentioned measures will all have a positive impact on reducing water use but the applicant must be aware that local plan policy CC/4 requires the development to achieve a minimum of 2 water credits from BREEAM, and the development as a whole must look to achieve an overall BREEAM rating no less than 'Very Good'.

To ensure the appropriate standards are achieved and the development is policy compliant, conditions in relation to precise details of the proposed renewable energy measures and improved levels of water efficiency are required.

21. **Highways England** – Has reviewed the transport assessments undertaken to understand the impact of this proposed development on the Strategic Road Network and in particular the M11 and its connection with the local road network at Junction 10. The conclusion of this review is that it is likely there will not be a significant impact on the operation of the junction. However it should be noted that due to significant congestion on the A505 at peak times, traffic blocks back onto the circulatory

carriageway at M11 J10. This causes traffic on the M11 southbound off slip to queue back onto, or near to the main line carriageway. Trips arising from the development albeit a small number may exacerbate this situation increasing the safety risk of collisions occurring on the M11/slip road.

To minimise the risk of this occurring, it is requested that suitable keep clear road markings are provided on the circulatory carriageway where it connects with the M11 southbound off slip. This will help reduce the amount queuing of traffic on the slip road and associated safety concerns.

Given the level of congestion of traffic at the junction in peak hours, it is also requested that any construction management plan associated with this development looks to minimise unnecessary traffic movements through the junction at this time of day. Appropriate conditions are set out below

- i) Prior to the beneficial occupation of the hotel, Keep Clear road markings or an equivalent measure shall be installed on the circulatory carriageway of M11 junction 10 where it connects with the M11 southbound off slip to the satisfaction of the planning authority in consultation with the local highway authorities.
- ii) Prior to construction of the hotel and ancillary work, a construction management plan shall be agreed in writing with the planning authority. The plan should include measures to minimise traffic movements through the M11 Junction 10 at peak times Reason - To ensure that the M11 motorway and connecting roads at Junction 10 continue to serve their purpose as a part of a national system for through traffic in accordance with Section 10 of the Highways Act 1980, and to satisfy the reasonable requirements of road safety.

Previously commented on the application as follows: -

Further assessment required.

Highways England has is the highway authority, traffic authority and street authority for the Strategic Road Network (SRN). The SRN is a critical national asset and as such we work to ensure that it operates and is managed in the public interest, both in respect of current activities and needs as well as providing effective stewardship of its long-term operation and integrity.

Whilst it appears from the documentation that there will not be a significant impact on the highway network; however, there has been no specific review of the performance of the M11 J10 as a result of the impact of the development.

In particular, we need to ensure that there is no risk as a result of the development of traffic queuing back on to the M11 mainline. Standing or slow-moving traffic on the exit to the motorway has a high safety risk of rear shunt type collisions.

Therefore, the applicant needs to provide sufficient analysis of the junction including predicted slip road queue lengths. This assessment should include weekend flows, as whilst mainline motorway flows may be less, the proximity of the nearby Duxford attraction can result in significant flows using the junction.

22. **Cambridgeshire County Council Transport Assessment Team** – Advise that full review of application has now been undertaken and no objection is raised to the proposal subject to recommended conditions which will be provided in an update prior to the committee meeting.

Previously commented on the application as follows: -

The below issues related to the Transport Assessment will need to be addressed before the transport implications of the development can be fully assessed.

TEMPro: Methodology is required for a review of the 2025 growth figures

Junction Modelling: Not acceptable

Accident Risk: Accident Cluster identified; further junction models required to justify that the development will not have a severe impact on the accident risk.

Comments in relation to the above points will be provided in the update report.

Car Parking

As requested by the highway authority the applicant has provided updated information regarding the proposed provision of car parking on the site. In addition to the car parking already proposed, the applicant has confirmed that it has been agreed with the conference centre that there will be additional parking available to the hotel to use in busy periods. This will provide 18 additional spaces for weekdays and 53 additional spaces for weekends. The developments parking provision now equates to 218 spaces which is in accordance with South Cambridgeshire District Councils parking standards.

TEMPro

The applicant has used TEMPro to calculate the growth figures for the future year scenarios.

The TEMPro growth factors for 2018 to 2019 and 2019 to 2020 are acceptable for use. A review of the 2020 to 2025 design scenario has been undertaken. The figures used by the applicant are lower than the growth figures calculated by the Highway Authority. The applicant needs provide the methodology used to ensure the growth figures are correct.

Flow Diagrams

As requested by the Highway Authority the applicant has updated the distribution flow diagrams to include the circulatory flows on the M11 Junction 10 roundabout. The flow diagrams are acceptable for use subject to the review of the 2020 to 2025 TEMPro growth figure. An error was noticed on the September 2018 Survey AM Peak Hour (PCU) flow diagram, the circulator flow arrow at the southern side of the roundabout states the flow is 414 vehicles, this should be 1,414 vehicles.

Junction Modelling

As agreed with the Highway Authority the applicant has updated the Linsig model at the site.

Access / A505 signalised junction to include all of the committed developments and the pedestrian phase is called every other stage.

The Linsig model is currently under review from the CCC modelling team, a review will be submitted to LPA once completed.

The applicant has provided a range of future year scenarios to show the developments impact on the signalised junction. The modelling results show:

Scenario 1- 2019 Baseline AM Peak

The 2019 AM Peak baseline shows that all arms of the junction are working within capacity, the maximum degree of saturation shown is 69.7% on the A505 West (EB) ahead arm. The maximum average delay recorded is 49.9 (s/pcu) on the IWM (NEB) left arm.

Scenario 2- 2019 Baseline PM Peak

The 2019 PM Peak baseline shows that all arms of the junction are working within capacity, the maximum degree of saturation shown is 79.5% on the A505 East (WB) ahead arm. The maximum average delay recorded is 49.9 (s/pcu) on the IWM (NEB) left arm.

Scenario 3- 2020 Baseline AM Peak

The 2020 AM Peak baseline shows that all arms of the junction are working within capacity, the maximum degree of saturation shown is 79.5% on the A505 West (EB) ahead arm. The maximum average delay recorded is 49.9 (s/pcu) on the IWM (NEB) left arm.

Scenario 4- 2020 Baseline PM Peak

The 2020 PM Peak baseline shows that the junction is working very close to its capacity with no development traffic added to the scenario. The maximum degree of saturation shown is 84.4% on the A505 East (WB) ahead arm. The maximum average delay recorded is 63 (s/pcu) on the IWM (NEB) right arm.

Scenario 5- 2020 Baseline + development trips AM Peak

Scenario 5 shows the 2020 baseline + development trips added to the junction. The modelling output shows no change to the maximum degree of salutation with the A505 West (EB) arm of the junction still operating at 79.5% capacity. However, the development does cause an impact on other arms of the junction, increasing the IWM (NEB) right arm by 31.9% to a degree of saturation of 33.6%. In addition to this the development increases the average delay per PCU to 54.2 s/pcu on the same arm. Despite this increase the junction is still working under capacity and the development does not impact the A505 through traffic.

Scenario 6- 2020 Baseline + Development Trips PM Peak

The junction modelling output shows no change to the maximum degree of saturation with the A505 East (WB) arm remaining very close to its capacity at 84.4%. The development does cause an impact on other arms of the junction, the largest increase is seen on the IWM (NEB) right arm of the junction with an increase of 20.3% to an overall degree of saturation of 77%. It should be noted that this arm is working under capacity, but it's close to being considered over capacity. The development also increases the average delay per PCU to 82.2 s/pcu on the same arm. Despite this increase the junction is still working under capacity and the development does not impact the A505 through traffic.

Please note, all of these comments are subject to the linsig model review by the CCC Modelling Team.

2025 Scenarios

In point 2.12 of the technical note, the applicant sets out the scenarios to be tested for the future year junction modelling. The 2025 scenario is: 2025 design scenario (2020 development scenario + background traffic TEMPro Growth)

Like the 2020 scenarios the applicant needs to provide a 2025 baseline scenario and then a 2025 baseline + development scenario. This allows the developments impact

to be seen on the junction. Currently Scenarios 7 and 8 only show the overall capacity of junction meaning it is impossible to accurately determine the developments impact. The Highway Authority will continue the review of the 2025 scenarios once the applicant submits the 2025 baseline scenarios.

M11 Junction 10

During the pre-application stage the Highway Authority advised the applicant that: The boundary for traffic modelling as set out in figure 2 is acceptable. Further junction modelling may be required depending on the trip impacts and distribution. These should be agreed once the developer has identified the distribution and associated peak flows.

Comments submitted Highways England on the application present a holding objection, this is due to the possibility of an increased accident risk on the M11 Junction 10 roundabout and slip roads. The Highway Authority has completed further investigation into the possible accident risk of the M11 Junction 10 roundabout. This search expands the accident data search completed by the applicant in appendix B of the original Transport Assessment. Following the investigation an accident cluster has been identified located on the M11 Junction 10 Roundabout. Due to this the Highway Authority requests the applicant completes modelling junction assessment of the M11 Junction 10 roundabout. The assessment is to justify that the development will not cause severe impacts at the roundabout in terms of capacity issues, increased queue lengths and increased accident risk.

The developer should assess the junction using the same future year scenarios as the Site Access/A505 signalised junction. Like the site access junction, the applicant is advised to include a with and without development scenario for 2020 and 2025 future year scenarios.

Travel Plan

The travel plan measures presented by the applicant are acceptable for use.

Previously commented on the application as follows: -

Policy Context

The policy context is acceptable for use.

Local Highway Network

The description of the local highway network is acceptable for use. It is noted that the applicant has identified an opportunity to improve the cycling route between the development site and the Whittleford Parkway train station.

Committed Developments

As requested by the Highway Authority, the applicant has included the Babraham Research Campus as a committed development within the assessment. Flows from the July 2014 transport assessment have been used showing that 6% of Babraham Research Campus' traffic will impact on the study area. This agreed.

Trip Generation

As requested by the Highway Authority the applicant has excluded Greater London sites from the TRICS assessment. The updated trip generation shows an overview increase of 6 vehicles in each of the peak hours. The total vehicle trip generation of the site is:

- AM Peak Arrivals – 38 trips
- AM Peak Departures – 59 trips
- PM Peak Arrivals – 45 trips
- PM Peak Departures -38 trips.

The trip generation is acceptable for use.

Car Parking Numbers

The applicant has provided clarity over the number of car parking spaces available for the proposed development to use. There are 515 spaces car parking currently available on the site, of which 80 are reserved for the conference centre only, this leaves 435 spaces available for the IWM. The car parking surveys show that the IWM does not use their full allocation of parking, the additional capacity is proposed to be used by the development.

Table 1 overviews the possible car parking allocation available to the development based on the July 2019 car parking surveys. It has been noted that these surveys were undertaken during the IWM busiest periods and are considered a worst-case scenario.

Table 1: IWM Hotel Car Parking Provision

Weekday Weekend

Unused IWM spaces 80 spaces Unused IWM spaces 45 spaces

IWM Hotel Capacity 90 spaces IWM Hotel Capacity 90 spaces

IWM Hotel overspill 30 spaces IWM Hotel overspill 30 spaces

Total available 200 spaces Total available 165 spaces

As shown by Table 1 the maximum weekday allocation is 200 spaces and the maximum

weekend allocation is 165 spaces. South Cambridgeshire District Council's car parking

standards set out that 13 car parking spaces should be provided per 10 guest bedrooms. SCDC standards state that the development must provide 218 (rounded from 218.4) spaces to meet the minimum car parking standards. The current proposals do not meet these standards. The applicant is advised to address this issue.

Traffic Surveys

As requested, the applicant has provided clarity over the traffic surveys. The baseline conditions have been calculated using data from the 4th and 5th September which are normal school days and within a neutral month.

The applicant has also provided a comparison between the survey flows and flows used by other committed developments in the area. The comparison shows that the September 2019 traffic flows are robust against committed developments. The September surveys are now acceptable for use.

Distribution

It is noted that 100% of the arrivals will come from the A505 westbound carriageway and the M11. It is noted that there is no right-hand turn into the site from the eastbound carriageway. The applicant has updated their distribution to include the M11 junction 10 roundabout. The updated distribution provides more of an understanding of where the development traffic will impact on the highway network.

The results show:

- M11 Northbound – 53%
- M11 Southbound – 30%
- A505 Westbound – 12%
- A505 Eastbound- 5%

The current flow diagrams are difficult to follow as the applicant has not included any of the right-hand movements from any of the arms of the M11 Junction 10 roundabout, a review is required.

The applicant has not included future year flow diagrams as requested by the highway authority. These need to be included to understand the developments impact in the future year. The applicant also needs to include the TEMPro growth figures used.

Junction Modelling

The applicant has not updated to the Linsig model to include the new trip generation figures and the addition of the Babraham Research Campus as a committed development. Full details including the Linsig model need to be submitted to the Highway Authority for review.

Travel Plan Measures

It is noted that the proposal of a staff minibus will be decided once the addresses of the employees are known.

A commitment to financial measures to encourage sustainable travel should be made at this stage, this ensures commitment to completing travel plan measures.

23. **Local Highways Authority** – Has no objection subject to the provision of a footway/cycleway link along Royston Road adjacent the A505 to the site entrance under a Section 106 to improve pedestrian/cycle connectivity to the proposed development from Whittlesford Station in order to reduce the use of motor vehicles and promote more sustainable modes of transport.
24. **Cambridgeshire County Council Flood and Water Team** – Has no objections as amended subject to conditions. Comments that the submitted documents demonstrate that surface water from the proposed development will infiltrate into the ground through soakaways. On site infiltration test results in line with BRE DG 365 standards have now been provided to support this strategy. The LLFA is supportive of the use of soakaways as they provide water quality treatment which is of particular importance when infiltrating into the ground.

The site is located entirely in Flood Zone 1 and is considered to be at low risk to surface water flooding. In addition, groundwater was encountered approximately 7 metres below ground level meaning the site is unlikely to be at risk of groundwater flooding.

Water quality has been adequately addressed when assessed against the Simple Index Approach outlined in the CIRIA SuDS Manual.

Requires a condition in relation to a detailed surface water drainage scheme for the site based upon the principles within the agreed Surface Water Design Statement prepared by DJP Consulting Engineers Limited (ref: 19053) dated 25th September 2019 and shall also include:

- a) Full calculations detailing the existing surface water runoff rates for the QBAR, 3.3% Annual Exceedance Probability (AEP) (1 in 30) and 1% AEP (1 in 100) storm events.
- b) Full results of the proposed drainage system modelling in the above-referenced storm events (as well as 1% AEP plus climate change), inclusive of all collection, conveyance, storage, flow control and disposal elements and including an allowance for urban creep, together with an assessment of system performance;
- c) Full details of the proposed soakaways.
- d) Details of overland flood flow routes in the event of system exceedance, with demonstration that such flows can be appropriately managed on site without increasing flood risk to occupants.
- e) Full details of the maintenance/adoption of the surface water drainage system.
- f) Measures taken to prevent pollution of the receiving groundwater and/or surface water

The drainage scheme must adhere to the hierarchy of drainage options as outlined in the NPPF.

Also requires a condition to provide details for the long-term maintenance arrangements for the surface water drainage system (including all SuDS features). The submitted details should identify runoff sub-catchments, SuDS components, control structures, flow routes and outfalls. In addition, the plan must clarify the access that is required to each surface water management component for maintenance purposes.

25. **Environment Agency** – Has no objections. Welcomes the revisions to the Preliminary Risk Assessment in response to its previous comments. Has reviewed the scope of Phase 2 Intrusive Ground Investigation works and has no further comments at this stage.
26. **Anglian Water** – Comments that there are assets owned by Anglian Water or those subject to an adoption agreement within or close to the development boundary that may affect the layout of the site. Requests an informative with regards to the assets.

The foul drainage from the development is within the catchment area of the Duxford Water recycling centre that will have available capacity for the flows.

It is noted that the site falls within a Source Protection Zone and have assessed that there is no risk to the potable water source.

The sewerage system at present has capacity for the flows. Requests informatics with regards to the sewerage connection.

The proposed method of surface water management does not relate to Anglian water operated assets.

27. **Historic England** – Has no objections. Comments that the Duxford Airfield is an historic place of remarkable significance. From its creation as a training station during the First World War, the site has continued to develop and expand, with buildings of

numerous dates, both relating to its history as a defence airfield, and its subsequent role as a national museum. Many of the structures are listed, including the Grade II* designation of the remaining early hangers, and the inter-war Control Room. The complete site is included in the conservation area.

In recent years the site's operators, the Imperial War Museum, have engaged Historic England in their evolving Masterplan, and we have been a partner in this vision document for the future management and development of the airfield. The current proposals, for an hotel adjacent to the (modern) perimeter of the site, is in line with the masterplan. We were consulted earlier in the year regarding the evolving hotel design and raised no concerns.

National policy as set out in the NPPF makes clear the government's commitment to sustainable development (para 7 & 8). Heritage assets are an irreplaceable resource and should be conserved in a manner appropriate to their significance (para 184).

When considering the impact of a proposed development on the significance of a designated asset, great weight should be given to the asset's conservation (para 193). Harm should be weighed against the public benefits of the proposal, including, where appropriate, securing its optimum viable use (para 196).

28. **Cambridgeshire County Council Historic Environment Team** – Has no objections. Although this site lies in an area of archaeological potential, situated to the south-east of extensive areas of Roman settlement south of Chronicle Hills which are designated of national importance as a Scheduled Monument (National Heritage List for England reference 1006794), it is thought that an evaluation of the proposed development area, constrained as it is by the motorway and by the airfield development - and likely subject to associated truncation - is unlikely to yield substantial new information relating to the development of former settlement and land use in this area. A condition of planning permission is not considered to be necessary in this instance, and there are no further requirements for the development as proposed.
29. **Civil Aviation Authority** – No reply (out of time).
30. **Natural England** – Has no objections. Comments that the development is unlikely to have any significant effects upon statutorily protected nature conservation sites or landscapes.
31. **Crime Prevention Officer** – Supports the application as security has been considered. The counter terrorism security advisor has good contacts with the site there are no other concerns at this stage.
32. **Cambridgeshire Fire and Rescue Service** – Requires a condition in relation to the provision of fire hydrants.
33. **Camcycle** – Requests that accessibility is improved to the site for cycles in the form of the repair, widening and resurfacing of the path adjacent to the A505 from Heathfield to the M11 and M11 to Whittleford, evaluation of the byways between Thriplow and Heathfield, provision of toucan crossings at M11 ramps or a bridge over the M11, and review and update signage.

Representations

34. 7 letters of representation have been received in relation to the application. The following concerns have been raised: -

- i) Visual impact- height and size of building dominant, design.
- ii) Impact upon historic site.
- iii) Need for hotel.
- iv) Location of hotel close on operational side of site.
- v) safety - hazard to airplanes.
- vi) Traffic impact- increase in traffic in congested area, survey times, need to consider transport review of A505 first, lack of on-site parking.
- vii) Loss of privacy.
- viii) Security of airfield.
- ix) Impact upon local businesses and competition for staff.

Site and Surroundings

35. Duxford Imperial War Museum (IWM) is a major tourist / visitor attraction, educational and commercial facility based on the historic Duxford airfield. It is located to the north west of Duxford village, south west of Whittlesford village, south of Thriplow village and east of Heathfield. It also situated immediately adjacent to Junction 10 of the M11 motorway and to the north and south of the A505 road. The area to the south of the A505 comprises the airfield, operational buildings, the main exhibit hangers and the conference centre. The area to the north of the A505 comprises storage buildings for the museum and ancillary facilities such as offices. IWM is outside of any village framework, in the countryside and designated as a Special Policy Area. It is situated in the conservation area and comprises a number of listed buildings including three grade II* listed hangers 3, 4 and 5 (buildings 78, 79 and 84) and the grade II listed Control tower (building 204). It also lies within Flood Zone 1 (low risk). Green Belt land lies to the north.
36. The site itself is located to the south of the A505 on the eastern part of the airfield mainly between the Airspace Building and Partner hangers. It currently comprises the access road to the conference centre, the conference centre parking area, an area of grassland (partly raised by approximately 1 metre) and an energy building and electricity substation. There are a number of small trees and landscaping on the site along the boundaries with the A505 and M11 and a few small trees on the site.

Proposal

37. The proposal seeks the erection of a 168 bedroom hotel with ancillary facilities, associated access, gates, car parking, cycle parking and landscaping. It would be associated with the existing use of the site as a museum and conference centre and also be open to the general public. The hotel is required to ensure the viability of the site as a national tourist attraction. It would employ 40 staff.
38. The hotel would be sited centrally within the area of grassland to the east of the conference centre parking area and to the north of the energy centre. It would have an L-shape plan form and be six storeys in height (max. 22 metres). The bedrooms would be on the ground to fourth floors, a lobby and gym would be on the ground floor, and the reception area and the bar lounge and dining area would be on the top floor together with an external terrace.
39. The design of the building would comprise features such as the roof, horizontal glazing, top storey and entrance canopy to reflect the features of a plane and the use of the site as an airfield.

- 40. The materials of construction would be grey metal cladding and white metal cladding with dark grey aluminium panels and glazing for the walls and a light grey metal standing seam roof. There would be a blue brise soleil on the southern elevation and grey louvres to the plant areas.
- 41. A secondary entrance from the conference centre and a cycle store and refuse storage area would be provided to the northern side of the hotel.
- 42. Access to the hotel would be via the existing internal access road to the south of the A505 and north of the visitor car park. A new gate would be installed near the entrance that would be controlled by the hotel outside museum operating hours.
- 43. 89 vehicle parking spaces would be provided to the north and west of the hotel along with a turning area. 30 vehicle parking spaces would be provided within an overflow area to the south of the hotel. 60 vehicle parking spaces would be provided to the south east for the conference centre.
- 44. 11 trees would be removed from the main site area with the remaining 36 trees alongside the access road retained. New landscaping in the form of native trees and planting is proposed along the boundaries of the site with the M11 and within car parking area on the site. The areas immediately adjacent to the hotel bedrooms would have gravel gardens with shrubs. The main roadway would be tarmac, the parking areas would be paved, and the overflow parking area would be grasscrete.

Planning Assessment

- 45. The key issues to consider in the determination of this application relate to the principle of the development and the impact of the development upon the character and appearance of the area, heritage assets, trees and landscaping, biodiversity, highway safety, flood risk and neighbour amenity.

Principle of Development

- 46. The site is located outside of any village framework and in the countryside. Duxford IWM is located within a Special Policy Area as a result of it being a major tourist attraction, educational and commercial facility within the District of national importance. The development of a hotel on the site is required to enable the site to remain viable in the future and ensure the sustainability of the site as a branch of the Imperial War Museum.
- 47. A hotel was granted planning permission on the site in 2003 that comprised conversion of the Officers Mess on the northern part of the site. However, this scheme was not implemented due to the costs of the conversion works. The building is now used as serviced offices.
- 48. The existing museum has a substantial number of visitors per annum (2,688 in 2018/2019), the airshows generate a significant number of visitors (40,000 per annum) and the conference facilities host a considerable number of events (326 events and 27,000 delegates in 2018). The hotel would provide accommodation to complement and enhance the museum, air shows and conference centre for existing visitors by potentially increasing the time spent at the site. It would also add vitality to the site by attracting new visitors to the area due to the improved public offer.
- 49. The hotel proposal forms part of the Masterplan of Duxford IWM 2016 that has the aim to make the site a leading UK visitor attraction by increasing visitor numbers,

protecting the heritage of the site and creating a unique public offer and visitor experience.

50. The Masterplan splits the site into three zones – the western zone, the historic core and the eastern zone. The hotel would be located adjacent to the conference centre in the eastern zone. This zone is the more commercial area and has mainly modern buildings such as Airspace that includes the conference centre and the Partner hangers in addition to the visitor centre and visitor parking area. It would be located a significant distance away from the main historic core and airfield in order to retain the original character of the site.
51. The proposal would therefore comply with Policy E/7 of the Local Plan.
52. The development would provide additional visitor accommodation in the area. Whilst the site is in the countryside and the development is not considered to represent a new small-scale development, it is considered to relate specifically to local circumstances as it is required to support the museum.
53. The Cambridge area is an international tourist destination with a significant number of visitors particularly in the summer. The museum provides a unique attraction for visitors to the area.
54. Whilst there is a significant amount of hotel accommodation within the city of Cambridge, it is understood that there is an increased need for hotel accommodation in the district since the research carried out for the latest Local Plan that did not allocate any site for visitor accommodation. In addition, there is a limited amount of accommodation in the immediate area of Duxford IWM that consists of a Holiday Inn Express 70 bed hotel close to Whittlesford Parkway Station and approximately 12 small hotels/ guesthouses including the Red Lion Hotel, Whittlesford and The Lodge, Duxford.
55. The hotel would also provide accommodation to cater for visitors to the Cambridge area. This would contribute to the need and demand for accommodation in the area and reduce the need to travel from other accommodation to the site.
56. Notwithstanding the above, the hotel would promote economic growth by providing 40 new jobs in the local area.
57. The issues raised in relation to competition with local businesses is not a planning consideration that can be taken into account in the application decision-making process.
58. The proposal would therefore comply with Policy E/7 of the Local Plan. Whilst the proposal would not comply with Policy E/20 of the Local Plan, it is considered acceptable as a departure to this policy given the national importance of the site.

Character and Appearance of the Area

59. The site is located outside of any development framework and in the countryside. Duxford IWM to the south of the A595 comprises a central historic area that has the three grade II* listed hangers and a number of other listed and older buildings. The outer areas that contain modern buildings such as Airspace, Hanger 4 and the Partner hangers to the east and American Air Museum and Land Warfare Hall to the west. The airfield runway lies to the south.

60. The grade II* listed hangers and the modern buildings are significant in scale whereas the other listed and older buildings along with the modern visitor centre are lower in scale.
61. The larger and modern buildings on the site have fairly simple plan forms, a design appropriate to their uses, and use light metal cladding materials. The exception is the hangers that have painted brick materials. The smaller buildings are more complex in their plan form, have a more detailed design appropriate to the time, and use red bricks and slate tiles for the roofs.
62. The hotel would be sited within an existing complex of modern buildings to the eastern part of the site. It would have a simple L shape plan form and be set back behind the existing Partner hangers to the south and approximately in line with Airspace building to the west. It would be significant scale being six storeys in height and higher than the existing hangers but approximately 0.5 metres lower than the Airspace building with a sloping roof to the western wing. The plan form of the building would have two wings that measure 58 metres and 43 metres in length. The footprint of the building would be similar to the footprint of the hangers but much smaller than the size of the Airspace building.
63. Whilst it is noted that the building would infill an existing fairly open gap between two buildings to the east of the site, it is not considered to result in a visually prominent building that would block important countryside views, adversely affect the landscape character of the area and be out of keeping with the character and appearance of the local area. This is due to the close views of the airfield from the M11 and M11 slip road being limited due to the site levels, level of the road and direction of traffic to the north and the close views from the roundabout at junction 10 of the M11 being dominated by the Airspace building. The building would be read within the context of existing buildings and landscaping in longer distance views from the M11, the eastern section of the A505 and Grange Road in Duxford.
64. When visitors would enter the site from the A505, the view would be of Airspace building and the visitor car park with signs alongside directing visitors along the access road to the hotel. Public art has been encouraged to be provided on the site close to the main access to aid legibility. However, it is considered that public art could detract from the main entrance feature to the IWM visitor car park and signs would be acceptable.
65. When visitors would enter the hotel site from the main access road, the view would be of a grass area with feature planting and signs directing visitors to the main car park. The vehicle parking would be beyond this planting area and dispersed with trees. The access to the hotel car park would have a view of the cycle parking and bin enclosure with an area of grass, but it is considered that views would be drawn to the roof of the building that slopes down to create a distinctive feature and the feature concrete turning area beyond that has a focal point tree. Public art has also been encouraged in this area, but it is considered that planting would be better in order to soften the impact of the development and enhance its visual quality. The layout is therefore considered satisfactory.
66. The building would have an L shape plan form where the eastern wing would run at right angles to the Airspace building and the western wing would run parallel to the Airspace building.

- 67. The design of the building would be modern and contemporary. It would be fairly simple in its overall character and appearance but would comprise additional features to reflect a plane and the use of the site as an airfield. These include a curved roof and end to reflect the curves of the adjacent hanger, an entrance canopy to reflect a wing of a plane, horizontal glazing to reflect the windows of a plane and a fully glazed top floor to reflect the design of a control tower.
- 68. The materials of construction would comprise metal cladding in a palette of greys along with glazing and elements of blue on the brise soleil. The type of materials and colours would replicate the colours found on the Airspace building adjacent and are considered to be in keeping with the character and appearance of the modern buildings on the airfield.
- 69. The scheme was presented at the Design Enabling Panel at the pre-application stage and is now considered to address the original concerns. It is not considered necessary to present the application for a second time.
- 70. A condition would be attached to any consent to agree samples of materials to ensure that the development reflects existing palette of materials on the site.
- 71. The scheme is considered to be of high-quality design and make a positive contribution to the visual amenity of the area.
- 72. The proposal would therefore comply with Policies NH/2, HQ/1 and HQ/2 of the Local Plan.

Heritage Assets

- 73. The site is situated in the conservation area and comprises a number of listed buildings.
- 74. The Duxford Airfield was designated as a conservation area on 4 June 2007. It was designated as it is regarded as the finest and best preserved example of a fighter base representative of the period up to 1945 in Britain, with an exceptionally complete group of First World War technical buildings in addition to technical and domestic buildings typical of both inter-war Expansion Periods of the RAF. It also has important associations with the Battle of Britain and the American fighter support for the Eighth Air Force.
- 75. Its first use as a landing field for military flying was during the Military Manoeuvres of 1912. After the first German bomber raids on London in 1917 was apparent that the distribution of airfields away from the coast to form a defensive arc around the capital would be required. Construction of the Training Depot Station at Duxford started in October 1917 with the first units, including Americans, arriving in March 1918.
- 76. The central historic core of the site is considered the most significant part of the conservation area as it comprises three grade II* listed hangers that face the airfield to the south and the grade II listed Control Tower. In addition, it also includes the grade II* listed operations room along with 15 other grade II listed buildings.
- 77. The three grade II* listed World War 1 Hangers are described as follows: -

Group of three hangers built in 1917-18 to the War Office's Directorate of Fortifications and designed by Lieutenant-Colonel BHO Armstrong of the Royal Engineers.

They are listed for the following reasons: -

Architectural interest:

- * as a rare First World War Hangar which remains largely unaltered since it was built as part of the original layout and design of the Training Depot Station;
- * it was designed by Lieutenant-Colonel BHO Armstrong, considered to be the most important War Office architect of the First World War;
- * its Belfast roof truss exemplifies the high standard of design achieved against the constraints in cost, efficiency and utility as demanded by the Air Ministry;
- * the undivided interior allows for the full impact of its space and construction to be appreciated, with the military experience still being readily captured;
- * the inter-war alterations to the annexes are significant in themselves as they illustrate how the hangar was modified to meet the threat posed by Germany's increasing air strength.

Historic interest:

- * as an integral component of Duxford Airfield the finest and best-preserved example of a fighter base representative of the period up to 1945 in Britain;
- * for Duxford's important association with the Battle of Britain and the American fighter support for the Eighth Air Force.

Group value:

- * for its strong group value with the uniquely complete group of First World War technical and domestic buildings typical of both inter-war Expansion Periods of the RAF;
- * for the surviving spatial and functional relationship between the hangar and the flying field which it served.

78. The grade Control Tower is described as follows: -

An airfield control tower, dating to 1942 and built by the Air Ministry's Directorate of Works and Buildings.

It is listed for the following reasons: -

Architectural interest:

- * in spite of later alterations the tower continues to reflect its 1942 design.

Historic interest:

- * it is one of the key buildings on Duxford Airfield which forms important physical evidence of the historic use of the airfield and more generally of the military forces deployed within the United Kingdom during the Second World War.

Group value:

- * it is part of the important surviving ensemble of military airfield structures at Duxford airfield.
- 79. The siting of the development in the eastern zone of the site within the complex of existing modern buildings is considered appropriate as siting within the historic core of the site would result in substantial harm to the most significant part of the conservation area as part of the military experience of the Museum and the secure site. There are also no existing buildings on the site in an appropriate location outside the historic core that would be viable to use for this purpose.
- 80. The eastern part of the airfield has already been significantly altered by the construction of the M11 that is a modern intervention and separates the site from the surrounding countryside. This area comprises a number of more modern buildings including Airspace, Hanger 2, the Partner hangers and the Visitor Centre.
- 81. The main public views into the eastern part of the conservation area are from the M11, A505, Hunts Road and Grange Road.
- 82. When travelling along the M11 northbound, the existing long-distance views comprise the airfield and historic hangers to the west and a group of modern buildings to the east. The Airspace building dominates the view due to its siting closer to the road. The development would result in the loss of the eastern part of the Airspace building in this view as the new development would be sited to the eastern side of this building and behind the existing hangers. However, the original west elevation facing towards the airfield would be retained.
- 83. When travelling along the M11 northbound, the existing close views are mainly of the Partner hangers. The Airspace building is obscured from views until you are nearly level with that building and this is screened by a tree belt and views towards the airfield and countryside beyond are limited to very small section of the slip road. Whilst it is acknowledged that the development would be highly visible in these views, it should be noted that the views are passing views where you would need to turn away from the road and not main focal point views. The development is not considered to significantly change views into the conservation area across to the airfield and countryside beyond due to the limited nature of the view and direction of travel.
- 84. Views from the M11/A505 roundabout would also be very limited with the eastern elevation of the Airspace building representing the most dominant structure due to its siting and scale.
- 85. When travelling along the M11 southbound, views would be dominated by the Airspace Building.
- 86. When travelling along the A505 westbound, the existing long-distance views comprise the Airspace building, Partner hangers tree screening and countryside to the south. The Airspace building dominates the view. The development would result in the loss of the western part of the Airspace building in this view as the new development would be sited to the western side of this building to the side of the existing hangers. However, the original east elevation facing towards the road would be retained.

87. When travelling along the A505 westbound, the existing close views are mainly of part of the eastern elevation of the Airspace building, Partner hangers and tree screening. The development would have limited visibility from these views.
88. From Hunts Road leading to Duxford to the east, the mid-distance views are of the Airspace building and partner hangers. This is the view of the site where the development is considered to have the greatest impact. The hotel would be visible between the existing buildings and obscure the existing south elevation of the Airspace building. However, views of the eastern elevation would be retained. These views would not result in the loss of views into the conservation area of the airfield and countryside. Whilst it is acknowledged that the development would be fairly dominant in these views, it should be noted there is some screening along the road and it would be passing views where you would need to turn away from the road and not a focal point.
89. From Grange Road in Duxford to the south, the long-distance views are of the whole airfield. The historic core is lower in scale than the American Air Museum and future large objects store at the western end and at the Airspace building at the eastern end. The development would result in the loss of the eastern part of the Airspace building from this view. However, the western elevation facing the airfield would remain along with views of the historic core of the site.
90. Consequently, the development is considered to result in less than substantial harm to views into the conservation area from surrounding public viewpoints.
91. Views from the historic core of the site in the conservation area and the setting of the listed buildings are currently towards Hanger 2, the visitor centre, the northern and western elevations of the Airspace building and Partner hangers.
92. The development would be sited a distance of 460 metres from the historic core of the conservation area and the grade II* listed Hanger 3 and separated by the non-listed Hanger 2 and part of the Airspace building. It is considered that very limited views of the development would be seen from the central part of the airfield and that the Airspace building would dominate the view. However, it is noted that views would become more apparent the further you travel to the east notwithstanding that these views would consist of the existing group of modern buildings.
93. Consequently, the development is considered to result in less than substantial harm to views from the most significant part of the conservation area in the historic core and within the setting of the listed buildings. Views from the less significant part of the conservation area to the east and the listed Control Tower are less important and would not interrupt the most significant historic settings of these buildings towards the airfield and the relationship with the wider context of the site. This is likely to result in less than substantial harm.
94. The building would be sited back from the west elevation of the Airspace building when viewed from the airfield so this would be retained as the most visually prominent building in this part of the site. The scale of the building would also be subservient in height and footprint to the adjacent Airspace building.
95. Whilst it is acknowledged that the design of the building more complex in terms of its design than the existing buildings on the airfield, it would replicate features commonly found within airfields to reflect the historic use of the site. It would not be possible to design a hotel without features such as glazing and subsequently some artificial lighting in order to ensure that it has a solely utilitarian appearance. In addition, not all

areas are likely to be illuminated at the same time. The use of features such as the horizontal glazed windows to reflect a plane and a top floor which reflects a control tower is considered acceptable within this context. The sloping roof would not be visible from the historic core and the most significant part of the site.

96. A condition could be attached to any consent to ensure that the colour of the building is more appropriate to the existing buildings and ensure that it would not detract from the palette of colours on the site.
97. Given the conclusion that the development would result in less than substantial harm to heritage assets, any public benefits of the development need to be balanced against the harm. In this particular case, the viability of the site as an important tourist attraction is considered to attract significant weight in the decision-making process. Without this development, Duxford IWM would struggle to ensure that the existing historic buildings and site is maintained in the national interest. Commercial developments are required on the site to supplement the funding currently provided by the government.
98. The site lies in an area of archaeological potential and close to a Scheduled Ancient Monument. An evaluation of the site is not considered necessary to be gain any new information not already known given its nature that is constrained by the motorway and airfield development. The development is not considered to harm archaeological interest and a condition is not required in relation to a further archaeological investigation of the site.
99. The proposal would therefore comply with Policy NH/14 of the Local Plan.

Trees and Landscaping

100. The site currently comprises a number of small trees and landscaping along the outer boundary of the site and within the grassed area on the site.
101. A Tree Survey and Arboricultural Impact Assessment was submitted with the application. 11 trees would be removed from the site that would include one category B tree (moderate quality) and 10 category C trees (low quality). 35 trees would be retained and protected that include one category A tree, 13 category B trees and 21 category C tree. The development is not considered to result in the loss of any trees that are important to the visual amenity of the area.
102. New landscaping would be provided within the site to compensate for the trees lost and enhance the quality of the development. The current landscape scheme is not supported due to types of the trees and position of planting within the parking areas.
103. However, it is considered that an acceptable scheme could be provided, and a condition would be attached to any consent to agree an appropriate strategy that responds to the local character of the area.
104. The visitor car park does not fall within the site area and is not required to be improved as part of the application.
105. The proposal would therefore comply with Policy NH/4 of the Local Plan.

Biodiversity

106. The site consists of habitats in the form of grassland, perennial vegetation, hard landscaping and small trees.
107. An Ecological Appraisal was submitted with the application. From the survey, no evidence of badgers, bats, birds, newts and reptiles were recorded on the site. Mitigation in the form of the removal of vegetation outside the bird breeding season, any excavations deeper than 0.2 metres covered overnight or a means of escape provided to protect badgers and any vegetation kept at a height of 5cm to avoid reptiles colonising the site. The development is not considered to have an adverse impact upon protected species.
108. Biodiversity enhancement on the site would be achieved through planting native trees and shrubs.
109. Conditions would be attached to any consent in relation to a Construction Ecological Management Plan (CEcMP) to ensure adequate mitigation and enhancement together with a Landscape and Ecological Management Plan (LEMP) to ensure biodiversity on the site is maintained in the future.
110. The proposal would therefore comply with Policy NH/4 of the Local Plan.

Highway Safety

111. The access to the site is off the A505 which is a busy through road with a speed limit of 40 miles per hour. The current visitor entrance has a slip road and traffic signals.
112. The development would increase traffic generation to the site. There are also a number of other developments in the area such as Genome Campus expansion, Sawston Trade Park that need to be taken into consideration when carrying out an assessment as to the impact of the development upon the capacity of the public highway.
113. The estimated number of trips calculated under TRICS during the am peak period (07.00 to 10.00) is 109 arrivals and 154 departures and in the pm peak period (16.00 to 19.00) is 139 arrivals and 130 departures. This result in 43 arrivals and 66 departures during the am peak hour (08.00 to 09.00) and 51 arrivals and 43 departures during the pm peak hour (17.00 to 18.00). Of the trips in the am peak hours, 38 arrival and 59 departures are by car and of the trips in the pm peak hours, 45 arrivals and 38 departures are by car. Currently there is very limited modes of travel to the site by public transport.
114. The overall number of trips generated is not considered to adversely affect the capacity and functioning of the public highway subject to the results of the Tempro growth figures, linsig review of the junction modelling and adequate mitigation. It is suggested that a commuted sum for the maintenance of the keep clear area on the M11 Junction 10 roundabout is secured. This would be a condition of any consent.
115. The design of the existing access accords with Local Highways Authority standards in terms of its width and visibility splays and no improvements are required as a result of the development.
116. Whittlesford Parkway Station is located approximately 2.5 km to the north east of the site that has a regular train service to Cambridge and London Liverpool Street. There is a shared footway/cycleway along the northern side of the A505 and access along Royston Road and Station Road West to the station.

- 117. The 7A bus stops outside the Duxford IWM visitor car park. It has a service every 1.5 hours Mondays to Saturdays to Whittlesford Parkway Station and Trumpington Park and Ride site. The Citi 7 bus also stops at Heathfield once a day.
- 118. The site is considered to be accessible by a variety of modes of transport by staff. However, this is more limited for visitors as they may have luggage that would prevent walking and cycling. The upgrading the footway is not justified for this size/type of development due to the modal split which states that there are no trips associated with sustainable modes. To ensure effective travel planning, and the introduction of a shuttle bus service to local transport hubs would provide adequate mitigation. This has been agreed by the applicant and would be a condition of any consent.
- 119. The measures suggested by Camcycle are also not justified as these measures are not required as a result of the development to make it acceptable in planning terms and are more for existing users or local users.
- 120. The hotel has a floorspace of 7,801 square metres.
- 121. C1 uses require 13 vehicle parking spaces per 10 guest bedrooms. The hotel has 168 bedrooms so this would result in a requirement for 218 vehicle parking spaces.
- 122. 96 vehicle parking spaces would be provided on the site that would include 6 disabled spaces and 14 spaces with electric vehicle charging points. In addition, 30 vehicle parking spaces would be provided in an overflow area. The conference centre has 80 spaces and the museum has 595 spaces.
- 123. A survey has been carried out of the car parks that has identified that they are not fully occupied on weekdays (18% left) or the weekend (10% left). The conference centre would provide 18 spaces in weekdays and 53 spaces at the weekend. This would provide additional vehicle parking to address the shortfall and the level of vehicle parking on the site is considered acceptable.
- 124. C1 uses require 1 cycle parking spaces per 2 staff working at the same time. The hotel would have 40 staff so this would result in a requirement for 20 cycle parking spaces.
- 125. A cycle parking shed with 20 spaces would be provided adjacent to the hotel to comply with the standards.
- 126. The proposal would therefore comply with Policies TI/2 and TI/3 of the Local Plan and paragraph 109 of NPPF.

Flood Risk

- 127. The site is located within flood zone 1 (low risk).
- 128. A Flood Risk Assessment, surface water design statement and calculations and a drainage layout plan has been submitted with the application.
- 129. The development is not considered to be at significant risk of flooding and the development is appropriate within the low risk flood zone. It is not sited close to any fluvial sources and groundwater is 7 metres below ground levels.

130. The development is not considered to increase the risk of flooding to the site and surrounding area. Surface water from the development is proposed to infiltrate into the ground through soakaways. On site filtration tests have been carried out to demonstrate that this is an acceptable method of drainage that meet sustainable drainage principles. Soakaways would provide water quality treatment to minimise pollution to groundwaters.
131. Conditions would be attached to any consent to secure a suitable surface water drainage scheme along with details of its long-term maintenance.
132. The development would therefore comply with Policies CC/7, CC/8 and CC/9 of the Local Plan.

Neighbour Amenity and Amenity of Future Occupiers

133. The development would be located adjacent to existing commercial buildings on the airfield. It is not considered to result in an unduly overbearing mass, significant loss of light, severe loss of privacy or unacceptable increase in the level of noise and disturbance to occupiers of the adjoining buildings given their uses.
134. Conditions would be attached to any consent in relation to a noise impact assessment for any plant and equipment, hours of use of site machinery and deliveries during construction,
135. The site is located adjacent to the M11 motorway and on an airfield. The adjoining uses are not considered to harm the occupiers of the hotel through an unacceptable level of noise and disturbance providing a condition is attached to any consent in relation to a noise insulation scheme.
136. The proposal would therefore comply with Policy HQ/1 of the Local Plan.

Other Matters

137. The site is located within the Duxford Airfield safeguarding zone. The development is not considered to result in a safety risk to aircraft taking off and landing at the site as it would not be directly within the line of approach to and the flightpath from the runway and would be lower in height than the existing Airspace building. A significant amount of research has recently been carried out by Duxford IWM to understand movements to and from the airfield.
138. The site is currently an airfield. Phase 1 and Phase 2 Land Contamination reports have been submitted with the application. The surveys have identified some contaminants on the site, but these will be removed as part of the development or covered by a parking area. The development is not considered to have an adverse impact upon human health.
139. The proposal would therefore comply with Policy SC/11 of the Local Plan.
140. A Sustainability Statement has been submitted with the application. Energy efficiency measures include building fabric with good thermal properties and solar controls, high efficiency lighting and mechanical ventilation. The renewable energy measures recommended for the development include combined heat and power and air source heat pumps. Water conservation measures include water meters, low flow fittings and rainwater harvesting. These measures are likely to be acceptable and meet the targets. Conditions would be attached to any consent to agree precise details of the

renewable energy measures and water conservation strategy to ensure the targets are achieved.

141. The proposal would therefore comply with Policies CC/1, CC/3 and CC/4 of the Local Plan.

Recommendation

142. Approval subject to the following conditions and informatics

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: Drawing numbers 653-001 Revision F, 653-002, 653-010 Revision J, 653-011 Revision D, 653-013, 653-014 Revision K, 653-015 Revision K, 653-016 Revision E, 653-017 Revision D and 653-018 Revision D.

(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 above base course level shall take place until samples 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 that the appearance of the site does not detract from the character of the area in accordance with Policy HQ/1 of the adopted Local Plan 2018.)

d) No development shall be occupied 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 development 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 HQ/1 of the adopted Local Plan 2018.)

e) No development shall be occupied until full details of soft landscape works have been submitted to and approved in writing by the Local Planning Authority. The details shall include specification of all proposed trees, hedges and shrub planting, which shall include details of species, density and size of stock.

(Reason - To ensure the development is satisfactorily assimilated into the area and enhances biodiversity in accordance with Policy NH/4 of the adopted Local Plan 2018.)

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 Policy NH/4 of the adopted Local Plan 2018.)

g) If, during remediation or construction works, any additional or unexpected contamination is identified, then remediation proposals for this material should be agreed in writing by the Local Planning Authority before any works proceed and shall be fully implemented prior to first occupation of the dwellings hereby approved.

(Reason – To ensure that risks from land contamination to the future users of the land and neighbouring land are minimised, together with those to controlled waters, property and ecological systems, and to ensure that the development can be carried out safely without unacceptable risks to workers, neighbours and other offsite receptors in accordance with Policy SC/11 of the adopted South Cambridgeshire Local Plan 2018.)

h) No development shall take place (including demolition, ground works, vegetation clearance) until a Construction Ecological Management Plan (CEcMP) has been submitted to and approved in writing by the local planning authority. The CEcMP shall include the following.

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

The approved CEcMP shall be ahead to and implemented throughout the construction period strictly in accordance with the approved details, unless otherwise agreed in writing by the local planning authority.

(Reason - To minimise disturbance, harm or potential impact upon protected species in accordance with Policy NH/4 of the adopted Local Plan 2018 and their protection under the Wildlife and Countryside Act 1981.)

i) Landscape and Ecological Management Plan (LEMP) shall be submitted to, and approved in writing by, the local planning authority prior any development above slab level. The content of the LEMP shall include the following.

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

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

(Reason - To minimise disturbance, harm or potential impact upon protected species in accordance with Policy NH/4 of the adopted Local Plan 2018 and their protection under the Wildlife and Countryside Act 1981.)

j) No above ground works shall commence until a surface water drainage scheme for the site, based on sustainable drainage principles, has been submitted to and approved in writing by the local planning authority. The scheme shall subsequently be implemented in accordance with the approved details before development is completed.

The scheme shall be based upon the principles within the agreed Surface Water Design Statement prepared by DJP Consulting Engineers Limited (ref: 19053) dated 25th September 2019 and shall also include:

- a) Full calculations detailing the existing surface water runoff rates for the QBAR, 3.3% Annual Exceedance Probability (AEP) (1 in 30) and 1% AEP (1 in 100) storm events.
- b) Full results of the proposed drainage system modelling in the above-referenced storm events (as well as 1% AEP plus climate change), inclusive of all collection, conveyance, storage, flow control and disposal elements and including an allowance for urban creep, together with an assessment of system performance;
- c) Full details of the proposed soakaways.
- d) Details of overland flood flow routes in the event of system exceedance, with demonstration that such flows can be appropriately managed on site without increasing flood risk to occupants.
- e) Full details of the maintenance/adoption of the surface water drainage system.
- f) Measures taken to prevent pollution of the receiving groundwater and/or surface water.

The drainage scheme must adhere to the hierarchy of drainage options as outlined in the NPPF PPG.

(Reason - To ensure that the proposed development can be adequately drained and to ensure that there is no increased flood risk on or off site resulting from the proposed development in accordance with Policies CC/8 and CC/9 of the adopted Local Plan 2018.)

k) Details for the long-term maintenance arrangements for the surface water drainage system (including all SuDS features) to be submitted to and approved in writing by the Local Planning Authority prior to the first occupation of any building. The submitted details should identify runoff sub-catchments, SuDS components, control structures, flow routes and outfalls. In addition, the plan must clarify the access that is required to each surface water management component for maintenance purposes. The maintenance plan shall be carried out in full thereafter.

(Reason - To ensure the satisfactory maintenance of drainage systems that are not publicly adopted, in accordance with the requirements of paragraphs 163 and 165 of the National Planning Policy Framework.)

l) No construction work and/or construction related dispatches from or deliveries to the site shall take place other than between the hours of 08.00 to 18.00 on Monday to Friday, 08.00 to 13.00 hours on Saturdays and no construction works or collection /

deliveries shall take place on Sundays, Bank or Public Holidays unless otherwise approved in writing by the local planning authority.

(Reason – To protect the amenities of occupiers of the nearby buildings in accordance with Policy HQ/1 of the adopted Local Plan 2018.)

m) In the event of the foundations for the proposed development requiring piling, prior to the development taking place the applicant shall provide the local authority with a report / method statement for approval detailing the type of piling and mitigation measures to be taken to protect local residents noise and or vibration. Potential noise and vibration levels at the nearest noise sensitive locations shall be predicted in accordance with the provisions of BS 5528, 2009 - Code of Practice for Noise and Vibration Control on Construction and Open Sites Parts 1 - Noise and 2 -Vibration (or as superseded). Development shall be carried out in accordance with the approved details.

(Reason – To protect the amenities of occupiers of the nearby buildings in accordance with Policy HQ/1 of the adopted Local Plan 2018.)

n) No development shall commence until a programme of measures to minimise the spread of airborne dust (including the consideration of wheel washing and dust suppression provisions) from the site during the construction period or relevant phase of development has been submitted to and approved in writing by the Local Planning Authority. Works shall be undertaken in accordance with the approved details / scheme unless the local planning authority approves the variation of any detail in advance and in writing.

(Reason – To protect the amenities of occupiers of the nearby buildings in accordance with Policy HQ/1 of the adopted Local Plan 2018.)

o) No development (including any pre-construction, demolition or enabling works) shall take place until a comprehensive construction programme identifying each phase of the development and confirming construction activities to be undertaken in each phase and a timetable for their execution submitted to and approved in writing by the Local Planning Authority in writing. The development shall subsequently be implemented in accordance with the approved programme unless any variation has first been agreed in writing by the Local Planning Authority.

(Reason – To protect the amenities of occupiers of the nearby buildings in accordance with Policy HQ/1 of the adopted Local Plan 2018.)

p) A further detailed noise assessment to be completed and a scheme be submitted for the insulation of the building(s) and/or associated plant / equipment or other attenuation measures as necessary, in order to minimise the level of noise emanating from the said building(s) and/or plant 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.

(Reason – To protect the amenities of occupiers of the nearby buildings in accordance with Policy HQ/1 of the adopted Local Plan 2018.)

q) Before any development is commenced, a scheme for protecting the proposed hotel from noise from the road shall be submitted to and approved in writing by the Local Planning Authority and all works which form part of the approved scheme shall be completed before the development is occupied.

(Reason – To protect the amenities of the occupiers of the hotel in accordance with Policy HQ/1 of the adopted Local Plan 2018.)

r) Before the development hereby permitted is occupied, an assessment of the noise impact of plant and or equipment including any renewable energy provision sources such as any air source heat pump or wind turbine on the proposed and existing residential premises and a scheme for insulation as necessary, in order to minimise the level of noise emanating from the said plant and or equipment shall be submitted to and approved in writing by the local planning authority. Any noise insulation scheme as approved shall be fully implemented before the development hereby permitted is occupied and shall thereafter be maintained in strict accordance with the approved details and shall not be altered without prior approval.

(Reason – To protect the amenities of the occupiers of the hotel in accordance with Policy HQ/1 of the adopted Local Plan 2018.)

s) Prior to the occupation of the development an artificial lighting scheme, to include details of any external lighting of the site, floodlighting, security / residential lighting and an assessment of impact on any sensitive residential premises on and off site, shall be submitted to and approved in writing by, the Local Planning Authority. The scheme shall include layout plans / elevations with luminaire locations annotated, full isolux contour map / diagrams showing the predicted illuminance in the horizontal and vertical plane (in lux) at critical locations within the site, on the boundary of the site and at adjacent properties, hours and frequency of use, a schedule of equipment in the lighting design (luminaire type / profiles, mounting height, aiming angles / orientation, angle of glare, operational controls) and shall assess artificial light impact in accordance with the Institute of Lighting Professionals Guidance Notes for the Reduction of Obtrusive Light GN01:2011. The approved lighting scheme shall be installed, maintained and operated in accordance with the approved details / measures unless the Local Planning Authority gives its written consent to any variation.

(Reason - To protect the occupiers of nearby buildings from light pollution / nuisance and protect / safeguard the amenities of nearby residential properties in accordance with Policy HQ/1 of the adopted Local Plan 2018.)

t) Unless otherwise agreed in writing by the local planning authority, a Waste Management & Minimisation Strategy (WMMS), including the completed RECAP Waste Management Design Guide Toolkit and supporting reference material, addressing the management of municipal waste generation during the occupation stage of the development shall be submitted. No development shall be occupied until the strategy has been approved in writing by the Local Planning Authority and thereafter implemented in accordance with the approved details unless otherwise approved in writing by the Local Planning Authority and thereafter implemented in accordance with the approved details unless otherwise approved in writing by the Local Planning Authority.

The Waste Management & Minimisation Strategy (WMMS) must demonstrate how waste will be managed in accordance with the requirements of the RECAP Waste Management Design Guide Supplementary Planning Document 2012 and the principles of the waste hierarchy, thereby maximising waste prevention, re-use and recycling from domestic households and commercial properties and contributing to sustainable development. The WMMS should include:

- i. A completed RECAP Waste Management Design Guide Toolkit and supporting reference material
- ii. A detailed Waste Audit to include anticipated waste type, source, volume, weight etc. of municipal waste generation during the occupation stage of the development
- iii. Proposals for the management of municipal waste generated during the occupation stage of the development, to include the design and provision of permanent facilities e.g. internal and external segregation and storage of recyclables,

non-recyclables and compostable materials; access to storage and collection points by users and waste collection vehicles

iv. Arrangements for the provision, on-site storage, delivery and installation of waste containers prior to occupation of any dwelling

v. Proposals for the design and provision of temporary community recycling (bring) facilities, including installation, ownership, on-going management and maintenance arrangements

vi. Arrangements for the efficient and effective integration of proposals into waste and recycling collection services provided by the Waste Collection Authority

vii. A timetable for implementing all proposals

viii. Provision for monitoring the implementation of all proposals

The approved facilities shall be provided prior to the occupation, use or opening for business of any building that will be used for residential, commercial or employment purposes and shall be retained thereafter unless alternative arrangements are agreed in writing by the local planning authority.

(Reason - To ensure that waste is managed sustainably during the occupation of the development in accordance with objectives of Policy P1/3 of the Cambridgeshire and Peterborough Structure Plan 2003.)

- u) A Carbon Reduction Statement, which demonstrates that at least 10% of the developments total predicted carbon emissions will be reduced through the implementation of on-site renewable and/or low carbon energy sources, shall be submitted to and approved in writing by the local planning authority. The statement shall include the following details:
- a) Full detailed design stage SBEM calculations demonstrating the total energy requirements of the whole development, set out in Kg/CO₂/annum based on a Part L Compliant Scheme.
- b) A schedule of how the proposed on-site renewable and/or low carbon energy technologies will impact on the carbon emissions presented in (a) above.
- The proposed renewable energy technologies shall be fully installed and operational prior to the occupation of any approved buildings and shall thereafter be maintained in accordance with a maintenance programme, which shall be submitted to and agreed in writing by the local planning authority.
- (Reason - In the interests of reducing carbon dioxide emissions (South Cambridgeshire Local Plan policy CC/3).
- v) The development shall not be occupied until a final Certificate has been issued certifying that BREEAM (or any such equivalent national measure of sustainable building which replaces that scheme) rating 'Excellent' has been achieved for this development."
- (Reason - In the interests of reducing carbon emissions and promoting principles of sustainable construction and efficient use of buildings in line with policies CC/1, CC/4 and CC/6 of the South Cambridgeshire Local Plan.
- The BREEAM condition mentioned above should ensure that the development will achieve the improved levels of water efficiency required by CC/4, (2 BREEAM credits for water efficiency).
- w) Prior to the occupation of the development, a Low Emission Strategy should be submitted and approved by Local Authority. LES should demonstrate that adequate measures for sustainable transport are considered for the proposed development in accordance with current council policy for a development of this size.
- (Reason: In the interests of reducing impacts of developments on local air quality and encouraging sustainable forms of transport in accordance with Policy SC/12 Air Quality and Policy TI/2 Sustainable Travel of the South Cambridgeshire Local Plan Adopted September 2018 and the National Planning Policy Framework NPPF 2018).

x) No development shall take place until a scheme for the provision and location of fire hydrants to serve the development to a standard recommended by the Cambridgeshire Fire and Rescue Service has been submitted to and approved in writing by the Local Planning Authority. The development shall not be occupied until the approved scheme has been implemented.

(Reason - To ensure an adequate water supply is available for emergency use.)

y) Prior to the beneficial occupation of the hotel, Keep Clear road markings or an equivalent measure shall be installed on the circulatory carriageway of M11 junction 10 where it connects with the M11 southbound off slip to the satisfaction of the planning authority in consultation with the local highway authorities.

(Reason - To ensure that the M11 motorway and connecting roads at Junction 10 continue to serve their purpose as a part of a national system for through traffic in accordance with Section 10 of the Highways Act 1980, and to satisfy the reasonable requirements of road safety.)

z) No development shall commence until a scheme to secure the maintenance of the keep clear area on the M11 Junction 10 roundabout has been submitted to and approved in writing by the Local Planning Authority. The development shall be carried out in accordance with the approved details and thereafter maintained.

(Reason – In the interests of highway safety.)

ai) No development shall commence until a scheme to secure the introduction of a shuttle bus service to local transport hubs has been submitted to and approved in writing by the Local Planning Authority. The development shall be carried out in accordance with the approved details and thereafter maintained.

(Reason – In the interests of highway safety.)

bi) Prior to construction of the hotel and ancillary work, a construction management plan shall be agreed in writing with the planning authority. The plan should include measures to minimise traffic movements through the M11 Junction 10 at peak times
(Reason - To ensure that the M11 motorway and connecting roads at Junction 10 continue to serve their purpose as a part of a national system for through traffic in accordance with Section 10 of the Highways Act 1980, and to satisfy the reasonable requirements of road safety.)

Informatics

a) Surface water and groundwater bodies are highly vulnerable to pollution and the impact of construction activities. It is essential that the risk of pollution (particularly during the construction phase) is considered and mitigated appropriately. It is important to remember that flow within the watercourse is likely to vary by season and it could be dry at certain times throughout the year. Dry watercourses should not be overlooked as these watercourses may flow or even flood following heavy rainfall.

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

c) To satisfy the Commercial Use Operational Noise Impact/Insulation condition, the noise level from all powered plant, vents and equipment, associated with this application that may operate collectively and having regard to a worst case operational scenario (operating under full power / load), should not raise the existing lowest representative background level dB LA90,1hr (L90) during the day between 0700 to 2300 hrs over any 1 hour period and the existing lowest background level dB

LA90, 15mins (L90) during night time between 2300 to 0700 hrs over any one 15 minute period by more than 3 dB(A) respectively (i.e. the rating level of the plant needs to match or be below the existing background level), at the boundary of the premises subject to this application (or if not practicable at a measurement reference position / or positions in agreement with the LPA) and having particular regard to noise sensitive premises. The appropriate correction factors need to be applied to any characteristic acoustic features in accordance with BS4142 2014.

- d) This is to guard against any creeping background noise in the area and to protect the amenity of the area, preventing unreasonable noise disturbance to other premises.
- e) To demonstrate this requirement, it is recommended that the agent/applicant submits a noise prediction survey/report in accordance with the principles of BS4142: 2014 "Method for rating industrial noise affecting mixed residential and industrial areas" or similar. In addition to validate /verify any measured noise rating levels, noise levels should be collectively predicted at the boundary of the site having regard to the nearest residential premises.
- f) Such a survey / report should include: a large scale plan of the site in relation to neighbouring noise sensitive premises; with noise sources and measurement / prediction points marked on plan; a list of noise sources; details of proposed noise sources / type of plant such as: number, location, sound power levels, noise frequency spectrums, noise directionality of plant, noise levels from duct intake or discharge points; details of noise mitigation measures (attenuation details of any intended enclosures, silencers or barriers); description of full noise calculation procedures; noise levels at a representative sample of noise sensitive locations (background L90) and hours of operation. Any report shall include raw measurement data so that conclusions may be thoroughly evaluated, and calculations checked. Any ventilation system with associated ducting should have anti vibration mountings.
- g) The applicant should take all relevant precautions to minimise the potential for disturbance to neighbouring residents in terms of noise and dust during the construction phases of development. This should include the use of water suppression for any stone or brick cutting and advising neighbours in advance of any particularly noisy works. The granting of this planning permission does not indemnify against statutory nuisance action being taken should substantiated noise or dust complaints be received. For further information please contact the Environmental Health Service.
- h) The granting of this planning permission does not in any way indemnify against statutory nuisance action being taken should substantiated complaints within the remit of part III of the Environmental Protection Act 1990 be received

Background Papers:

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

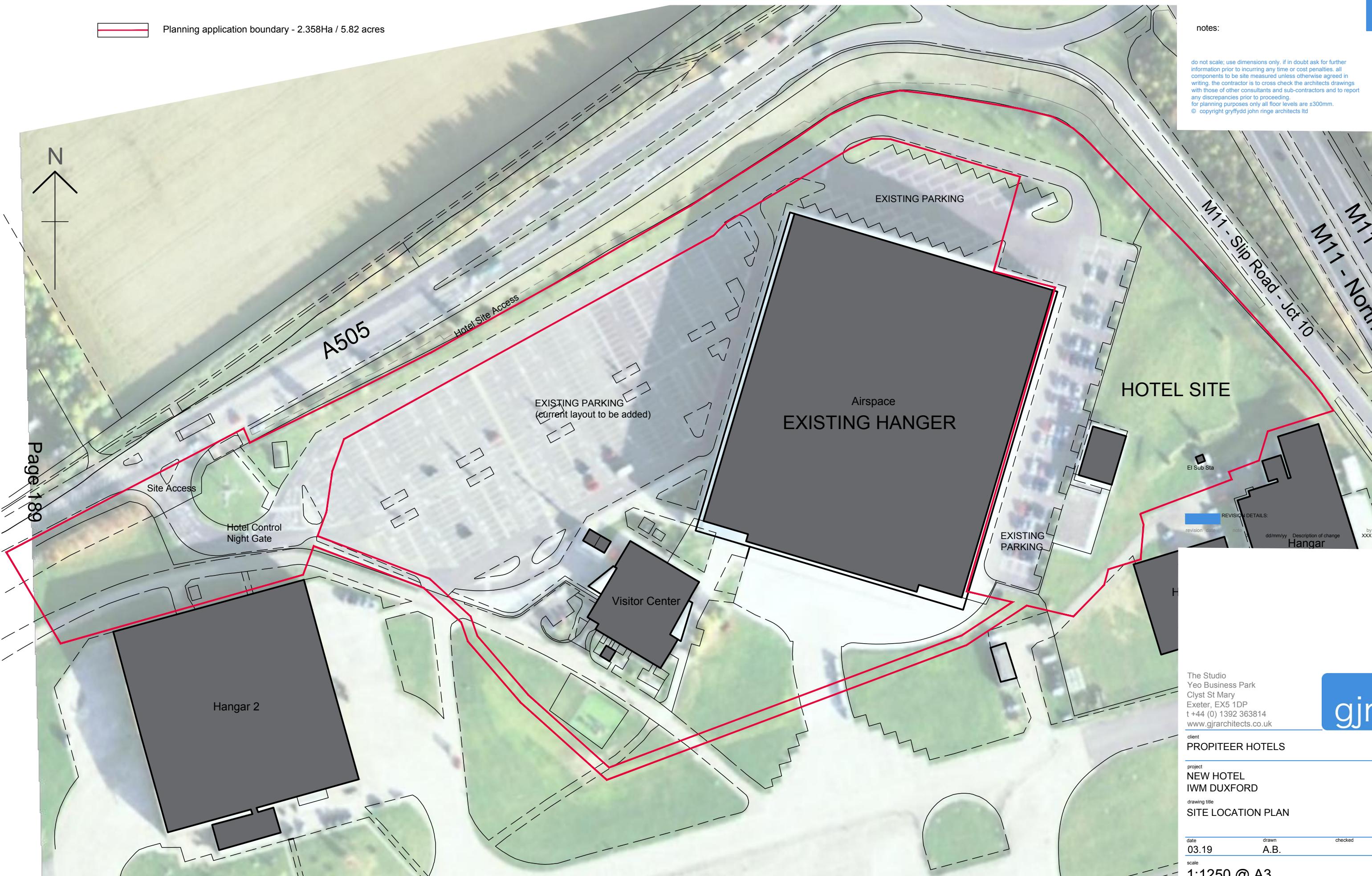
- South Cambridgeshire Local Plan 2018
- South Cambridgeshire Supplementary Planning Documents
- File references S/2896/19/FL

Report Author: Karen Pell-Coggins
Telephone Number: Senior Planning Officer
07704 018456

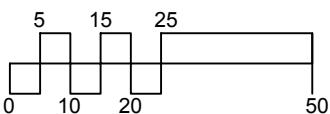
Planning application boundary - 2.358Ha / 5.82 acres

notes:

do not scale; use dimensions only. if in doubt ask for further information prior to incurring any time or cost penalties. all components to be site measured unless otherwise agreed in writing. the contractor is to cross check the architects drawings with those of other consultants and sub-contractors and to report any discrepancies prior to proceeding.
for planning purposes only all floor levels are ±300mm.
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client
PROPIEER HOTELS

project
NEW HOTEL
IWM DUXFORD

drawing title
SITE LOCATION PLAN

date drawn checked
03.19 A.B.

scale
1:1250 @ A3

for planning

project no: drawing no: rev:

653-001 F

gjr

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Agenda Item 10

SOUTH CAMBRIDGESHIRE DISTRICT COUNCIL

REPORT TO: Planning Committee

20 March 2020

AUTHOR/S: Joint Director of Planning and Economic Development

Application Number:	S/1719/19/FL
Parish(es):	Linton
Proposal:	Erection of a 1.8m timber fence
Site address:	17, Green Lane, Linton, Cambridge, Cambridgeshire, CB21 4JZ
Applicant(s):	Mrs Pamela Phipps
Recommendation:	Approval
Key material considerations:	Impact on the Conservation Area and Listed Building Residential amenity Highway Safety.
Committee Site Visit:	Yes
Departure Application:	No
Presenting Officers:	Sumaya Nakamya (Planning Officer)
Application brought to Committee because:	Linton Parish Council requests the application be determined by Planning Committee.
Date by which decision due:	08 November 2019.

Executive Summary

1. This application seeks householder planning permission for the erection of a 1.8m timber fence. The application site is located within the village development framework and within the Linton Conservation Area.
2. The application has been amended by the applicant following consultee comments. The amendments comprised changes to the height of the solid timber section of the fence to be 1metre in height topped with an 800mm trellis. The amendments of the plans also included the positioning of the fence to be located within the property boundary of the dwellinghouse and not including the amenity land on the south side of the site. The amendments were considered by the Historic Building Officer and considered that the proposed fence is acceptable as it moves away from the dominance and encroachment that the current fence creates. The proposed amended fence would result in a lighter, more informal boundary treatment better suited to the character of the Lane. Therefore, it is considered that the proposed fence by virtue of its location, design and height

would sustain the special character and appearance of the conservation area and the setting of the listed building in accordance with Policies S/7, HQ/1 and NH/14 of the Local Plan 2018 and the NPPF.

3. The application was also in consultation with Council's Tree Officer and the Local Highway Authority. Officers raised no objection as a result of the application.

Planning History

4. S/0467/19/FL -Boundary fence – Invalid 07.07.2019
5. S/1774/84/LB - Removal of hedge and erection of 1.8 metre boundary fence - Withdrawn 18.03.2019
6. S/0429/19/FL- Removal of hedge and erection of 1.8 metre high boundary fence – Withdrawn 18.03.2019
7. S/1775/84/F- Extension – Approved 20.12.1998
8. S/1774/84/LB- Extension– Approved 20.12.1998
9. S/0110/74/F – Extension to provide kitchen hall bedroom and bathroom and erection of garage – Approved 12.06.1974

Planning Policies

10. National Guidance

National Planning Policy and Guidance
National Planning Policy Framework (NPPF) 2019
National Planning Practice Guidance (NPPG)

11. South Cambridgeshire Local Plan September 2018

S/3: Presumption in Favour of Sustainable Development
S/7: Development Frameworks
HQ/1: Design Principles
NH/14: Heritage Assets

12. South Cambridgeshire District Council Supplementary Planning Documents

District Design Guide SPD – Adopted March 2010
Listed Building SPD – Adopted July 2009
Development Affecting the Conservation Areas SPD – Adopted January 2009

Consultation

13. Linton Parish Council – The Parish Council objects to the application on the following grounds which are summarised:
 - Information contained in the application is inaccurate
 - Concerns of landownership for land edged blue – that the applicant hold a Possessory Title and not Title Absolute.
 - Welcome the fence in its former position
 - Height of fence in the Conservation Area is not under 4 feet as required.
 - Canopy is out of keeping with the character, age and style of the cottage.
 - Design and location of canopy on the Conservation Area and the setting of the Listed Building.

- Disregards to processes required for Listed Building Consent.
- The design quality of the canopy does not meet the standards of HT1.
- Procedural matters in relation to retrospective submission of application.

14. Appendix 1 contain full copies of Parish Council comments.
15. Historic Building Officer – Original comments received 24 July 2019: Objected to the proposal which has already been enacted, result in harm to the listed building and conservation area, failing to comply with NH/14, NPPF 196, and s.16, 66, 72 Planning (LBCA) Act 1990. The application is also insufficient and contrary to NPPF 189.

The application asserts that the fence is identical to a previous fence in the location, but this does not appear to be accurate. The 'proposed' fence shown in the elevation submitted is a standard 1.8m high close boarded fence. The fence shown in old photographs is a low close boarded fence with a trellis top section. It is also surrounded by plants. An actual replication of the previous fence may be acceptable, where the only part of the fence visible from Green Lane is the trellis and the lower close boarded section is hidden by planting.

Amended comments in relation to the fence received 19 February 2020: Adjacent to the south end of the listed building is an open green space, which contributes to the character and appearance of the conservation area. The boundary between the green and the enclosed garden to No.17 was formerly dominated by planting. This was replaced by an entirely inappropriate tall close boarded fence (see previous comments). The boundary treatment now proposed is relocated to the former line and comprises a low level close boarded fence topped with a trellis. This moves away from the dominance and encroachment of the taller fence, and replaces it with a lighter, more informal boundary treatment better suited to the character of the lane. The lower height and trellis allow for the possibility that planting will grow up alongside the fence, to eventually create a soft, green boundary. The proposal is consistent with Local Plan policy NH/14.

16. Tree Officer – Original comments received 09 July 2019: There are no arboricultural or hedgerow objections to this application.

There are trees on or adjacent to site with legal protection through the Conservation Area. Officers consider that there are no trees that might be detrimentally affected by the proposal. No tree or hedgerow information has been submitted with the application and none is required.

17. Highway Safety – No objection. No significant adverse effect upon the Public Highway should result from this proposal, should it gain benefit of Planning Permission.

Representations

18. Seven representations have been received as a result of this application, one representation supports the application and six objected to the application.
19. Comments received with objections are summarised as following:

- Visual Impact on the Conservation Area.
- Location and height of the proposed fence

- Impact of the canopy on the Listed Building.
- Impact to biodiversity as a result of the removal of the hedgerow.
- Impact on trees.
- Carried out works without the benefit of Planning Permission and listed Building Consent resulting in a disregard to the planning process.
- Landownership – the fence would be within the land that is not in the applicant's ownership.
- Incorrect plans which includes the garages, parking and access to no.15.
- Procedural matters in relation to retrospective submission of application.

Site and Surroundings

20. The site is within the village development framework and it is adjacent to Grade II listed Nos.13, 15, & 17 Green Lane, a 16th century farmhouse converted into a terrace of cottages in the mid-19th century. It is within Linton Conservation Area, and in the setting of The Manor House, 14 Green Lane, a Grade II listed building.
21. On the south site of the site is a green space comprising of large mature trees, adjacent the green area is Beech Way that provides access to properties and garages fronting Beech Way.

Proposal

23. The proposal is for the erection of a 1.8m fence comprising of a 1m high solid element with an 800mm of trellis.

Planning Assessment

22. The key considerations are the impact the of the development on the impact of the conservation area and the listed building, residential amenity, trees and highway safety.

Impact of the conservation area and the listed building

23. Policy NH/14 of the Local Plan states that any development proposals will be supported when they sustain and enhance the significance of heritage assets, including their settings, as appropriate to their significance and in accordance with the National Planning Framework (NPPF).
24. Paragraph 196 of the NPPF states that where a development proposal will lead to less than substantial harm to the significance of a designated heritage asset, this harm should be weighed against the public benefits of the proposal including, where appropriate, securing its optimum viable use.
25. Immediately adjacent the site on the south, is an open green space which is considered to be a contributor to the character and appearance of the conservation area. Prior to the existing fence being removed, the boundary treatment of the site was dominated by a thick overgrown planting and, the fence was not visible. The boundary treatment that is currently erected is a standard 1.8m high close boarded timber fence. This boundary treatment erected is not in its former position, it appears that it is closer to the green space. The design of the fence is also not identical to the original fence, the Council's Historic Building Officer stated that the fence shown in old photographs is a low close boarded fence with a trellis top section and was surrounded by planting. The current fence

on site is not considered an appropriate boundary treatment in this location and result in not less than substantial harm to the significance of the character and appearance of the Linton Conservation Area and the setting of the listed building.

26. Amendments to the proposal has been submitted by the applicant in response to the concerns raised by Officers. The amended proposed plans submitted on 16 October 2019 show that the fence would be a lower boarded fence measuring a height of 1m and topped with a trellis measuring a height of 800mm. To further mitigate the visual harm, it appears that there will be planting alongside the fence. The fence will also be located within the property boundary (site edge red). The proposal is considered an acceptable fence as it would not result in visual dominance and encroachment but would introduce a lighter, more informal boundary treatment which is better suited to the character of Green Lane. When combined with established planting, it is anticipated that the appearance will be softened further. Therefore, it is considered that the proposal would not result in harm to the significance of the character and appearance of the conservation area and the setting of the listed building.
27. The Parish Council have commented on the amendments that they agree with the Officer that there should be no gravel board and the height limited to 1.8m maximum (solid fence plus trellis). On the other hand, the Parish Council raised concerns that the proposal would affect the special interest of the building given its prominence in the conservation area. They have requested that the fence be returned to its original place with limited height.
28. Six neighbours have also raised concerns that the proposed fence would be located not in its former position but would be within the land south of the site. Indicating that the fence would be outside the property boundary of 17 Green Lane. Neighbours also have objected to the height and design of the proposed amended fence that it is not reflecting the design of the original fence and, have stated that the proposed fence with the trellis would not be in keeping with the character of the conservation area.
29. The amended block plan (drawing no. GL PL 003) shows that the proposed fence will not be located exactly in its former position however, the fence would not enclose the amenity green space to the south adjacent the site. The proposed fence would project approximately 1m from the dwellinghouse and would be in line with the gable end of the southern elevation of the dwellinghouse. The supporting photograph submitted by the applicant show that the original fence had a solid board element topped with a trellis. The proposal would be of similar design and height to the original fence with a 1m solid board fence and an 800mm trellis on top and would not have gravel board in response to the Parish Councils comments. The proposal would be highly visible from the street scene, and views from several listed buildings. However, given there are other examples of different fences found in the immediate area along Green Lane and Beech Way, it is not considered that the proposed fence would be out keeping with the character and appearance of the conservation area and would not result in harm to the character and appearance of the conservation area.

Accordingly, Officers consider that the lower height board fence and trellis that is proposed, would allow for the possibility that planting will grow up alongside the fence, to eventually create a soft, green boundary which would further mitigate visual dominance of the fence.

30. It is acknowledged that the proposed fence will not be positioned in its former

location, the fence will be located within the property boundary and not within the amenity land on the south side of the site however, it is considered that the proposed location of the fence would not cause harm to the character and appearance of the conservation area or the setting of the listed building. Therefore, it is considered that the proposed fence by virtue of its design, location and height is acceptable and is in accordance with paragraph 196 of the NPPF and policies HQ/1 and NH/14, of the Local Plan 2018.

Residential amenity

31. There are two neighbouring properties, 15 Green Lane to the north, and 1 Beech Way to the south.
32. Due to its scale and siting in relation to neighbouring properties, the proposed fence is not considered to result in a significant impact on residential amenity and therefore would accord with Policy HQ/1 of the Local Plan, 2018.

Highway Safety

33. The application was in consultation with Local Highway Authority and have stated that the proposal would not result in significant adverse effect on the public highway. On this basis, the proposal is acceptable and accord with Policy HQ/1 of the Local Plan, 2018.

Trees

34. The Parish Council and neighbours have raised concerns that the trees and hedgerow are an important part of the character and the site and the Outstanding Conservation Area. The application has been in consultation with the Tree Officer and have no arboricultural or hedgerow objections to this application. Furthermore, Officers considered that although there are trees on or adjacent to site with legal protection through the Conservation Area, it is not considered that the proposal would detrimentally affect the trees and, no tree or hedgerow information has been submitted with the application and none is required. Therefore, the proposal is in accordance with Policy HQ/1 and NH/4 of the Local Plan, 2018.

Other Matters

35. Concerns raised by the Parish Council and neighbours regarding the introduction of a porch canopy on the listed building. The Parish Council also stated that the design quality of the canopy does not meet the standards of HT1. The policy of which the design of the canopy is access is Policies HQ/1 and NH/14 of the Local Plan, 2018. However, the retention of the canopy on the listed building will not be assessed as it is not part of this application.
36. The Parish Council and neighbours raised concerns in relation to the removal of the existing mature hedgerow during bird nesting season being against regulations and an offence under the Countryside Act. Officers consider that the application is below the threshold for consulting the Council's Ecology Officer. Notwithstanding this, the hedgerow is already removed and therefore, it is not possible to assess the biodiversity impact in this instance.
37. The Parish Council and neighbours have raised concerns regarding the ownership of the land on the south side of the site. The Parish Council and neighbours

stated that land edge blue is not in the applicant's ownership and, that the applicant holds a Possessory Title and not Title Absolute since the 12 years have not yet passed. Officers consider that this is not material planning consideration in this case as the proposed fence would be relocated within the red line boundary.

38. The proposed fence will be located within the applicant's property boundary site edge red and not in the site edge blue. The proposed amended fence is said to be erected on land in the ownership of No.17 Green Lane, Linton. The applicant has provided a completed Certificate of Ownership – Certificate A within the application form, certifying that they are the owner of the land to which the application relates. Given that the information provided as part of this application is satisfactory, any disputes in relation to the land outside the application site and ownership issues are considered a civil matter and are not considered material planning considerations.
39. The Parish Council raised concerns that there is no proper Heritage Statement or assessment for the fence and the block plan is inaccurate. Officers consider that the plans and Heritage Statement submitted as part of the application were accurate and presented clear and consistent information necessary for decision-making for the Parish Council and neighbours, as such, consultation was not prejudiced in this instance.
40. The Parish Council and neighbours raised concerns regarding procedural matter for the submission of a retrospective application. Under Section 73A of the Town and Country Planning Act 1990, a retrospective application can be made to a local planning authority for determination. Therefore, it is considered that the retrospective application submitted to the local planning authority accords with the legislative requirements.

Conclusion

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

Recommendation

42. Officers recommend that the Committee APPROVE the application, subject to the following recommended conditions:
 1. The development hereby permitted shall be completed within 6 months 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 permission for development, which have not been acted upon and to ensure the timely relocation of the fence).
 2. The development hereby permitted shall be carried out in accordance with the following approved plans: Location Plan date received 22 May 2019, Amended Block Plan (dwg no.GL PL 003 Rev. 00) and Amended Elevations (dwg no. GL PL 004 Rev 00) date received 16 October 2019.
(Reason – To facilitate any future application to the Local Planning Authority under Section 73 of the Town and Country Planning Act 1990).

Report Authors:

Sumaya Nakanya

Planning Officer

Telephone Number:

07704018455

DRAFT

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South
Cambridgeshire
District Council

Kathryn Wiseman,
Linton Parish Council Clerk
Village Hall
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Linton
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CB21 4JS



Planning and New Communities

Contact: Sumaya Nakamya

Tel: 03450455215

Email: planningcomments@cambs.gov.uk

Our Ref: S/1719/19/FL

Your Ref:

Date 03 July 2019

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

Dear Sir/Madam,

Proposal: Retrospective planning application for a fence and canopy.
(resubmission of S/0429/19/FL)

Application Ref: S/1719/19/FL

Location:

17, Green Lane, Linton, Cambridge, Cambridgeshire, CB21 4JZ

Applicant: Mrs Pamela Phipps

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

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

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

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

Should the Parish Council wish to request that the application be considered by the District Council's Planning Committee, please state the material considerations and planning

EXPLANATION OF APPLICATION SUFFIX

OL	Outline
FL	Full
RM	Reserved Matters
LB	Listed Building Consent
CA	Conservation Area Consent
AD	Advertisement Consent
VC	Variation or Removal of Condition

LD	Lawful Development Certificate
PA	Prior Notification of Agricultural Development
PD	Prior Notification of Demolition Works
PT	Prior Notification of Telecommunications Development
HZ	Hazardous Substance Consent
DC	Discharge of Conditions

reasons. Examples of material considerations can be found below. The Chairman of the District Council Planning Committee will respond to all reasonable requests.

The Parish Council: - (Please delete appropriately)

Supports

Objects

No recommendation

Comments:

PLEASE SEE ATTACHED COMMENTS

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

Planning reasons:

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

Signed..... *[Signature]* Date..... *15/7/19*

Clerk to the Parish Council or Chairman of the Parish Meeting

Guidance:

What are Material Considerations?

A material consideration is a matter that should be taken into account in deciding a planning application or appeal against a planning decision.

Examples of material considerations can include (but are not limited to).

- Overlooking / loss of privacy
- Loss of light/overshadowing
- Highway Safety

EXPLANATION OF APPLICATION SUFFIX

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

S/1719/19/FL – Mrs Pamela Phipps – 17 Green Lane, Linton - Retrospective planning application for a fence and canopy. (resubmission of S/0429/19/FL).

LPC Comments: Whilst we understand the need for privacy in the cottage garden, this could have been achieved by simply replacing a similar fence in its original position. There is no necessity to extend the boundaries in this way, nor for a fence so conspicuously out of character with the Outstanding Conservation Area.

- The erection of the fence and canopy is unauthorised and speculative, setting an unacceptable precedent for unlawful construction.
- The application form is inaccurate and misleading. The fence line has been moved forward from the redline of the cottage boundary, neither was there a porch or canopy to be replaced "exactly as before".
- As before, LPC affirms that as the site is within Linton's Outstanding Conservation Area, the application for the fence is out of keeping with the character of the area, which has a light, open aspect.
- Maps of 1971 (attached) show the area that was to be designated as a Conservation Area. They show that the view from the open space south of number 17 as the start of a significant view. These proposals compromise that open space and view.
- The fence is set ahead of the building line of the cottage, and does not continue the linear layout. It has poor relationship to other boundaries in the area, and the effect on the Conservation Area has not been assessed.
- This fence encloses part of the green - a distinctive part of this area, which is, after all *Green Lane*. The area was probably part of the former group around the entrance to The Beeches, split when access to what is now Beech Way was created.
- The position of the new fence is an enclosure of a long-standing area of open space in a sensitive and historic area, changing the setting and street view of a listed building.
- The fence is prominent in public view and disrupts the character of the street scene.
- Erection of this fence, in this position, has resulted in significant and adverse impact upon the character of the existing building and is an obtrusive addition to the street scene, impacting upon the character of the area.
- To quote an earlier refusal, this would prejudice the area and setting of buildings that make an important contribution to the village scene.
- The canopy is out of keeping with the vernacular and previous status of the cottage.
- There is no evidence that there ever was a porch or canopy there. It serves no practical purpose and the original fabric should be restored
- The original door was facing Green Lane and, like the other cottages, was without a canopy.
- The effect of the canopy on the Conservation Area has not been assessed.
- There is no proper Heritage Statement or assessment for the canopy or fence
- The quality of design of the canopy does not meet the standards necessary to meet policy HT1 and should be removed.
- CCC Highways should probably reclaim the whole of this area. Their department has only reviewed Land Registry details after the time that Possessory Title ("squatters' rights") was claimed. Earlier maps (such as for s/0030/91/0) would show that prior to that it was open land and road verge.

LPC Decision: To oppose and refer to SCDC planning committee.

LPC notes that there are several inaccuracies in the application:

Description of proposal:

The fence has not been erected in "exactly the same place as the original fence". The original fence was in line with the front of the cottage, part of the linear boundary to the row of cottages, with a flowerbed/hedge in front of that.

The new fence is some 4 or 5 ft. in front of the original position, now well ahead of the building line of the cottage, with a new flowerbed and pyracantha hedge in front of that. See enclosed before/after photographs and Google Earth.

The area of the flowerbed/hedge, in front of the old fence, has been enclosed and another flowerbed/hedge added in front of the new fence, so diminishing the open green area. Some 6ft depth of land has been removed from the original green space

The old fence had rotted, but was supported by ivy and no obvious danger to those on the open green space; It had been demolished by the builders (see application photographs).

The ivy "undermining the property" would have been part of that hedge and confirms If the original fence was in the same position as the new fence the ivy roots would also have been some distance away from the house. The new fence has clearly been repositioned by the applicant.

The original fence was around 3-3½ ft high with a trellis on top. This is clearly seen in the pictures supplied as additional information by the applicant. The current fence is solid close-board fencing, around 1.8m/6ft in height, not a simple replacement of the original.

The porch; There is no evidence of there ever being a canopy or porch over the door on this house. The holes in the original material could have been anything; quite possibly for the brackets of the hanging baskets and the outdoor light.

Generally these canopies are only built where thatch overhangs a door to prevent dripping water on the entrance - see historic pictures, including in "Linton - The story of a market town", page 12).

"Linton in Pictures", page 26 shows the row of cottages all without porches or canopies, when this house had its door at the front. On the gable end there appears to be a lean-to shed or privy. There is a gate leading to what might be the farm yard or garden, but this had gone by 1971 when the area was designated as part of the Conservation Area and described as an open area.

There is no "original" canopy so the design is unknown.

Listed Building Alterations

The addition of a canopy over the door is an alteration and addition to the building.

Materials

There is now a wooden close boarded fence as boundary treatment, not a low fence plus trellis, and taller than the original, so this is not described correctly.

Existing use

These are not the same as the original; there is no evidence of the existence of any original canopy or porch. Work on the fence was completed long after canopy erected and not as stated.

Trees and hedges.

There are mature Birch Trees on the site (planted by LPC). The mature hedge has been removed. The trees and hedges are an important part of the character of the site and the Outstanding Conservation Area.

Biodiversity.

An existing mature hedge was taken down at bird-nesting time. In itself, this removal is against regulations as it is an offence under the Countryside Act to disturb nesting birds.

A mature mixed hedge, including ivy, has been replaced by pyracantha, which supports fewer species.

Non-residential space.

This application, by erecting a 1.8m wooden fence along the outer border of the original hedge and flower bed, has effectively enlarged the private garden by moving the boundary into a grassy open area which was originally open land.

Ownership.

The applicant does not own the land but holds the Possessory Title ("squatters' rights") to the land registered in 2009: it is too early for the applicant to claim that she now has Title Absolute, as the required 12 years have not yet passed.

Since possessory title is a weak claim, it can be contested by anyone who can make a counterclaim demonstrating the right of someone else to the land. This right might be CCC, as part of the highways verge, or as common land (i.e. the village of Linton) or as curtilage of Beech House.

Heritage statement.

This admits that the curtilage of the listed asset will be affected, as it will partially obscure views of the southern gable. The linear boundary of the row of cottages has also been disrupted. The statement does not comment on the effect on the wider area and this special part of the Conservation Area.

The privacy of the applicant would have been simply provided by replacing the original design of fence in the original position. After all, like the applicant, we all like the privacy of our own garden when we return from work to our peaceful village.

We note that the structure of the fence means that it is an easily reversible change.

There is no heritage statement regarding the canopy, the quality of design nor whether it is appropriate.

Block Plan.

This is the same as the withdrawn application, showing the enclosure of almost the whole of the green area, not the position of the erected fence and the subject of this application. This also shows the garage, access and drive of the neighbour as being part of the applicant's property (it is not).

Title Plan.

The official copy of the title plan submitted as part of the application does not include the green area that the applicant now wishes to enclose, but ends in line with the cottage walls. This confirms that the applicant does not own the area which is now behind the newly erected fence.

Existing and proposed elevations.

These do not show the original line of fence and hedge, nor that the current line of fence and hedge is well forward of the original line.

Fencing and front door statement.

The fence is not exactly the same; it was a low fence with trellis. The fence had been demolished, after having been supported by the ivy, posing no obvious hazard.

How does the applicant know the original (if any) design of a previous canopy? See photos of the area in 1900.

History - including comments of former owners

The green area appears to have been part of the road verge cut by CCC or their delegated contractor. Previous owners had taken over mowing as they were not happy with the standards. Throughout their time, Mr Plumridge mowed and looked after the strip of grass as the Pobereskins had done before them.

The possessory title was obtained just before 2009 when the correct procedure was followed and both Linton Council and South Cambs were contacted. The intention of the then owner was never to enclose the land but to confirm the right of way over it to the garage and rear entrance. The chain link fence went up to discourage people from parking on the edge of the grass as happened a couple of times and try and put off some of the local teenagers who had a habit of sitting and drinking there (especially when the resident was quite ill as it was upsetting). This fence was not a statement of ownership.

The green area might be registered with Possessory Title, (formerly known as "Squatters Rights") but Absolute Title has not been granted, so this can be challenged. As such, the applicant does not own this land and he statement that they own the land can be disputed. (LPC are aware that planning applications can be made for land not owned by applicants).

According to previous residents, the garden fence was never more than 3.5-4 foot tall - they remember helping repair it on a couple of occasions. The trellis was put on the top to give a bit more 'open' privacy - the fence was never as high as it is now. As it was a conservation area, it was understood that the solid part of the fence could only be as high as it was - under 4 foot. They confirm that the fence line has now been moved out considerably.

To local knowledge, there was never a porch on the property at all (see photographs of 1900), certainly not since the 1980's - just a light above the door.

In about the 1960s the two-storey gable end was added to number 17 Green Lane on the site of the ground floor timber lean-to shown in the old photograph. This extended the property in a Southerly direction and the front door was relocated to its present position in that extension. Hence the name Gable End Cottage. The extension has a tiled roof as opposed to thatch on the original farmhouse - and still no porch above the door.

Some of the points made might be minor but they are material; the application displays a lack of concern for accuracy, veracity and the law. When you buy a house in a conservation area there is an unwritten commitment to maintaining what has gone before, and to retain the historic nature of the area. It is unacceptable to allow this process to be disregarded.

LPC has concern that if consent is given for either development it will encourage others to flout the rules regarding Listed Buildings and Conservation Areas in the hope that retrospective applications will be approved. It will also discourage the public from spending time objecting to proposals where they think the decision makers will not back them up.

Allowing this fence and canopy to remain would set an unfortunate precedent for the Conservation Area, as it would indicate that changes made without permission would be allowed to remain without any sanction. The privacy of the applicant would be maintained by simply replacing the rotted fence on the same lines as the original; we strongly recommend that this should be the case.

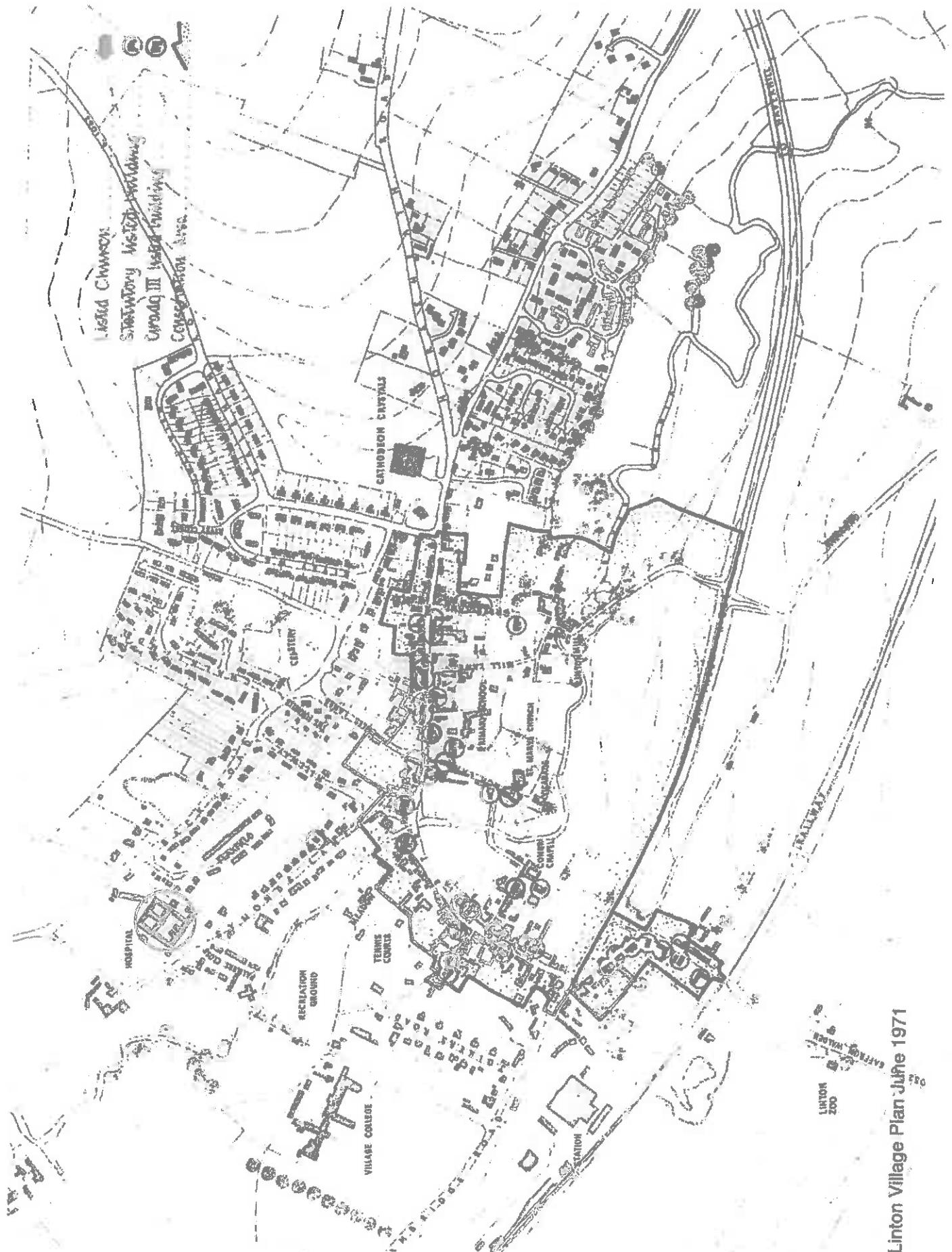
LPC Decision: Object and request this is referred to SCDC Full Planning Committee

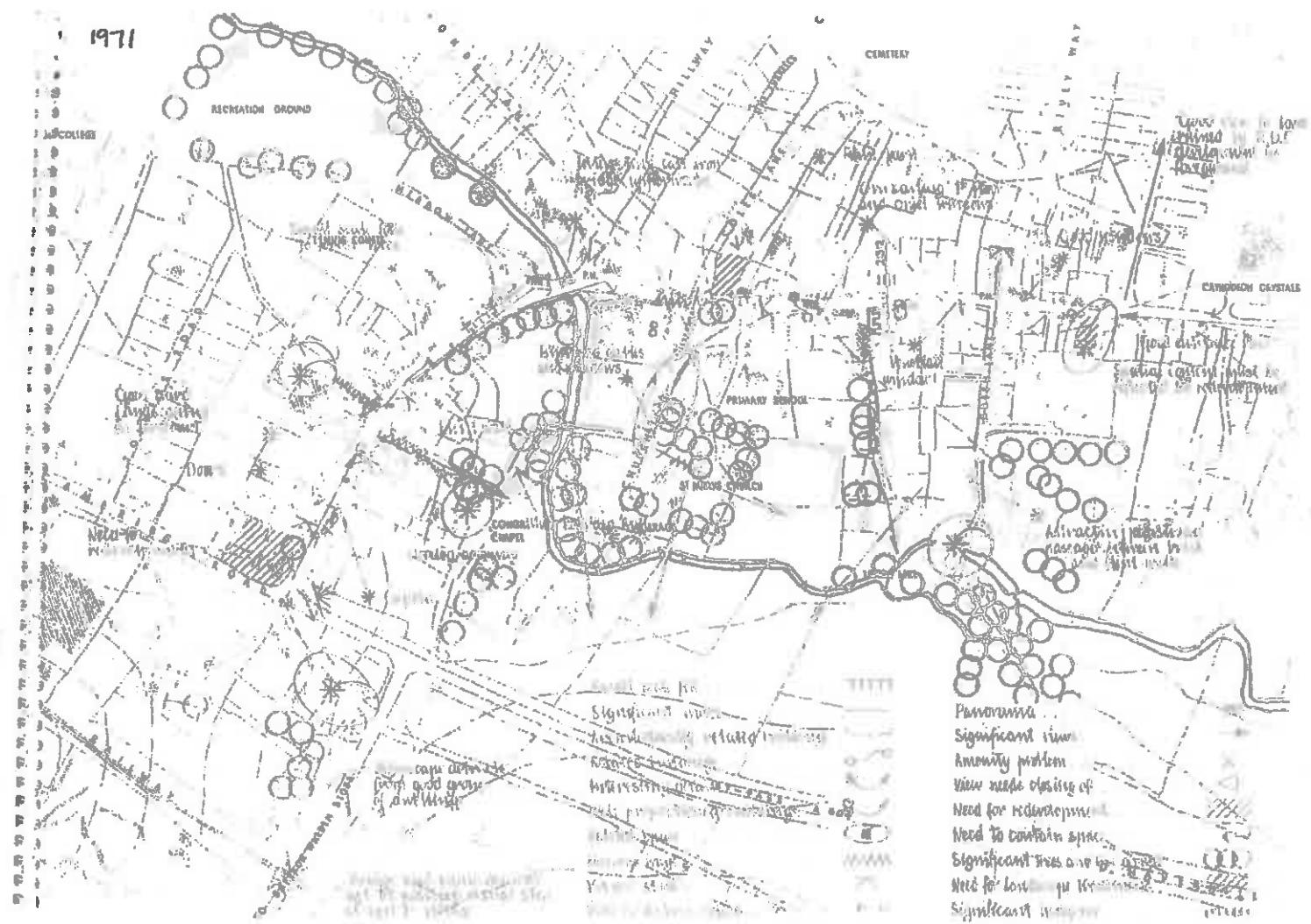


Above. Green Lane in the 1860s, one of Linton's oldest photographs.

Below. Green Lane in 1900. The chimney on the extreme left was part of the smoked fish business of Horace Morley.







South Cambridgeshire Hall
Cambourne Business Park
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Cambridge,
CB23 6EA
www.scambs.gov.uk
0345 045 5215



South
Cambridgeshire
District Council

Kathryn Wiseman,
Linton Parish Council Clerk
Village Hall
15, Coles Lane
Linton
Cambridge
Cambridgeshire
CB21 4JS

Planning and New Communities

Contact: Sumaya Nakemya

Tel: 03450455215

Email: planningcomments@scambs.gov.uk

Our Ref: S/1719/19/FL

Date: 22 January 2020

Dear Sir/Madam

Proposal: Retrospective planning application for a fence and canopy.
(resubmission of S/0429/19/FL)

Application Ref: S/1719/19/FL

Location: 17, Green Lane, Linton, Cambridge, Cambridgeshire, CB21 4JZ

Applicant: Mrs Pamela Phipps

Please click on the link <http://plan.scambs.gov.uk> to view the amended documents/plans in respect of the above proposal.

Amended plans and heritage statement

As the website updates overnight, these will be available to view the following day.

Please note any comments you wish to make on the planning application will be uploaded onto the Council's website prior to the case officer reviewing them. Please see our privacy notice below. Please contact the case officer directly if you have any concerns with this or if certain information needs to remain private and confidential.

I would appreciate any comments that you may have within 21 days of the date of this letter.

LINTON PARISH COUNCIL - OBJECT

- PLEASE SEE ATTACHED COMMENTS

LINTON PARISH COUNCIL - DOES REFER TO SCDC FULL PLANNING COMMITTEE

SIGNED *M. Kelly* (ASST CLERK TO LINTON PARISH COUNCIL)

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

DATE: 7/2/20

Please use the details at the top of this letter if you wish to contact the relevant case officer.

LPC Comment:

- Again, LPC notes that the application form is inaccurate - see previous comments.
- Misleading statements include the status of the canopy, which is a new addition.
- The revised block plan is inaccurate and seriously misleading. The applicant only owns the cottage and garage, shown by the red line. The area within the blue line is not within the ownership of the applicant, but is an open grassy area of common land, held by possessory title and not title absolute.
- The green area enclosed by the blue line is a distinctive part of this area, which is, after all *Green Lane*. The area was probably part of the former group of cottages and farmyard around the entrance to The Beeches, split when access to what is now Beech Way was created. The green then became the highway verge, remaining public property.
- There are mature Birch Trees on the open area (planted by LPC), so it was public land at the time of planting.
- We welcome the return of the fence to its original position.
- Whilst we understand the need for privacy in the cottage garden, this could have been achieved by simply replacing the original fence in its original position. We agree with the Officer that there should be no gravel board and the height limited to 1.8m maximum (solid fence plus trellis).
- *According to previous residents, the garden fence was never more than 3.5-4 foot tall. The trellis was put on the top to give a bit more 'open' privacy - the fence was never as high as it is now. As it was a conservation area, it was understood that the solid part of the fence could only be as high as it was - under 4 foot.*
- The canopy is a new feature recently erected, without planning permission, and out of keeping with the character, age and style of the cottage.
- Houses of similar age, but higher status, sometimes have flat canopies the width of the door. This is a row of farmworkers cottages, always known as a poor area of the village, so would not have had canopies.
- "Linton in Pictures", page 26 shows the row of cottages all without porches or canopies, when this house had its door at the front. The original door was facing Green Lane and, like the other cottages, was without a canopy.
- On the gable end there appears to be a lean-to shed or privy. There is a gate leading to what might be the farm yard or garden, but this had gone by 1971 when the area was designated as part of the Conservation Area and described as an open area.
- *In the 1960s the two-storey gable end was added on the site of the ground floor timber lean-to shown in the old photograph. This extended the property in a Southerly direction and the front door was relocated to its present position in that extension. Hence the name Gable End Cottage. The extension has a tiled roof as opposed to thatch on the original farmhouse - and still no porch above the door.* Photographic evidence shows previous holes in the wall, but these were for hanging baskets, a light, or similar, never a canopy. LPC previously submitted illustrations to prove there was never a canopy there.
- The effect of the canopy on the Conservation Area has not been assessed.
- There is no proper Heritage Statement or assessment for the canopy or fence
- The quality of design of the canopy does not meet the standards necessary to meet policy HT1 and should be removed.
- The dimensions of the canopy confirm it would be ineffective for the stated purpose and detracts from the simple lines of the cottage and the row in which it stands.
- The design of the canopy would only serve to direct rainwater into the foot well of the door, flooding the hall.

- This site is within Linton's Outstanding Conservation Area where the protection of our historic buildings and their setting are of utmost importance. This porch is a pastiche, without function and inappropriate on these workers cottages.
- The plans previously submitted by LPC regarding the Conservation Area indicate that the canopy impacts upon a significant view, as does the fence.
- The works affect the special interest of the building given its prominence in the Conservation Area. To retain the significant view and character of the cottage, the canopy must be removed and the fence returned to its original place with limited height.
- Previous comments stand, and need to be taken into account when considering this application.

LPC has serious concerns that if consent had been given for the re-positioned fence or for the new canopy it would encourage others to flout the rules regarding Listed Buildings and Conservation Areas in the hope that retrospective applications will be approved or allowed to remain without any sanction.

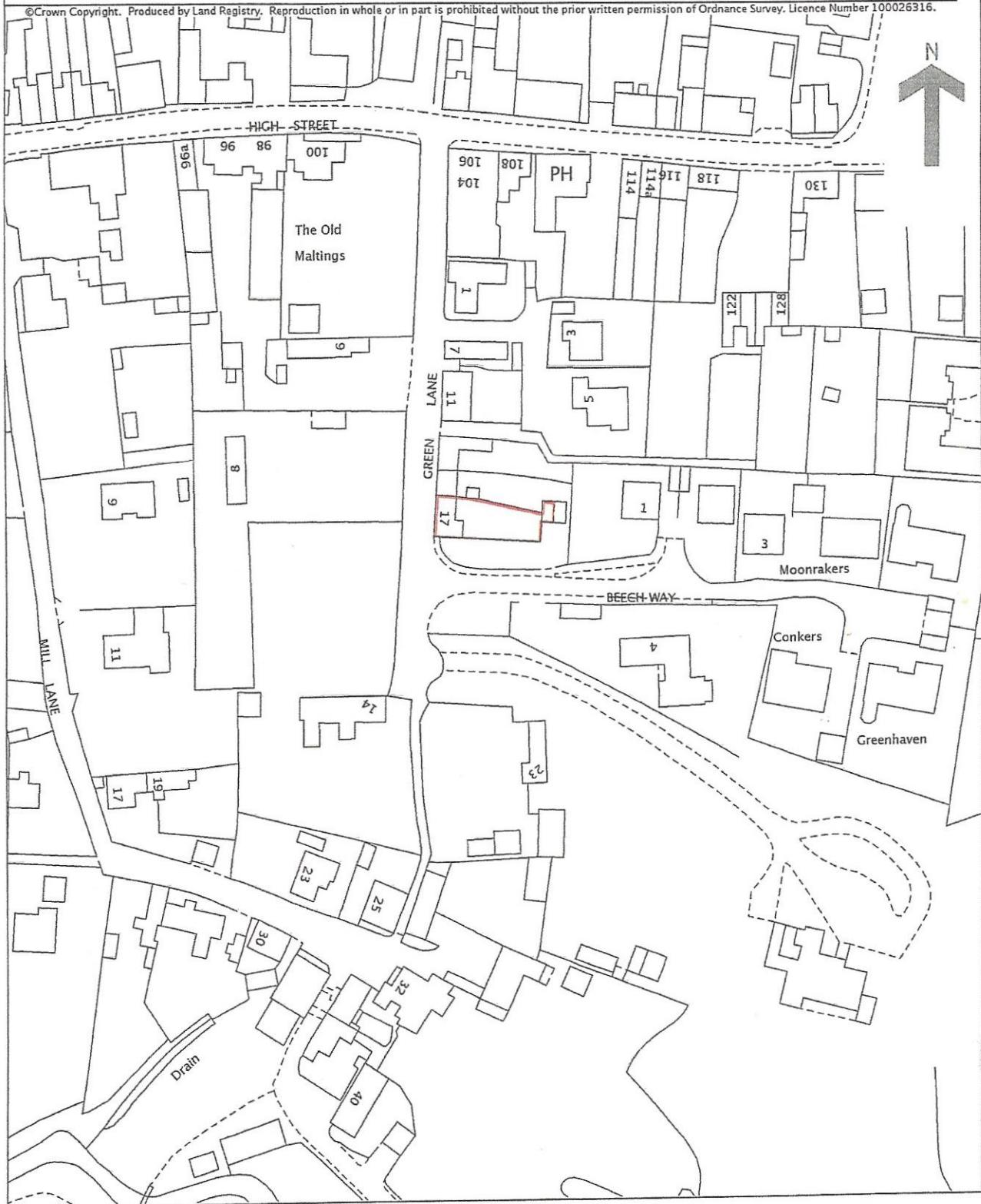
LPC Decision: Object and refer to SCDC Full Planning Committee

Land Registry
Official copy of
title plan

Title number CB351490
Ordnance Survey map reference TL5646NW
Scale 1:1250 enlarged from 1:2500
Administrative area Cambridgeshire : South
Cambridgeshire



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Agenda Item 11



South
Cambridgeshire
District Council

Report to: Planning Committee **11 March 2020**

Lead Officer: Joint Director of Planning and Economic Development

Review of Planning Committees

Executive Summary

1. The Greater Cambridge Shared Planning Service operates through three separate Planning Committee's. Each Committee operates slightly differently. This is because the City Council and South Cambridgeshire District Councils committee arrangements have evolved through different constitutions. The Joint Development Control also incorporates County Council members and has defined terms of reference.
2. As part of the programme of work to deliver the shared planning service, a review of the operation of the three separate Planning Committees has been commissioned, with the objective of seeking to reflect best practice and to seek to realise opportunities for improved efficiencies and greater consistency across each meeting. To support the review, the Shared Planning Service has engaged the services of the Planning Advisory Service (PAS). PAS is part of the local Government Association and is funded by the government to support the Local Government Sector to deliver good planning services.
3. The recent review of the SCDC Constitution, and proposed modification to the constitution to clarify delegation arrangements on planning applications resulted in a report on the Planning Committee considered at the meeting on 12 February. As part of the Committee's consideration of that item, it was resolved that the terms of reference of the proposed review be brought to the Planning Committee for consideration and comment. This report provides details of the current draft scope for the project (Appendix 1) and invites members to comment upon and agree the proposed scope of the review as outlined.

Recommendations

4. It is recommended that Planning Committee:
 - (a) Comment upon the scope of the PAS Peer review as outlined in Paragraph 4 above.
 - (b) Subject to (a) above agree the scope of the PAS Peer review.

Reasons for Recommendation

5. The review of the Planning Committee arrangements provides an opportunity to improve the quality, consistency and understanding of the committee process in Greater Cambridge.

Details

6. The Shared Planning Service has asked the Planning Advisory Service to review its arrangements for its three separate Planning Committee's. The review is part of an ongoing programme of work designed to deliver an efficient, accountable and effective shared planning service in line with the objectives of the respective Councils Business Plans.
7. At its meeting in February, when changes to the scheme of delegation were considered, members of the Committee resolved that the terms of reference and scope of the review be reported to the Planning Committee for comment, prior to the scope of the review being finalised.
8. Appended to this report is the current draft scope for the review, received from PAS upon which members input is sought. Given the need to "recruit" and programme the review (as set out in the appended document) and members aspirations for prompt feedback to SCDC on specific arrangements around "call in" provisions especially, officers have instructed PAS to begin the process of preparing for the review subject to agreement of a final scope following the Planning Committee meeting.

Options

9. Options available include:
 - a) Not undertaking the review of SCDC Planning Committees with PAS. This would mean that opportunities for external challenge would be dependent upon feedback through the consultation process only, without the input from independent Peers. A new procurement exercise would also be required to appoint an alternative "commercial" consultant to support the work. Or;
 - b) Revising the scope of the review to focus upon a narrower number of issues. This would not realise potential opportunities to improve systems and processes across for all of the shared service committees consistent with the objectives of the service and the recent and ongoing investment in process reviews designed to improve the quality of users experience. Or;
 - c) Undertaking an internal officer review of the Planning Committee arrangements- with no external challenge. Whilst cheaper than the recommended action, the review would not benefit from external challenge and feedback provided by the Peers from PAS and would also divert existing officer resources away from other priority activities within the service.

Implications

10. In the writing of this report, taking into account financial, legal, staffing, risk, equality and diversity, climate change, and any other key issues, the following implications have been considered: -

Legal

11. The recommendations from the PAS review may require future revisions to the Councils procedures. These will need to be explored through the review process, and as part of any recommendations to be considered by the Councils.

Finance

12. The cost of the PAS review as currently defined can be met from the Shared Planning Service's existing budget. Any material change to the scope of the project may result in greater/lesser cost.

Background Papers

Planning Committee report 12 February 2020 Scheme of Delegation

Appendix 1: Proposed Scope of Greater Cambridge Shared Planning Service Review

Report Authors: Stephen Kelly – Joint Director of Planning and Economic Development
Tel: 01954 713350

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Proposal letter sent via e-mail

28th February 2020

Dear Chris,

PAS Review of Planning Committee's at Greater Cambridge

Context

Greater Cambridge includes a shared planning service between Cambridge City Council and South Cambridgeshire District Council. As part of this service there are three separate planning committees, one for each Authority and a Joint Development Control Committee - Cambridge Fringes that has members on it from both Authorities and Cambridgeshire County Council.

Greater Cambridge (the council) has asked the Planning Advisory Service (PAS) to prepare a proposal for a review of the three planning committees.

For the South Cambridgeshire and Cambridge City Planning Committees, the review would consider whether the current structure, scheme of delegation and processes are efficient and effective and whether they meet the needs (current and future) of the Council and its customers.

For the Joint Development Control Committee, the review will undertake a visit to a Planning Committee and a 'light touch' of the current structure and scheme of delegation.

The review will also consider how decision making might be improved whilst allowing for democratic input into the process, the relationships between officers and members, and will identify where any inconsistencies exist between the Committee's. An aim of the review is to deliver recommendations on how the council could further the alignment of the committee structures and processes to make them more efficient and consistent.

How PAS delivers committee reviews

PAS uses its extensive network of peers to deliver its committee reviews. Reviews are ordinarily delivered by an officer peer/consultant and a councillor peer with experience of planning applications and committees. For this piece of work, it is worth exploring whether a larger team would be better to deliver the review, and this is set out as an option below. The peers will review the aspects of the committee agreed with the council (see 'proposal/scope' below), and, based on their own experience and knowledge of good practice, report back on these aspects and make recommendations for improvement. They would also acknowledge where good practice is already happening.

Proposal/scope

Rather than deliver a 'black box', PAS works to make sure that the review covers the right things for the council. PAS suggests reviewing the following for each Committee:

Purpose

- The committee's understanding of its purpose (what it is there for).
- Scheme of delegation, process of call-ins, focus and use of resources.

Format and process

- Debate and voting.
- Membership, size of the committee, use of substitutes.
- Room layout and facilities.
- Standard of, clarity and layout of committee reports.
- Presentation of committee reports by planning officers.
- Site visits, record-keeping, reporting.

The customer experience

- How public engagement is managed.
- Information available to aid public understanding.

Roles and responsibilities

- Role of committee members and the relationship of planning committee to other advisory groups.
- The role at planning committee of the portfolio holder.
- Support from officers (planners, legal, committee services, and other expertise) and their relationship with Members

Quality and improvement

- Member training – frequency, in-house, external
- Monitoring and review – how does the committee know it is doing a good job?

Outside of the normal planning committee review process, the review would include work to compare the two area Planning Committee's alongside the Joint Development Control Committee - Cambridge Fringes. The report will offer recommendations for greater alignment and synergy in the structure and process of these committees.

At our meeting on the 10th January we discussed a potential training session for Members in June 2020. We will be able to help set this up though we would likely tender this out to external consultants who provide dedicated Member training. Alternatively, we can offer some suggestions of consultants for you to set up the training to your own brief especially as you have a specific date in mind.

The review process

The peers will:

- Review existing materials and compare against their own experience and good practice.
- Attend, as observers, at least two of the planning committees or three if that option is selected.
- Interview a sample of committee members (including Chair and 3 others) and attending officers (Head of DM, legal officer or democratic services officer, one presenting planner)
- Run some short focus groups with Parish Councils, Agents, Developers etc.
- Write a concise report responding to the points agreed in the scope, including references to good practice from elsewhere where possible, and recommendations.

Options for Review

In order to undertake the above the following time would be required per Authority Committee in order to review it fully:

- One day per Officer and Member Peer to view each Committee.
- One day per Officer and Member Peer to undertake the review of materials related to the Committee e.g. delegation, call in procedure and officer reports.
- One day per Officer and Member Peer to complete the relevant interviews of Officers and Members of the Council.
- Up to six days for the Officer Peer to fully scope and write a single report for the three Planning Committee's with recommendations.

It has been agreed that a lighter touch for the JDCC is required which has been set as one day for each Officer and Member Peer.

Working with Planning Advisory Service

PAS will manage the overall project and in agreement with you select the councillor peer(s). PAS likes to work closely with councils and the key things we would expect from you are: -

- Select the councillor peer(s) – PAS will offer a selection of available councillor peers for the council to choose from. PAS requires the council to indicate if they have a preference for the political background of the councillor peer.
- To supply any key documents and information to help the team prepare.
- To provide facilities for interviews.
- To assist in managing the availability of interviewees.
- Review and feedback on draft and final reports.

Timing

It typically takes between 4-6 weeks to get the PAS team selected and in place (the most time is taken up securing the availability of councillor peers). Due to the nature of this review involving three separate planning committee's that meet on separate weeks it might take a little longer to get the team pulled together.

Following discussion between PAS and the Council we have agreed that the following dates for Planning Committee visits will be aimed for:

- **South Cambridgeshire – 8th April (with option of May 13th)**
- **Cambridge City – 1st July**
- **JDCC – 15th April (with option of 24th June)**

At this point assuming the above dates are met for committee visits it would be an aim for the review to be fully concluded by the end of August.

Yours sincerely,

Nicola Sworowski

Principal Consultant, Planning Advisory Service

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Agenda Item 12



South
Cambridgeshire
District Council

REPORT TO: Planning Committee **11 March 2020**
LEAD OFFICER: Joint Director of Planning and Economic Development

Enforcement Report

Executive Summary

1. There are currently at the end of February 2020, 76 active cases (Target is maximum 150 open cases, Stretch target 100 open cases).
2. 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.
3. Statistical data is contained in Appendices 1 and 2 to this report.

Updates to significant cases

Updates are as follows:

Whaddon – 9A Bridge Street

Without planning permission, the erection of a six-metre-high pole for CCTV equipment. Enforcement Notice SCD-ENF-094/17/A was issued with a compliance date of 25th November 2017 to remove the pole and CCTV equipment. The notice has not been complied with and a file was submitted to the Council's Legal office to issue a Summons. The date of the summons was set for 10am 15th March 2018 however the accused did not attend, and the Court issued a Warrant for his arrest. Case continues - No further information at this time – Legal office have liaised with the Court and have been informed that the Arrest Warrant is live and waiting to be executed by Police. Referred to Legal as Police have no current knowledge of the Warrant – No further details are available at this time. Council's Legal and Planning department to review next steps including Injunctive action to remove unauthorised Pole and CCTV camera. Report to be submitted to Planning Committee seeking approval for direct action – Costings now obtained, and it is proposed to take direct action for the removal of the unauthorised pole and CCTV equipment.

Direct action authorised by Planning Committee 11th December 2019. Action date 02/03/20.

19 Bandon Road Girton

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

Burwash Manor Farm

Without planning permission, the erection of children's play equipment within land designated as Green Belt. A retrospective planning application, reference S/3494/18/FL had been refused. The size, scale and height of the development is contrary to paragraph 144 of the National Planning Policy Framework (NPPF) 2019. The enforcement notice issued requires the owners to cease the use of the play equipment specifically the adventure tower and remove the play equipment from the land. The compliance period is one (1) month from the date it takes effect on the 21 May 2019 – A Planning Appeal has been submitted to the Inspectorate on the 20th May 2019 – Date to be advised

Cottage Nursery, Cardinals Green, Horseheath

Without planning permission (Advert Consent) displaying advertising signs measuring 6ft x 4ft for Cardinal Barns Kitchen and Blooms @ the Barn. On the junction of Howards Lane and the A1307 and a further smaller sign at the entrance to the nursery advertising Caravan Site which is approximately 1 metre square. Although the owner of Cottage Nursery was informed of the breach and asked to remove them by the 14 March 2019. The owner of the site failed to remove the signs and when interviewed under caution stated that "Do what you want I am not going to remove them" As a result of a criminal offence being committed by displaying unauthorised signs a prosecution file has been raised. Awaiting issue of summons.

14A, Colts Croft, Great And Little Chishill, Royston, SG8 8SF

Not constructed as approved plans in that section of the existing garage has not been demolished and rebuilt to a reduced size to allow for parking spaces and parking spaces have not been paved as specified. Breach of Condition Notice issued 05 November 2019. Owners have failed to comply with the requirements of the notice. 10 February 2020 prosecution file submitted to legal. 20 February 2020, Legal Officer allocated, awaiting issue of summons.

Background Papers

Planning Enforcement Register.
Statistical Analysis of APAS Planning Enforcement Software Program.

Appendices

Appendix 1: Enforcement Cases Received and Closed.
Appendix 2: Notices Served.

Report Author:

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Appendix 1

Enforcement Cases Received and Closed

Month – 2020	Received	Closed
January 2020	45	47
July 2019	68	56
August 2019	68	65
September 2019	41	33
October 2019	62	81
November 2019	56	64
December 2019	39	53
1 st Qtr. 2020	45	47
1 st Qtr. 2019	135	134
2 nd Qtr. 2019	146	155
3 rd Qtr. 2019	177	154
4 th Qtr 2019	157	198
1 st Qtr. 2018	161	148
2 nd Qtr. 2018	156	167
3 rd Qtr. 2018	176	160
4 th Qtr 2018	177	176
1 st Qtr. 2017	122	122
2 nd Qtr. 2017	157	165
3 rd Qtr. 2017	148	118
4 th Qtr. 2017	175	158
2020 - YTD	45	47
2019 - YTD	615	641
2018 - YTD	670	651
2017 - YTD	602	563
2016 - YTD	565	563
2015 - YTD	511	527
2014 - YTD	504	476

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Appendix 2

Notices Served

1. Notices Served January 2020

Type of Notice	Period	Calendar Year to date	
		January 2020	2020
Enforcement	2	2	
Stop Notice	0	0	
Temporary Stop Notice	0	0	
Breach of Condition	0	0	
S215 – Amenity Notice	0	0	
Planning Contravention Notice	0	0	
Injunctions	0	0	
High Hedge Remedial Notice	0	0	

2. Notices served January 2020

Ref. no.	Village	Address	Notice issued
SCD-ENF-614-19 Constructed a garage on land without planning permission	Graveley	Duck End Farm House, Offord Road	Enforcement Notice
SCD-ENF-347-19 Erected fencing exceeding 1 metre in height adjacent to the highway	Linton	2 Palmers Close	Enforcement Notice

3. Case Information

Thirty-six (36) of the Forty-five (45) cases opened during January were closed within the same period which represents an 80% closure rate.

A breakdown of the cases received during January is as follows

Low priority - Development that may cause some harm but could be made acceptable by way of conditions e.g. Control on hours of use, parking etc. Zero (0) cases was investigated.

Appendix 2

Medium Priority -Activities that cause harm (e.g. adverse effects on residential amenity and conservation areas, breaches of conditions)
Forty-three (43) cases were investigated.

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

Two (2) cases were investigated.

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

Adverts	x 01
Amenity	x 00
Breach of Condition	x 15
Breach of Planning Control	x 04
Built in Accordance	x 04
Change of Use	x 03
Conservation	x 01
High Hedge	x 00
Conditions	x 00
Listed Building	x 00
Mobile Home's	x 01
Other	x 07
Unauthorised Development	x 08
Unauthorised Demolition	x 00
Permitted Development	x 01
Monitoring	x 00
Total Cases reported	45

A review of the forty-seven (47) cases closed in January 2020 revealed that 16 cases were found not to be in breach of planning control or were permitted development, 10 cases complied, 3 cases applications received, and 4 cases were not expedient to enforce. The remaining 14 cases were as a result of Express Consent Granted, Deemed Consent, Out of Time, County Matter,Appealed, Awaiting Further Instructions.

Agenda Item 13



REPORT TO: Planning Committee

11th March 2020

LEAD OFFICER: Joint Director for Planning and Economic Development

Appeals against Planning Decisions and Enforcement Action

Purpose

1. To inform Members about appeals against planning decisions and enforcement action, and proposed hearing and inquiry dates, as of 26th February 2020. Summaries of recent decisions of importance are also reported, for information.

Statistical data

2. Attached to this report are the following Appendices:

- Appendix 1 - Decisions Notified by the Secretary of State
- Appendix 2 – Appeals received
- Appendix 3 - Local Inquiry and Informal Hearing dates scheduled

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Appendix 1

Decisions Notified By The Secretary of State

Reference	Address	Details	Decision	Date	Planning Decision
S/2705/19/	68, Horningsea Road, Fen Ditton, Cambridge, Cambridgeshire, CB5 8SZ	First floor side extension	Dismissed	05/02/2020	Refused
S/1265/19/FL	173 Acre Road Carlton	Erection of single storey dwelling following demolition of existing outbuilding and associated works	Allowed	13/02/2020	Refused
S/3494/18/FL	Burwash Manor Farm New Road Barton	Retrospective planning permission for a playground	Allowed	20/02/2020	Enforcement Notice

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Appendix 2

Appeals Received

Reference	Address	Details	Date Appeal lodged
S/3693/19/FL	7 Chalky Road Great Abington	Erection of dwelling	10/02/2020
S/1136/19/FL	Southwind Highfields Road Highfields Caldecote Caldecote	Erection of 3 no. of dwellings and associated development	13/02/2020
S/0768/18/FL	Western Side Of Land Parcel COM4 Neal Drive Orchard Park Cambridge	Erection of two new private rented residential blocks comprising a total of 93 apartments	19/02/2020
S/3983/18/FL	Western Side Of Land Parcel Com 4 Orchard Park Neal Drive Cambridge	Erection of two new private residential blocks comprising 158 student rooms and associated facilities	19/02/2020
S/3088/19/FL	The Old Barn Greenfields Heath Road Gamlingay	Demolish existing barn and construct 4 bedroom dwellinghouse layout of parking and bin storage areas and enclosure of garden and ancillary works	24/02/2020

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Appendix 3

Local Inquiry and Informal Hearing dates scheduled

- Local Inquiries

Reference	Name	Address	Planning decision or Enforcement?	Date confirmed/proposed
S/0768/18/FL	Marchingdale Developments Limited	Western Side Of Land Parcel COM4 Neal Drive Orchard Park	Planning Decision	TBC
S/3983/18/FL	Marchingdale Developments Limited	Western Side Of Land Parcel Com 4 Orchard Park Neal Drive	Planning Decision	TBC

- Informal Hearings

Reference	Name	Address	Planning decision or Enforcement?	Date confirmed/proposed
S/3873/17/OL	Mr A Ashley	Land at Mill Lane, Sawston	Planning Decision	TBC
S/1625/18/OL	Mr A Ashley	Land at Mill Lane, Sawston	Planning Decision	TBC
ENF/0587/17	Mr Barry Arliss	Riverview Farm, Overcote Road, Over	Enforcement	TBC
S/0913/19/VC	Mr J Hart	Apple Acre Park, London Road, Fowlmere	Non determination	TBC

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