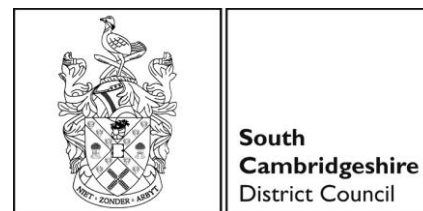


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3 August 2020

To: Chair – Councillor John Batchelor
Vice-Chair – Councillor Pippa Heylings
All Members of the Planning Committee - Councillors Henry Batchelor (substitute for Judith Rippeth), Anna Bradnam, Dr. Martin Cahn, Peter Fane, Dr. Tumi Hawkins, Deborah Roberts, Heather Williams, Richard Williams and Nick Wright

Quorum: 3

Substitutes Councillors Sue Ellington, Grenville Chamberlain, Mark Howell,
if needed: Dr. Shrobona Bhattacharya, Graham Cone, Dr. Claire Daunton, Geoff Harvey, Brian Milnes, Eileen Wilson and Dr. Douglas de Lacey

Dear Councillor

You are invited to attend the next meeting of **Planning Committee**, which will be held as a **Virtual meeting - Online** on **Wednesday, 12 August 2020 at 10.00 a.m.. A weblink to enable members of the press and public to listen to the proceedings will be published on the page displaying the agenda on the Council's website , normally, at least 24 hours before the meeting.**

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

1. **Chair's announcements**
2. **Apologies**
Apologies for absence have been received from Councillor Judith

Rippeth. Councillor Henry Batchelor is substituting. To receive other apologies for absence from committee members.

3. **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.

4. **Minutes of a Previous Meeting**

1 - 8

To authorise the Chairman to sign the Minutes of the meeting held on 25 June 2020 as a correct record.

5. **S/2896/19/FL - Duxford (Imperial War Museum, Royston Road)**

9 - 58

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

6. **S/4191/19/FL - Orchard Park (Western Side Of Land Parcel COM4, Neal Drive)**

59 - 130

Erection of new private rented residential block comprising a total of eighty studio one and two bedroom apartments (Resubmission of application S/0768/18/FL)

7. **S/4451/19/FL - Rampton (Land at the rear of 5 High Street)**

131 - 150

Demolition of the existing structures and the erection of 4 dwellings with associated infrastructure and works

8. **20/01463/HFUL - Little Wilbraham (5 Primrose Farm Road)**

151 - 160

Demolition of existing shed, erection of a single storey extension, erection of screens to the new oil tank and air Source Heat Pump condensor and the Installation of PV solar panels.

9.	20/01464/LBC - Little Wilbraham (5 Primrose Farm Road)	161 - 166
	Demolition of existing shed, erection of a single storey extension, erection of screens to the new oil tank and air Source Heat Pump condensor and the Installation of PV solar panels.	
10.	Enforcement Report	167 - 174
11.	Appeals against Planning Decisions and Enforcement Action	175 - 182

GUIDANCE NOTES FOR MEMBERS OF THE PUBLIC FOR REMOTE MEETINGS

Members of the public are welcome to view the live stream of this meeting, except during the consideration of exempt or confidential items, by following the link to be published on the Council's website.

Any person who participates in the meeting in accordance with the Council's procedure rules, is deemed to have consented to being recorded and to the use of those images (where participating via video conference) and/or sound recordings for webcast purposes. When speaking, members of the public should not disclose any personal information of any individual as this might infringe on the rights of that individual and breach the Data Protection Act.

For more information about this meeting please contact democratic.services@scambs.gov.uk

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
Thursday, 25 June 2020 at 10.00 a.m.

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

Councillors:	Anna Bradnam	Dr. Claire Daunton (substitute)
	Peter Fane	Brian Milnes
	Judith Rippeth	Deborah Roberts
	Heather Williams	Richard Williams
	Nick Wright	

Officers in attendance for all or part of the meeting:

Christopher Carter (Delivery Manager - Strategic Sites), Richard Fitzjohn (Senior Planning Officer), Yole Medeiros (Principal Planner), Karen Pell-Coggins (Principal Planning Officer), Stephen Reid (Senior Planning Lawyer), Ian Senior (Democratic Services Officer), Michael Sexton (Senior Planning Officer), Luke Simpson (Senior Planning Officer) and Andrew Thompson (Principal Planning Officer - Strategic Sites)

1. CHAIR'S ANNOUNCEMENTS

For the benefit of members of the public viewing the live webcast of the meeting, the Chair introduced Committee members and officers in attendance. Councillor Richard Williams had recently been appointed to the Committee in place of Councillor Sue Ellington. The Chair paid tribute to Councillor Ellington and thanked her for her past contribution.

He explained that this meeting of the Planning Committee was being held virtually and asked for patience bearing in mind the challenges posed by the technology in use and by the new meeting skills required.

The Chair confirmed that the Planning Committee would continue with the practice of recording votes unless a resolution could be reached by affirmation. He explained the process he would follow in a virtual meetings environment.

He confirmed that the meeting was quorate but informed members of the public that, if a Committee member was absent for any part of the presentation of or debate about an agenda item then that member would not be allowed to vote on that item.

2. APOLOGIES

Councillor Dr. Martin Cahn sent Apologies for Absence. Councillor Dr. Claire Daunton was present as his substitute.

3. DECLARATIONS OF INTEREST

Councillor John Batchelor in relation to Minute 7 (S/4418/19/RM - Linton (Land South of Wheatsheaf Barn, Horseheath Road)) declared a non-pecuniary interest as he had been present at Lintgon Parish Council meetings at which this application had been discussed. He was considering the matter afresh.

Councillor Anna Bradnam in relation to

- Minute 8 (S/2896/19/FL - Duxford (Imperial War Museum Royston Road, Duxford)) declared a non-pecuniary interest. In her capacity as South Cambridgeshire District Council's representative on the Board of Trustees to Denny Abbey and the Farmland Museum, she knows another Trustee on that Board, Michael Peirson, who is the Retail and Admission Manager for the Imperial War Museum at Duxford. While she and Mr Peirson had discussed the generalities of museum finances and strategies for the future, Councillor Bradnam confirmed that she had not discussed this application for a hotel at the Imperial War Museum, Duxford with Mr Peirson at any time. Councillor Bradnam was considering the matter afresh.
- Minute 11 (20/01005/FUL - Fen Ditton (1-3 and 2-28, Musgrave Way)) reminded those present that she was the Cambridgeshire County Councillor for the Electoral Division of Waterbeach, which includes the northern part of Fen Ditton parish.

Councillor Dr. Claire Daunton in relation to

- Minute 10 (20/01004/FUL - Teversham (1-4 and 17-28 Ferndale)) and
 - Minute 11 (20/01005/FUL - Fen Ditton (1-3 and 2-28, Musgrave Way))
- reminded those present that she was one of the local District Council Members.

Councillor Peter Fane in relation to Minute 6 (S/0158/20/FL - Sawston (Former Spicers Site, Sawston Bypass)) declared a non-pecuniary interest as one of the local Members for the neighbouring Ward of Shelford where discussions and exhibitions had taken place in respect of this application.

Councillor Brian Milnes in relation to Minute 6 (S/0158/20/FL - Sawston (Former Spicers Site, Sawston Bypass)) declared a non-pecuniary interest as this application had provoked a significant amount of discussion in Sawston, for which parish he was one of the local Members. He was considering the matter afresh.

Councillor Richard Williams in relation to

- Minute 6 (S/0158/20/FL - Sawston (Former Spicers Site, Sawston Bypass)) and
- Minute 8 (S/2896/19/FL - Duxford (Imperial War Museum Royston Road, Duxford))

Declared a non-pecuniary interest as a member of Whittlesford Parish Council where both applications had been discussed. He was considering both matters afresh.

Councillor Nick Wright in relation to

- Minute 6 (S/0158/20/FL - Sawston (Former Spicers Site, Sawston Bypass)) and

- Minute 8 (S/2896/19/FL - Duxford (Imperial War Museum Royston Road, Duxford))

declared a non-pecuniary interest. As a former Planning Portfolio Holder at South Cambridgeshire District Council, Councillor Wright had been involved in discussions about both proposals but was now considering both applications afresh.

4. MINUTES OF A PREVIOUS MEETING

The Committee authorised the Chair to sign, as a correct record, the Minutes of the meeting held on 26 May 2020.

5. S/2423/19/DC - LONGSTANTON (NORTHSTOWE PHASE 2)

The case officer made a detailed presentation of the up-to-date situation and addressed Members' concerns, including those relating to employment levels, the Market Hall, outdoor space for assemblies, and leisure.

Members expressed views both against and in support of the latest concept.

By nine votes to one with one abstention, the Committee **discharged** Condition 14 of Outline planning permission S/2011/14/OL requiring further detail of the early phases of the development of the town centre to ensure that services and facilities could be delivered. The discharge would include text in the following terms

1. That the submitted Town Centre Strategy provided a suitable basis for the early delivery of community buildings (known as the Civic Hub) and the first commercial building (the Market Hall) and in particular Stage A of the submitted Strategy in accordance with the requirements of Condition 14 of S/2011/14/OL.
2. That indicative floorspace figures provided an initial basis for consideration of the capacity of the town centre but with appropriate flexibility in the delivery to allow for changes in technology and new uses as well as delivering significant employment provision. The town centre would be capable of accommodating the level of comparison retail floorspace under planning reference S/3187/18/FL in a sustainable town centre location. The proposals would also deliver other aspects including community uses, residential, public realm, leisure and other commercial floorspace through promoting flexibility in uses. The town centre strategy was consistent with the creation of the education campus.
3. The town centre strategy provided the opportunity to deliver a range of uses and temporary facilities to create new markets and provide innovation and enterprise, particularly to the Small and Medium-sized Enterprise market.
4. Discharge of the condition would not grant Reserved Matters or detailed consent for any building but rather agreed a Strategy for early phases which would build on the approved outline planning permission, and should be read in conjunction with the Town Centre Strategy approved as part of

outline planning permission reference S/2011/14/OL.

(Councillors John Batchelor, Bradnam, Faunton, Fane, Heylings, Milnes, Rippeth. Richard Williams and Wright voted to discharge the Condition. Councillor Heather Williams voted against discharge. Councillor Roberts abstained.)

6. S/0158/20/FL - SAWSTON (FORMER SPICERS SITE, SAWSTON BYPASS)

The Delivery Manager (Strategic Sites) acknowledged that this application had attracted a lot of local, national, and international interest recently, mainly for security reasons. He reminded Members that their responsibility as a Planning Committee was to restrict themselves to matters of a planning land use nature and material considerations arising therefrom, and to disregard the identity of the applicant, which was not material. He also reminded Members to base their comments on the Development Plan, South Cambridgeshire Local Plan and National Planning Policy Framework.

Henk Koopmans (Chief Executive Officer, Huawei) and Councillor Barbara Kettel (Stapleford Parish Council) addressed the meeting.

Members focussed their debate on

- Water supply issues, including potential impact on the water table
- Landscaping and design
- Concern about the apparent lack of cycling connectivity with nearby villages, although officers explained that current proposals were proportionate to the application being considered, and that further opportunities would arise in future as the site was developed
- Biodiversity issues that had been addressed by statutory consultees
- Clarification that the proposal site was not in the Green Belt
- Prematurity
- The need for a Masterplan
- Issues surrounding 'high end' employment, housing, and sustainable transport

Councillor Deborah Roberts proposed deferral on the grounds that the application was premature, would impact adversely on water supply, and should form part of a Masterplan. This proposal was seconded by Councillor Heather Williams and, upon a roll call being conducted, was **lost** by eight votes to three. Councillors Roberts, Heather Williams and Richard Williams voted for deferral. Councillors John Batchelor, Bradnam, Daunton, Fane, Heylings, Milnes, Rippeth and Wright voted against deferral.

Following further debate, including discussion about Conditions and a Travel Plan, the Chair welcomed the application as an excellent use of a brownfield site that complied fully with the Local Plan, and delivered several benefits for the local area.

Upon a roll call being conducted as to the substantive motion, and by nine votes to one, the Committee **approved** the application subject to

1. The prior completion of a Legal Agreement under the Town and Country Planning Act 1990 securing mitigation measures relating to
 - a. Transport
 - b. Landscape and ecology
 - c. Archaeology
 - d. Section 106 monitoring feesas referred to in more detail in paragraph 195 of the report from the Joint Director of Planning and Economic Development;
2. The Conditions and Informatives set out in the report from the Joint Director of Planning and Economic Development including specific additional Condition regarding the permission time limit, additional wording to Condition 6 to require consultation with Natural England, and additional wording to Condition 25 to include mention of re-use and recycling of water, such additional wording to be agreed by officers in consultation with the Chair and Vice-Chair of the Planning Committee.

(Councillors Bradnam, Daunton, Fane, Heylings, Milnes, Rippeth, Heather Williams, Richard Williams and Wright voted to approve the application. Councillor Roberts voted to refuse it. Councillor John Batchelor had missed several elements of the debate due to technical issues. Having taken advice from the Senior Planning Lawyer, Councillor Batchelor did not vote.)

At this stage the meeting had lasted four hours. By affirmation, and in accordance with Standing Orders, the Committee agreed that the meeting should continue.

7. S/4418/19/RM - LINTON (LAND SOUTH OF WHEATSHEAF BARN, HORSEHEATH ROAD)

Councillor Enid Bald (Linton Parish Council) addressed the meeting. A written statement from Councillor Henry Batchelor (a local Member) was read aloud to Committee members.

The case officer highlighted the footpath to the south west of the site. Currently there was no link between that footpath and Martins Lane across third party land but, he said, such a link might be negotiated in the future if there was sufficient local demand. The Senior Planning Lawyer informed the Committee that the question of land ownership was not an issue at this Reserved Matters stage. Outline consent had been granted on appeal, but Linton Parish Council was now out of time for challenging that decision. Members noted that the developer had relocated the fence along the western site boundary so that none of the third party land formed part of any of the properties along that boundary,

Committee members appreciated the way in which the developer and Parish Council had worked together to produce a high-quality scheme. However, Members expressed concern about the abrupt nature of the boundary, and also sought to minimise loss of the hedge along the frontage to the site.

By affirmation, the Committee gave officers **delegated authority to approve** the application subject to

1. The Legal Agreement under Section 106 of the Town and Country Planning Act 1990 and Conditions associated with, and attached to, the Outline planning permission S/2553/16/OL;
2. An Informative advising the applicant that, as part of any discharge of conditions application to condition 14 of outline consent S/2553/16/OL (survey for retention of existing trees and hedges), the hedgerow on the northern edge of the site adjacent to Horseheath Road should be retained where it is practicable to do so. precise wording to be agreed by officers in consultation with the Chair and Vice-Chair of the Planning Committee; and
3. The Conditions and Informatives set out in the report from the Joint Director of Planning and Economic Development.

8. S/2896/19/FL - DUXFORD (IMPERIAL WAR MUSEUM ROYSTON ROAD, DUXFORD)

In response to concern raised by Members, the case officer was satisfied that Thriplow Parish Council and residents in Heathfield had been consulted but had not responded. Officers took the view that the public benefit in securing the viability of the Imperial War Museum significantly outweighed the harm caused by the proposal. They considered that the impact on heritage assets was less than substantial and that it was for the Committee to achieve a planning balance.

[Andrew Bennellick \(agent\) addressed the meeting. A statement from Councillor Peter McDonald \(local Member\) was read out to the Committee.](#)

The Senior Planning Lawyer advised the Committee that it would be possible to adhere to planning time limits and check on the consultation issue by delegating any approval to officers. In any event, a Legal Agreement under Section 106 of the Town and Country Planning Act 1990 had yet to be finalised and signed. If consultation had been carried out satisfactorily. Then consent would be granted. If consultation had been defective then the proposal would be brought back to Committee for determination.

Members' discussion focussed on

- Landscaping
- Design, massing, materials, and colour
- Impact on the Conservation Area
- Viability of the Museum
- Economic development benefits for South Cambridgeshire
- Renewable energy
- Potential light pollution
- The principle of development

The Delivery Manager (Strategic Sites) confirmed that, in the absence of a Viability

Assessment having been submitted with the application, Members were unable to give any weight to that topic.

By seven votes to two, the Committee gave officers **delegated authority to approve** the application subject to

1. Officers being satisfied that all appropriate public consultation had been carried out. If not so satisfied, then the consultation exercise would be carried out, and the application again presented to Committee for determination.
2. The prior completion of a Legal Agreement under Section 106 of the Town and Country Planning Act 1990 securing a commuted sum towards maintenance of the 'keep clear' markings on the M11 Junction 10 roundabout.
3. The Conditions and Informatives referred to in the report from the Joint Director of Planning and Economic Development plus additional wording added to the materials condition in relation to the use of toned down colours and the landscaping condition to secure a hedge along the eastern boundary adjacent to the M11 slip road.

(Councillors John Batchelor, Bradnam, Daunton, Fane, Heylings, Milnes and Wright voted to approve the application. Councillors Roberts and Heather Williams voted for refusal. Councillors Rippeth and Richard Williams were not present and did not vote.

9. S/0185/20/FL - GAMLINGAY (GRAYS ROAD)

Referring to paragraph 11 of the report, the case officer said that the land in fact was owned by South Cambridgeshire District Council and not by Cambridgeshire County Council.

By affirmation, the Committee **approved** the application subject to the Conditions and Informative set out in the report from the Joint Director of Planning and Economic Development.

Councillors Rippeth, Roberts and Richard Williams were not present and did not form part of the affirmation.

10. 20/01004/FUL - TEVERSHAM (1-4 AND 17-28 FERNDAL)

By affirmation, the Committee **approved** the application subject to the Conditions set out in the report from the Joint Director of Planning and Economic Development.

Councillors Rippeth, Roberts and Richard Williams were not present and did not form part of the affirmation.

11. 20/01005/FUL - FEN DITTON (1-3 AND 2-28, MUSGRAVE WAY)

By affirmation, the Committee **approved** the application subject to the Conditions set out in the report from the Joint Director of Planning and Economic Development.

Councillors Rippeth, Roberts and Richard Williams were not present and did not form part of the affirmation.

The Meeting ended at 5.25 p.m.

Agenda Item 5

SOUTH CAMBRIDGESHIRE DISTRICT COUNCIL

REPORT TO: Planning Committee

12 August 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:	Delegated Approval subject to a Section 106
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:	-
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:	12 June 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 and a section 106 is not considered to adversely affect the character and appearance of the countryside and landscape character, trees and landscaping, biodiversity, highway safety, 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

Environmental Impact Assessment

6. The application has been screened and the development would not exceed the thresholds set out under Schedule 2, Section 10b Urban Development Projects of the Town and Country Planning (Environmental Impact Assessment) Regulations 2017 in that it would be less than 1 hectare of urban development with an overall development area of less than 5 hectares.

National Guidance

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

Development Plan Policies

8. **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

9. **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

10. **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.

11. **Whittlesford Parish Council** – Supports the application.
12. **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 Whittlesford, 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.

13. **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 pretention 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.

14. **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 surrounded 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.

15. **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.

16. **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 of 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.

17. **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, including how positive gains in biodiversity will be achieved.
 - 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 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.

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.

18. **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.
19. **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.

20. **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.
21. **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.

22. **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 exasperate 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.

23. **Cambridgeshire County Council Transport Assessment Team** – Has no objections, as amended, subject to mitigation in the form of a commuted sum for maintenance of the new keep clear area on the M11 Junction 10 roundabout and a

condition to agree a travel plan with the County Council prior to occupation which shall be implemented and shall include the provision of a staff shuttle bus.

TEMPRO: Agreed

Site Access / A505 Signalised Junction: Acceptable

M11 Junction 10 Roundabout: Acceptable

Mitigation: To be agreed:

Transport Assessment Review

TEMPRO

As requested by The Highway Authority the applicant has provided the methodology used to calculate the TEMPRO growth figures. As stated by the applicant, The Highway Authority accepted the methodology used over email dated the 14th January 2020.

Site Access / A505 Signalised Junction

Scenario 10- 2025 Baseline AM Peak

The 2025 baseline AM peak includes the background growth of the local highway network without the development. The model outputs show that the maximum degree of saturation (DoS) is recorded at 88.8% on the A505 West (EB) ahead arm. This arm of the junction is considered just under capacity, with no development traffic added to the scenario. The maximum average delay recorded is 68.2 seconds per passenger car unit (s/pcu) on the IWM (NEB) Right arm.

Scenario 9- 2025 Baseline PM Peak

The model outputs show that the maximum DoS is recorded at 83.7% on the A505 East (WB), the arm is working just under its capacity of 90% with no development traffic added. The maximum average delay recorded is 49.9 (s/pcu) on the IWM (NEB) left arm.

Scenario 8- 2025 Baseline + Development Trips PM Peak

In this scenario the development traffic has been added on top of the 2025 baseline. The maximum DoS recorded is 89.0% on the A505 East (WB) ahead arm which is just under capacity by 1%. The development contributes to this by increasing the degree of saturation by 0.2% to 89.02% which is very close to being considered over capacity. Other arms of the junction are also considered to be close to capacity, the IWM (NEB) right arm has a DoS of 80.5% and the A505 West (NEB) right arm has a DoS of 81.4%. The development does have an impact in the 2025 future year scenario with the largest increase seen on the IWM (NEB) right arm increasing the DoS by 20.3%. The IWM (NEB) right arm shows an increase in queuing once the development is added. The queue increases from 68.2 (s/pcu) to 91.3 (s/pcu).

Scenario 7- 2025 Baseline + Development Trips AM Peak.

Like scenario 8, scenario 7 shows the developments impact in 2025. The maximum DoS recorded is 83.6% on the A505 West (EB) ahead arm. This arm is very close to being considered over capacity but is still operating within capacity. It should be noted that with the addition of the development on this arm of the junction the DoS decreases by 0.1%. Despite the decrease in capacity the development does increase the average delay per PCU 54.2 (s/pcu) on the IWM (NEB) right arm.

To conclude the summary of the outputs of the IWM Site Access / A505 Signalised junction, the evidence provided suggests the junction is working just under its

maximum capacity within the 2025 future year scenario with the development traffic added. The development's impact on the junction's capacity can be seen to be small and not expected to have a severe impact. The Highway Authority recognises that there is an existing capacity issues on the A505 which can be reduced by effective travel planning.

M11 Junction 10 Roundabout

As requested by the Highway Authority and Highways England the applicant has modelled the M11 Junction 10 roundabout to access the possibility of the development increasing the accident risk to the roundabout. It should be noted that the M11 Junction 10 is already identified as an accident cluster from CCC accident data.

Queuing Observations

It is noted that the applicant undertook a site visit on Wednesday 15th January 2020 in both the AM and PM Peaks to understand the maximum and average queues. As shown by Table 1 the maximum queues observed were 59 pcu on the M11 southbound arm of the junction and the A505 Eastbound with a max queue of 50 pcu. During the PM peak the maximum queue was 20pcu on the M11 southbound arm. It is noted that the queues of the M11 southbound slip road are caused by the A505 queues which back up to the M11 Junction 10 roundabout causing a reduction in capacity on the roundabout.

M11 Junction 10 Roundabout Modelling

The applicant has provided an overview of the developments impact on the queues at the M11 Junction 10 roundabout and the results of the modelling have been reviewed in appendix C.

Demand scenarios

The applicant has highlighted the proposed demand from the hotel and how that will add to the demands in the 2020 and 2025 scenarios. Table 2 shows that the development will have the largest percentage increase to the predicted demand in the 2020 PM scenario on the M11 Northbound arm with an increase of 12.8%. Alternatively, the 2020 AM Peak shows the largest addition of vehicles with 57 trips predicted to use this arm of the junction.

Model Results

2019 Baseline AM Peak

The 2019 baselines show how the roundabout was operating at the time of the surveys completed by the applicant. The outputs show that all arms of the junction are working under capacity with a maximum RFC of 0.69 recorded on the A505 Westbound arm.

2019 Baseline PM Peak

Much like the 2019 AM peak scenario all arms of the junction are working under capacity. It is noted that the A505 Westbound arm is currently operating close to capacity with an RFC of 0.81, the maximum delay is seen on the same arm with a queue of 4.51 passenger car units and a delay of 9.29 seconds.

2020 Baseline AM Peak

TEMPro growth factors have been used to growth the 2019 baseline survey data. The model outputs show that all arms of the junction are working under capacity with the maximum RFC of 0.75 is recorded on the A505 Westbound arm of the junction.

2020 Baseline PM Peak

The 2020 PM scenario shows that the junction is working overcapacity on the A505 Westbound arm of the junction, the RFC is currently at 0.89. The delay has also increased to 15.77 seconds and 8.16 pcu

2020 Baseline + Development AM Peak

In this scenario the development traffic has been added on top of the baseline. The model outputs show that the development has a small impact on the maximum RFC increasing it from 0.75 to 0.76. Despite this all arms of the junction are working under capacity.

2020 Baseline + Development PM Peak

The model output shows that the development adds to the capacity issues at this junction. The development increases the RFC of the A505 Westbound arm from 0.89 to 0.90. This impact is considered to be relatively small compared to the demand experienced at this junction.

2025 Baseline AM Peak

In the 2025 baseline AM peak all arms of the junction are working under capacity with a maximum RFC on the A505 Westbound junction of 0.79.

2025 Baseline AM Peak

The model outputs show that the A505 arm of the junction is even further over capacity with an RFC of 0.92. It should be also noted that the queue recorded is 10.38 (pcu) and the delay is 19.47 seconds.

2025 Baseline + Development AM Peak

Once the development trips have been added to the 2025 scenario the junction remains under capacity with a maximum RFC of 0.80.

2025 Baseline + Development PM Peak

As shown by the 2025 baseline PM peak scenario the A505 Westbound arm of the junction is working over capacity before the development is added. Once the development is added the RFC increases from 0.92 to 0.96. It is noted that the relative impact of the development on the junction is small but the increase in traffic does increase the demand and the queueing on the roundabout.

Highways England have suggested a keep clear area to be implemented at the top of the M11 southbound slip by the development to mitigate this impact. The Highway Authority are in support of this mitigation providing the developer pays a commuted sum towards associated maintenance. The sum required is £2,380 every 5 years over a period of 20 years that would result in a total of £9,520. The period of maintenance should be for its lifetime, but it is capped at 20 years with the Highways Authority taking on the maintenance of the infrastructure after this period.

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.

TEMPPro: 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.

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.

TEMPPro

The applicant has used TEMPPro to calculate the growth figures for the future year scenarios.
The TEMPPro 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 TEMPPro 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 saturation 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 Whittlesford 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.

24. **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.
25. **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 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.

- 26. **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.
- 27. **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 informatives with regards to the sewerage connection.

The proposed method of surface water management does not relate to Anglian water operated assets.

- 28. **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).

29. **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.
30. **Civil Aviation Authority** – No reply (out of time).
31. **Natural England** – Has no objections. Comments that the development is unlikely to have any significant effects upon statutorily protected nature conservation sites or landscapes.
32. **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.
33. **Cambridgeshire Fire and Rescue Service** – Requires a condition in relation to the provision of fire hydrants.
34. **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 Whittlesford, 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

35. 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

- 36. 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.
- 37. 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

- 38. 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.
- 39. 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.
- 40. 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.
- 41. 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.

42. 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.
43. 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.
44. 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.
45. 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

46. 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

47. 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.
48. 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.
49. 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.
50. 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.
51. 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.

52. The proposal would therefore comply with Policy E/7 of the Local Plan.
53. 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.
54. 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.
55. 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.
56. 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.
57. Notwithstanding the above, the hotel would promote economic growth by providing 40 new jobs in the local area.
58. 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.
59. 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

60. 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.
61. 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.

62. 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.
63. 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.
64. 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.
65. 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.
66. 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.
67. 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.
68. The design of the building would 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.

69. 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.
70. 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.
71. 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.
72. The scheme is considered to be of high-quality design and make a positive contribution to the visual amenity of the area.
73. The proposal would therefore comply with Policies NH/2, HQ/1 and HQ/2 of the Local Plan.

Heritage Assets

74. The site is situated in the conservation area and comprises a number of listed buildings.
75. 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.
76. 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.
77. 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.
78. 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.

79. 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.

80. Section 66 of the Planning (Listed Buildings and Conservation Areas) Act 1990 states that with respect to any buildings or other land in a conservation area, special attention shall be paid to the desirability of preserving or enhancing the character or appearance of that area.
81. Section 72 of the Planning (Listed Buildings and Conservation Areas) Act 1990 states that in considering whether to grant planning permission for development which affects a listed building or its setting, special regard shall be had to the desirability of preserving the building or its setting or any features of special architectural or historic interest which it possesses
82. 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.
83. 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.
84. The main public views into the eastern part of the conservation area are from the M11, A505, Hunts Road and Grange Road.
85. 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.
86. 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.
87. 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.
88. When travelling along the M11 southbound, views would be dominated by the Airspace Building.
89. 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.

90. 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.
91. 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.
92. 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.
93. Consequently, the development is considered to result in less than substantial harm to views into the conservation area from surrounding public viewpoints.
94. 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.
95. 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.
96. 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.
97. 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.

98. 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.
99. 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.
100. The development is considered to preserve the special character and appearance of the conservation area and the setting of listed buildings.
101. 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.
102. 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 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.
103. The proposal would therefore comply with Policy NH/14 of the Local Plan.

Trees and Landscaping

104. 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.
105. 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.
106. 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.
107. 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.

108. The visitor car park does not fall within the site area and is not required to be improved as part of the application.
109. The proposal would therefore comply with Policy NH/4 of the Local Plan.

Biodiversity

110. The site consists of habitats in the form of grassland, perennial vegetation, hard landscaping and small trees.
111. 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.
112. Biodiversity enhancement on the site would be achieved through planting native trees and shrubs.
113. 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.
114. The proposal would therefore comply with Policy NH/4 of the Local Plan.

Highway Safety

115. 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 separate lane and traffic signals.
116. 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.
117. 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.
118. The existing traffic on the A505 junction to the IWM at the 2025 baseline is under capacity in the am and pm peak times. The proposed 2025 baseline with the addition of the development would result in the traffic on the A505 being under capacity in the am peak and very close to capacity in the pm peak. Overall, the development would not lead to the junction being over capacity and the impact would be very small. There are existing capacity issues on the A505 which can be reduced by effective

travel planning. A condition would be attached to any consent to agree a travel plan to include the provision of a staff shuttle bus to contribute towards this aim.

119. The existing traffic on the M11 Junction 10 roundabout at the 2019 baseline is under capacity in the am and pm peak times. The 2020 baseline is under capacity in the am peak but over capacity in the pm peak. The 2020 baseline with the addition of the development would result in under capacity in the am peak and over capacity in the pm peak. The 2025 baseline is under capacity in the am peak and over capacity in the pm peak. The 2025 baseline with the addition of the development would be under capacity in the am peak and over capacity in the pm peak. The relative impact of the development would be small but the increase in traffic would increase the demand and queueing on the roundabout. To mitigate this issue, a condition would be attached to any consent to provide a keep clear area at the top of the M11 southbound slip road by the development to ensure that the roundabout can function more effectively and a commuted sum towards the maintenance of the 'keep clear area' on the roundabout to be secured through a Section 106 agreement. The contribution required is £2,380 every 5 years for a period of 20 years (4 times). This would result in a total contribution of £9,520. This sum required and period of time is considered reasonable based upon details of costs provided and that the Highways Authority would take on the maintenance after the 20 year period for its lifetime. The sum has been agreed by the applicant.
120. 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.
121. 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.
122. 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.
123. 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. A condition would be attached to agree a travel plan to include a staff shuttle bus to encourage travel to the site by more sustainable modes of transport.
124. 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.
125. The hotel has a floorspace of 7,801 square metres.
126. 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.
127. 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.

- 128. 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.
- 129. 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.
- 130. A cycle parking shed with 20 spaces would be provided adjacent to the hotel to comply with the standards.
- 131. The proposal would therefore comply with Policies TI/2 and TI/3 of the Local Plan and paragraph 109 of NPPF.

Flood Risk

- 132. The site is located within flood zone 1 (low risk).
- 133. A Flood Risk Assessment, surface water design statement and calculations and a drainage layout plan has been submitted with the application.
- 134. 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.
- 135. 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.
- 136. Conditions would be attached to any consent to secure a suitable surface water drainage scheme along with details of its long-term maintenance.
- 137. 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

- 138. 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.
- 139. 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,

140. 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.
141. The proposal would therefore comply with Policy HQ/1 of the Local Plan.

Other Matters

142. 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.
143. 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.
144. The proposal would therefore comply with Policy SC/11 of the Local Plan.
145. 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.
146. The proposal would therefore comply with Policies CC/1, CC/3 and CC/4 of the Local Plan.

Recommendation

147. Delegated Approval subject to the following conditions and informatives together with a section 106 to secure a commuted sum towards maintenance of the keep clear markings on the M11 Junction 10 roundabout.

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) Prior to any development above slab level, samples of the materials to be used in the construction of the external surfaces of the buildings hereby permitted shall be 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, including how positive gains in biodiversity will be achieved.
- 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 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 07.00 to 19.00 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) Prior to any development above slab level, 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 a which demonstrates a minimum water efficiency standard equivalent to the BREEAM standard for 2 credits for water use levels unless demonstrated not practicable.

(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 adopted Local Plan 2018.)

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 adopted Local Plan 2018 and the National Planning Policy Framework NPPF 2018).

x) Prior to any development above slab level, 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 occupation of the hotel or a timetable submitted to and agreed in writing with the Local Planning Authority, 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) The development shall not be occupied until a Travel Plan for both staff and visitors has been submitted to and approved in writing by the Local Planning Authority. The Plan shall include a staff shuttle bus and 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.)

ai) 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.)

Informatives

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:

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Agenda Item 6

SOUTH CAMBRIDGESHIRE DISTRICT COUNCIL

REPORT TO:	Planning Committee	12 August 2020
AUTHOR/S:	Joint Director of Planning and Economic Development	

Application Number:	S/4191/19/FL
Parish(es):	Orchard Park, Impington
Proposal:	Erection of new private rented residential block comprising a total of eighty studio, one and two bedroom apartments (Resubmission of application S/0768/18/FL)
Site address:	Western side of Land Parcel COM4, Neal Drive, Orchard Park
Applicant(s):	Marchingdale Developments Limited
Recommendation:	Delegated Approval Subject to s.106
Key material considerations:	Principle of Development Urban Design, Character and Appearance Landscaping and Planting Ecology and Biodiversity Housing Mix Affordable Housing Housing Density Trees Highway Safety and Parking Air Quality Crime Prevention Noise Neighbour Amenity Residential Space Standards Contaminated Land Flood Risk and Drainage Carbon Reduction and Water Efficiency Archaeology Section 106 Other matters
Committee Site Visit:	No
Departure Application:	No
Presenting Officer:	Luke Simpson, Consultant Senior Planning Officer
Application brought to Committee because:	Previous application refused by planning committee and OPCC request committee decision
Date by which decision due:	13 th August 2020

1. **Executive Summary**

2. The Application Site is located within the development framework of Orchard Park. It is situated to the north of the city of Cambridge and south of the A14 road and the villages of Histon and Impington. The site forms part of the plot known as 'COM4' (as described in the Orchard Park Design Guidance SPD, 2011).
3. The proposal, as amended is for the erection of 80 build-to-rent apartments. The residential development would comprise 75 one-bedroom apartments and 5 two-bedroom studio apartments. Build-to-rent developments are described in more detail in this report under the subtitle 'Housing Mix'.
4. The scheme would comprise two linear blocks arranged on the eastern and western boundaries of the site which would be linked via a bridging element orientated east-to-west. The buildings would be 5 storeys and measure a maximum of 14.2 metres in height. The materials of construction would be Cambridge gault brick, bricks with recessed courses, glazed bricks, metal panels and corrugated metal panels. Windows and door frames would be grey and some windows would have precast cornices.
5. A vehicle parking area would be situated between the eastern and western wings at ground level and in the basement. A total of 47 parking spaces would be provided that would include four disabled spaces. 99 cycle parking spaces would be provided within secure buildings at ground level.
6. Vehicular access to the site would be from Neal Drive to the east. A route for pedestrians and cyclists would be provided to the south of the site between Chieftain Way and Neal Drive that would link to the pathways within the site.
7. This current planning application is a re-submission of the previously refused planning application for 93 build to rent apartments (Hereafter referred to as 'Appeal A'). Through this application the Applicant has sought to address the previous reasons for refusal in relation to landscape and urban design issues. The ecology reason for refusal is no longer being defended at appeal because the Appellant has provided the required additional survey which confirmed that there were no reptiles identified on the Application Site. This survey has also been submitted as part of this current planning application.
8. Planning Officers have concluded that the proposed development has overcome all three of the Appeal A reasons for refusal. Significant amendments have been proposed to the design of the proposed development, including re-siting the building, introduction of a bridging link, a reduction in units proposed and increased landscaping and planting measures.
9. If Members are minded to agree with Planning Officers that the previous reasons for refusal have been overcome, then it is advised that planning permission is granted subject to conditions and a suitably worded s.106 agreement.
10. Urban Design and Landscape consultees both recognise that the proposed development includes improvements over the Appeal A development. These consultees still have some concerns in relation to design and landscaping, however

Planning Officers, for the reasons set out within this report, consider that the design of the Proposed Development accords with all of the relevant Development Plan Policies when considered as a whole. NPPF Paragraph 130 states that where design accords with relevant policies, design should not be used by the decision-maker as a valid reason to object to a development.

11. Planning Officers also consider that a viable, high quality and policy compliant scheme of landscaping and planting can be achieved on the site, subject to a condition requiring submission of revised scheme of hard and soft landscaping measures prior to commencement of development. This is a different position to that taken in relation to the Appeal A proposals, where fundamental changes to design would have been required to achieve this.
12. In summary, the proposed development accords with all relevant development plan policies with the exception of Policy H/9. However, the scheme is in accordance with the objectives of this policy. There is considered to be no harm associated with this conflict. Turning to material considerations, there would also be some conflict with the Orchard Park Design Guide SPD and the height parameter of 9m. However, compared to the Appeal A proposal there have been significant revisions to the siting of the building and an increased set back at fifth storey level which both serve to mitigate the impact of the buildings height. The proposed development is therefore considered to comply with Local Plan Policy HQ/1.
13. As Members may be aware, NPPF Paragraph 73 requires that the Council updates the 5YHLS position on an annual basis. The Applicant has confirmed that this scheme is deliverable within five years and has confirmed that the flats will be occupied within two and a half years of any planning consent being granted. The Proposed Development would make a contribution of an additional 80 units, over and above that included in the Council's current 5YHLS calculation. The Proposed Development would make a contribution towards significantly boosting the supply of housing, in line with the requirements of NPPF Paragraph 59.
14. For these reasons, Planning Officers consider that planning permission should be granted subject to conditions and a suitably worded section 106 agreement.
15. **Planning History**

S/0768/18/FL - Erection of two new private rented residential blocks comprising a total of 93 apartments – Refused, currently subject to an appeal

S/3983/18/FL - Erection of two new private residential blocks comprising 168 student rooms and associated facilities – Refused, currently subject to an appeal

S/3039/17/RM - Application for approval of reserved matters (Access, appearance, landscaping, layout and scale) following planning permission S/2948/16/VC for the development of 82no. units for an Apart/Hotel with restaurant and gym facilities – Approved (Site to directly east of Application Site)

S/2948/16/VC - Variation of conditions 1 (reserved matters), 2 (time scale), 3 (implementation), 5 (detailed view), 6 (detailed plans), 7 (road and footways), 9 (travel plan), 10 (car and cycle parking) and 11 (noise mitigation) pursuant to planning permission S/2975/14/OL for the erection of up to 42 No. 1,2,3 and 4 bedroom apartments on the smaller site within Land Parcel Com 4 and 82 No. units for an Apart / Hotel with a restaurant and gym facilities on the larger site on Land Parcel Com 4, Neal Drive, Orchard Park Development - Approved

S/2975/14/OL – Outline planning application for the erection/development of 42no apartments on the smaller site within the COMM 4 land parcel, and 82no units for an Apart/Hotel with a restaurant and gym facilities on the larger site on land parcel COMM 4 within the Orchard Park Development - Appeal Allowed

S/2248/14/OL - Outline planning application for the erection/development of 132 flats on Land Parcel COM4 (both Sites) at Orchard Park - Appeal Dismissed

S/1734/07/F - Erection of 182 dwellings (56 affordable) and associated infrastructure - Appeal Dismissed

S/2298/03/F - Strategic Infrastructure Comprising Spine Roads and Footways, Cycle ways, Surface Water Drainage, Foul Water Drainage and Strategic Services - Approved

S/2379/01/O - Development Comprising Residential, Employment, Retail, Leisure, Social/Community Uses, Open Space, Educational Facilities and Associated Transport Infrastructure - Approved

16. National Guidance

National Planning Policy Framework 2019
National Planning Practice Guidance
National Design Guide 2019

17. Development Plan

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/1 Orchard Park
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/8 Mitigating the Impact of Development In and Adjoining the Green Belt
NH/14 Heritage Assets
CC/1 Mitigation and Adaptation 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/2 Health Impact Assessment
SC/4 Meeting Community Needs
SC/6 Indoor Community Facilities
SC/7 Outdoor Play Space, Informal Open Space and New Developments

SC/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

18. Supplementary Planning Documents

Orchard Park Design Guide SPD – Adopted March 2011
Open Space in New Developments SPD - Adopted January 2009
Biodiversity SPD - Adopted July 2009
Trees & Development Sites SPD - Adopted January 2009
Landscape in New Developments SPD - Adopted March 2010
Affordable Housing SPD - Adopted March 2010
District Design Guide SPD - Adopted March 2010
Greater Cambridge Sustainable Design and Construction Supplementary Planning Document, January 2020

19. Consultation

20. Orchard Park Community Council – Recommends refusal. The full response is included at Appendix 2. Comments not received on amended scheme.

21. Impington Parish Council - Recommends refusal, on the following grounds: -

'S/4191/19/FL Western side of Land Parcel COM4, Neal Drive, Orchard park erection of private rented residential block comprising a total of eighty studio, one and two bedroom apartments (resubmission of application S/0768/18/FL).

All agreed to make a recommendation of refusal, commenting: - Insufficient parking provision noting adjacent land parcels not yet fully developed and reliant on on-street parking - Noise reflection, impact of residents of Histon and Impington - No affordable housing provision'

22. Joint Housing Development Officer – Comments as follows, in full:

'I have reviewed the information provided by DVS and note the deficit for the scheme which confirms that the application cannot sustain any affordable housing.

However, I would like it noted that the Housing Strategy Team are disappointed that the developer has decided to provide such a high specification which has increased the costs substantially, ultimately further driving down the ability to provide the affordable housing element.

Whilst Housing are disappointed that this scheme cannot deliver any affordable housing on site due to viability, it has been agreed that a 'clawback clause' will be required. This clause will allow the District Council to 'clawback' contributions in the event the applicant sells the units on the open market before a set time. In this instance it has been agreed between Legal, Planning & the applicant that the time frame will be 15 years and the % clawback will be 12.143% of the Open market value of the first 32 units to be sold on the open market. This equates to 40% of the total units.

Whilst we would prefer to have an allocation of Affordable Private rent on this scheme, the viability reports show the scheme cannot feasibly provide the provision. Therefore, we have agreed that the clawback clause, in this instance, is reasonable given the advice of the District Valuer.'

23. **Urban Design Officer** – Comments in full:

'The below comments are made following amendments to this application since the previous urban design comments (made in February 2020), taking account of evidence that is being prepared for the appeal on the refused application ref. S/0768/18/FL for 93 apartments on the same site.

A previous full planning application ref: S/0768/18/FL for 93 apartments was refused by SCDC planning committee for three reasons including urban design, which is now the subject to the appeal. The urban design reason for refusal was as follows:

"The scale, siting and massing of the proposed five storey development would not be in keeping with the surrounding area and in particular the three storey residential developments directly to the south of the application site. The orientation and layout of the proposed development would also fail to meet the site-specific design guidance set out at page 34 of the 'Orchard Park Design Guidance SPD'. The design of the proposed pedestrian link to the south and the lack of active frontages proposed on external facing elevations would result in a development which fails to create a positive sense of place."

The applicant in his current submission S/4191/19/FL and recent amendments seeks to address the planning committees' previous reasons for refusal and hence the urban design comments focus on

- Whether, those issues (with regard to urban design) which formed part of the reasons for refusal on the appeal scheme have been addressed or not, in the current scheme; and*
- Any new issues that are created by the current scheme (not there on the previous scheme) which have adverse urban design impact.*

1. The scale, siting and massing of the proposed five storey development

The main façade of Block A & B has been setback further such that their main facades are 12m and 15m respectively away from the residential buildings to the south. The fifth storey on block A and B is also setback by 2 and 4 mts respectively from their main façades and hence is further away from the residential building to the south. Whilst not exactly aligned with the building line of the Travelodge, the proposed arms of block A and B in our view is sufficiently set-back to mitigate the impact of the 5 storeys and achieve a reasonable transition to the 3 storey residential townhouses.

However, the organisation of massing on the fifth storey of block A is not setback sufficiently to achieve a reduced scale of building in its own right or create a coherent composition with the setback façade.

A new bridge link is proposed in the application reaching up to 5 storeys in height. As this bridge link is set further north into the site than the arms of block A & B, its relationship to the 3 storey residential buildings is acceptable. However, its fifth storey would benefit from being setback from the main façade to give prominence to the block A and B wings making the bridge link subservient, balancing the overall composition of the built form and massing.

This situation could be slightly improved by conditioning the detail of how the fifth storey is connected to the lower floors in terms of their treatments, junctions and materials.

2. The orientation and layout of the proposed development

It is recognised that there are significant changes between the refused application and the current scheme in terms of its layout and orientation which are welcome and broadly addresses this element of the previous urban design reason for refusal. The length of Blocks A and B, which have a north south orientation are reduced, and are now connected with a bridging element, providing an overall impression of an east-west orientated building, broadly aligned with the SPD guidance. The proposal also has merit in providing some visual screening from the A14 highway. The proposal follows previous recommendation from the urban design team and reduces the overall number of dwellings in the scheme.

3. The design of the proposed pedestrian link to the south and the lack of active frontages proposed on external facing elevations:

This can be broken into two parts. A: Quality of the public realm along the pedestrian link and B: lack of active frontages facing this link.

A: Quality of the public realm along the pedestrian link

Whilst the width of the space between Blocks A and B to the southern residential development has increased, it has not translated into a high quality public realm, as a majority of the space between the buildings has been privatised, with a narrow pedestrian east-west link with minimal landscaping, adjacent to a tarmac road, providing access to the building as well as parking. This solution is not acceptable and does not in our view address the previous reason for refusal. However, there is a potential for a high quality scheme to emerge:

In order to address this reason for refusal, and keeping broadly with the existing siting and layout, the access road would need to be moved slightly closer to the southern façade of block B with some defensible space for low level planting, allowing a greater separation between the access road to the development and the east-west pedestrian link. A revised landscape scheme would need to be submitted which increased the width of the public realm to include the access road with high quality surfacing/treatment (to be conditioned) , the east-west pedestrian link and the landscape amenity space to the south of Block A. The boundary treatment would need to be conditioned. A pedestrian link from the main entrance to the east west pedestrian link should be provided

Whilst not ideal, one could improve the existing design and layout of the current scheme, by keeping the existing siting, layout as well as access, but conditioning a revised landscape scheme, increasing the width of the public realm to include the access road to include the access road with high quality surfacing/treatment (to be conditioned), the east-west pedestrian link and the landscape amenity space to the south of Block A. The boundary treatment would need to be conditioned. A pedestrian link from the main entrance to the east west pedestrian link should be provided

B: Lack of active frontages proposed on external facing elevations facing this link

Whilst the introduction of a bridging element with windows provide some

overlooking, and animation to the façade facing the link, it is not at ground level and is setback into the site. There are no significant improvements made to the elevational design to the southern façade of Block A and Block B so as to address this reason for refusal. However, some improvements to the facade could be sought via condition through the use of glass block walls and materiality that seeks to create interesting brick/light pattern so as to animate the façade.

4. Elevational Design:

The northern elevation although not the most important, presents to the frontage of the Cambridge Edge which needs to be treated positively. There have been significant changes to this frontage since the last scheme that was seen at committee, in that the projecting bay for block B has been reduced, whilst the projecting bays for block A have been removed. Further the addition bridge element which adds an east-west link is treated as a back with limited articulation of windows. This adds to further lack of animation to this façade than the appeal scheme contrary to the objectives set out in Paragraph 4.17 (P. 12) of the 'Orchard Park Design Guide SPD' (2011) which requires a positive frontage facing the A14.

Furthermore, the brick elevation on the east elevation of block A extends over the fifth storey which should be treated with a metal cladding consistent with the rest of the façade and has a negative impact on its design.

For the submitted documents, there are discrepancies between the 'apartment types' drawing (ref. OP/170/4 rev 01), the 'Floor plans' (ref. OP/170/3 rev 01) and 'elevations' (ref. OP/170/5 rev 01) drawings in terms of the number of windows and position of the front doors for studio apartment types 1, 2, 3, 4 and 8 and one-bed apartment types 2, 4, and 6 and these errors should be addressed.

Summary

1. Whilst the scale height and massing addresses the previous reasons for refusal with regard to the impact on the neighbouring 3 storey residential building, the disposition of its mass particularly on the fifth storey does not create a built form that makes the fifth storey and the bridge element subservient to the two main north south blocks, impacting negatively on its overall character.
2. The proposal addresses the previous reasons for refusal in terms of its orientation of the layout.
3. In order to fully address the reason for refusal,
 - A. the proposals would need to move the access road, slightly to the north with a revised landscape scheme. However, improvements could be sought to improve the landscape based on the current layout.
 - B. The proposal would need further articulation of the southern elevation through more windows. However, some improvements could be sought via conditions
4. The quality of the northern elevation is further reduced in the current proposal.'

24. **Landscape Officer** – Comments as follows:

'The suggested current layout has not improved the quality of the landscape and external space generally, and has resulted in a particular reduction in landscape quality to the south of the blocks.

Suitable conditions will be required to resolve layout issues and to amend planting and some plant species.

An acceptable layout may be possible retaining the existing location of the vehicle access to the site, but changes to the tree planting positions, and a loss of some parking spaces will result.

The strategic southern link must be separated from the car parking for the development, be obvious as public realm and have a robust landscape to cope with the anticipated heavy pedestrian use.

The scheme compared to the appeal site S/0768/18/FL

Similar details are provided with this application to the appeal site for tree planting over the basement car park, raised planting beds and the location of silva cells and surface drainage and irrigation. As long as these details can be shown to work with the proposed drainage and general construction, then details can be resolved by condition.

The northern boundary treatment for this application has potentially improved from the appeal site with the addition of the green roof cycle store. However, the quality of this boundary will be dependent on the form and materials of the building and amendments to the layout and species in planting areas. These details can be resolved by condition.

Tree species should generally be of a scale to complement the buildings. As with the appeal site the species, particularly in the raised beds will require amendments to a more suitable scale.

Compared with the appeal site, the northern section will experience more shade due to the addition of the linking bridge between blocks A and B. Plant species and layout will require some amendments in this area to flourish and integrate the existing elements such as the pumping compound.

Comment

The combining of the car park and access road with the strategic east-west link is unacceptable and will produce a really poor-quality landscape space. This is contrary to the principles laid out in the Orchard Park Design Guide Fig 18 page 23 and para 5.35 page 24.

It is also contrary to the landscape and parking issues listed on pages 34-35.

However, amendments to the landscape layout should be possible, but will require extra space, and will result in the loss of some car parking spaces. The following should be secured by condition:

- *A robust, well landscaped strategic link provided south of the development that is separated from the car parking areas, and includes scope for viable planting on the southern edge.*

- *Viable tree planting in raised areas over the basement car parking that will function with the proposed drainage system and are structurally sound. Tree species should be in scale with the development.*
- *A planting palette that will cope with shade areas, heavy public use and integrate existing structures.*
- *Details of all hard materials to be used including paving, surfacing, kerbs and edgings, tree grilles, bollards, landscape structures and any street furniture.'*

25. **Trees and Landscapes Officer** – No objection to amended plans

26. **Ecology Officer** – Comments that the applicant has submitted a Preliminary Ecological Appraisal and a Reptile Survey report in support of the application. Having reviewed these documents the ecology officer has no objection subject to conditions as follows:

- 1: Condition requiring mitigation measures in accordance with the PEA
- 2: Precautionary method of works in respect of reptiles to be submitted
- 3: Biodiversity enhancement and management plan to be submitted.

The officer comments that the proposed landscaping measures need to be revised to accommodate the mitigation measures as set out in the submitted ecology information.

27. **Environmental Health Officer**

The officer recommends approval subject to conditions.

Noise – Has no objections subject to the following conditions:

- 1: Hours of construction between 08.00 and 18.00 Monday to Friday and 08.00 to 13.00 on Saturdays. No construction or deliveries on Sundays or Public Holidays.
- 2: Method statement in event of pile driven foundations
- 3: Scheme to minimise airborne dust to be submitted and approved.
- 4: Construction programme to be submitted and approved.
- 5: 1-4 above can be a combined condition requiring submission of a Construction Environmental Management Plan and Method Statement.
- 6: An assessment of noise impact from plant and or equipment including any renewable energy provision sources shall be submitted for approval

The Officer has considered the noise impact from the A14 on the residential premises and has no objection subject to a condition requiring that the development is constructed in strict accordance with the noise mitigation details submitted as part of this application.

Lighting – no objection subject to submission of artificial lighting scheme prior to commencement of development

Waste – Require that the access is a minimum of 5m wide and that a s106 contribution is made for provision of waste receptacles.

28. **Air Quality Officer** - Has no objections. Recommends conditions requiring implementation of sustainable transport measures, where low emissions boilers and CHP is proposed these should meet certain standards, accommodate use of on-site renewable and low carbon energy and submission of a construction environmental management plan.

29. **Sustainability Officer** - No objection. The Officer recommends conditions requiring submission and approval of details of carbon reduction measures and water efficiency measures prior to commencement of development.
30. **Drainage Officer** – Has no objections, as amended. Requires a condition to agree details of the maintenance and management of the surface water drainage scheme.
31. **Section 106 Officer** – No objection. Details of S106 contributions are included in the Heads of Terms at Appendix 1.
32. **Contaminated Land Officer** – No objection subject to condition requiring remediation of any previously unidentified contamination.
33. **Local Highway Authority** - Has no objections, as amended. Requires conditions in relation to the submission of a traffic management plan during construction, the provision of pedestrian visibility splays either side of the access, the proposed access points shall be constructed so that their falls and levels are such that no private water from the site drains across or onto the adopted public highway and the proposed access points shall be constructed using a bound material to prevent debris spreading onto the adopted public highway; and the access width shall be a minimum of 5m.
34. **Lead Local Flood Authority** – No objection subject to a condition requiring the submission of a detailed surface water drainage scheme and associated management plan.
35. **Cambridgeshire County Council Transport Assessment Team** – No objection subject to conditions. Comments as follows:

‘As requested by the Highway Authority the applicant has removed any Irish sites from the TRICS assessment and sent an updated TRICS assessment by email dated 28/01/2020.

The updated TRICS assessment with Irish sites removed is now comparable to Cambridgeshire. The TRICS output shows a reduction to originally proposed with a 9% decrease. The new trip rate calculates the following:

- *AM Peak (Arrive 4, Depart 12)*
- *PM Peak (Arrive 10, Depart 8)*

The development trip generation is agreed. Overall this predicts that there will be a much higher use of cycling and a lower use of cars for journeys to and from the site.

Parking The provision of 104 covered cycle parking spaces is proposed. This allows for one person per studio, two people per one bed unit, and three people per two bed unit, and is appropriate and recommended to be agreed by SCDC.

The revised proposal of 80 flats includes an underground car park which has 52 car parking spaces, of which 4 will be for disabled use giving 48 spaces for 80 flats. This results in a ratio of 0.6 car spaces per flat. This is a similar ratio to the provision proposed for plot L2 Topper Street S/1971/18/VC nearby.

With a provision of 0.6 spaces per dwelling there is the chance that typical car ownership for this type of dwelling will result in overspill parking onto the public

highway. The applicant has provided evidence based on census data of the local area to analyse this further. This analysis suggests that since the 2011 census that car ownership has reduced. The applicant proposes a car club bay, which will encourage residents not to own a car, and could reduce the demand for residents to own a vehicle by up to 15 vehicles.

The applicant notes that neighbouring wards have lower car ownership and need for parking, and suggests that Orchard Park could now have similar car ownership for the size of dwellings provided. Young people own fewer cars than they once did. Another similar scheme in the south of Cambridge has a similar provision of parking, and this is shown to adequately meet the demand from its residents.

This rationale combined is accepted by the Transport Assessment Team. As a result, the risk of overspill parking onto the public highway is considered not to be significant.

Conclusion: Having reviewed the relative impacts of the development on the Histon Road corridor the following mitigation package is considered to be essential to mitigate development and therefore would seek to be agreed with the applicant as follows:

- *Should approval be given a Travel Plan should be secured through a condition. This should be agreed with the LPA prior to occupation.*
- *Provision of a car club bay as part of the site should be secured through a condition.'*

36. **Highways England** - Has no objections.

37. **Environment Agency** - Comments that the application falls within the Flood Risk Standing Advice. Requests informatives in relation to surface water drainage, pollution control, foul water drainage and contaminated land.

38. **Anglian Water** - Comments that the development is within 15 metres of a sewage pumping station and would be at risk of nuisance from noise, odour or general disruption from maintenance work. The development should take this into account and provide a 15 metre cordon sanitaire. Foul drainage from the development will be within the catchment of Cambridge Water Recycling Centre that, once necessary steps are taken by Anglian Water, will have available capacity for these flows and the sewerage system at present has available capacity for these flows. Requires a surface water drainage condition. The development may affect public sewers and the developer should therefore contact Anglian Water if intending to construct over existing public sewer.

39. **Cambridgeshire Fire and Rescue Service** – Not received. In relation to previous application commented that no additional supplies for firefighting are required. Fire service access should be provided.

40. **Health Specialist Officer** – The response states in part:

'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.'

The officer recommended various conditions all of which have been covered by other consultees in relation to other impacts.

41. **Police Crime Prevention Team** – Has reviewed Police incidents for the last 18 months. Area is medium to high risk. States as follows:
- Would like to see an external lighting plan
 - Queries over security of building (door system and access)
 - Cycle and Bin Stores should be secure
 - Suggestions for mail delivery method
42. **Cambridgeshire County Council Growth Team** – Not received. Commented in relation to previous application that no contributions towards education places is sought as the expected yield from the development is low and there is sufficient local capacity to accommodate this need.
43. **Cambridgeshire County Council Historic Environment Team** – No response received. Commented on the previous application that the application area was included within a parcel of land subject to archaeological evaluation in 1991 (Cambridgeshire Historic Environment Record ref ECB353). The associated report indicates that the boundary ditches of a field system of medieval/post-medieval date cross the application area, however a further archaeological investigation on the scale permitted by the proposed application would be unlikely to contribute substantially to bettering our understanding of this site, therefore we have no objections or requirements for this development as proposed.
44. **Camcycle** – Object, due to the use of two-tier racks for residential cycle parking, and because some of the Sheffield stands have been placed too closely to walls.
46. **Section 106 Officer** – Recommends various contributions as set out in detail later in this report in relation to the Section 106.

4.7 Representations

No neighbour representations have been received.

Site and Surroundings

48. The 'Application Site' comprises the land edged-red on the submitted Site Location Plans.
49. The Application Site is located within the development framework of Orchard Park. It is situated to the north of the city of Cambridge and south of the A14 road and the villages of Histon and Impington. The site forms part of the plot known as 'COM4' (as described in the Orchard Park Design Guidance SPD, 2011).
50. The site area is approximately 0.26 hectares. The Application Site currently comprises an area of grassland. There are a number of small trees adjacent to the western boundary of the site. The Application Site is situated within flood zone 1 (low risk).
51. The A14 road is situated directly to the north. A vacant plot which was granted planning permission for a six-storey aparthotel and a large area of public open space is situated directly to the east. Three storey residential properties are situated to the south. A three/four storey hotel (Travelodge) is situated to the west. To the east is the remaining part of the COM4 site and an area of open space.

Current Appeals

52. A dual appeal in respect of two previously refused planning applications on the Application Site is currently pending determination. The Public Inquiry in respect of this appeal is scheduled for 29th September 2020. The appeal developments can be summarised as follows:

- Appeal A - Private rented Scheme - APP/W0530/W/20/3247265
LPA Reference: S/0768/18/FL

'Erection of two new private rented residential blocks comprising a total of 93 apartments'

- Appeal B – Student accommodation scheme - APP/W0530/W/20/3247266
LPA Reference: S/3983/18/FL

'Erection of two new private residential blocks comprising 158 Student Rooms and associated facilities'

- 5.3 Both applications were determined at Planning Committee on 10th July 2019. Both were refused.

54. Reasons for refusal

Both applications were refused for the same reasons, as follow (see Appendix 3 for Appeal A decision notice):

1- *Design*

In the opinion of the local planning authority the scale, siting and massing of the proposed five storey development would not be in keeping with the surrounding area and in particular the three storey residential development directly to the south of the application site. The orientation and layout of the proposed development would also fail to meet the site-specific design guidance set out at page 34 of the Orchard Park Design Guidance SPD (2011). The design of the proposed pedestrian link to the south and the lack of active frontages proposed on external facing elevations would result in a development which fails to create a positive sense of place. The development therefore does not represent high quality design and would be contrary to adopted South Cambridgeshire Local Plan (2018) Policy HQ/1 (Design Principles) (criteria a, c, e & f) and the adopted Orchard Park Design Guide Supplementary Planning Document (March 2011).

2- *Landscaping*

In the opinion of the Local Planning Authority, the planting and landscaping proposals do not provide high quality landscaping which integrates the development with its surroundings and the landscaping and planting measures which have been proposed are not considered to be viable. The development would therefore be contrary to adopted South Cambridgeshire Local Plan (2018) Policy HQ/1 (Design Principles) (criterion m) and the adopted Orchard Park Design Guide Supplementary Planning Document (March 2011).

3- *Ecology*

Insufficient information has been provided to allow the Local Planning Authority to determine whether the proposed development would harm protected species. A Preliminary Ecological Appraisal (MKA Ecology, February 2019) has confirmed the suitability of the site for common reptiles. It is not possible for the Local Planning Authority to conclude whether or not there would be harm to protected species without further surveys to confirm whether there are common reptiles present and if they are present, how any potential harm will be mitigated, including through potential translocation to alternative sites. The development would therefore conflict with adopted South Cambridgeshire Local Plan (2018) Policy NH/4 (Biodiversity).

Relevance to this current application

55. This current planning application is a revised scheme for 80 units, submitted to address the reasons for refusal in relation to the previously refused planning application for 93 build to rent apartments (Hereafter referred to as 'Appeal A'). Through this application the Applicant has sought to address the previous reasons for refusal in relation to landscape and urban design issues. The ecology reason for refusal is no longer being pursued at appeal because the Appellant has provided the required additional survey which confirmed that there were no reptiles identified on the Application Site. This survey has also been submitted as part of this current planning application.
56. In considering the current planning application, Planning Officers have considered the extent to which the previous reasons for refusal have been overcome.
57. If Members are minded to agree with Planning Officers, that the previous reasons for refusal have been overcome, then it is advised that planning permission is granted subject to conditions and a suitably worded s.106 agreement.

Proposed Development

58. The Applicant has amended the Proposed Development in order to seek to address comments from Consultees (as discussed later in this report in relation to design and amenity) and to address an error with the originally proposed application red-line boundary. The proposal, as amended is for the erection of 80 build-to-rent apartments. The residential development would comprise 75 one-bedroom apartments and 5 two-bedroom studio apartments. Build-to-rent developments are described in more detail in this report under the subtitle 'Housing Mix'.
59. The scheme would comprise two linear blocks arranged on the eastern and western boundaries of the site which would be linked via a bridging element orientated east-to-west. The buildings would be 5 storeys and measure a maximum of 14.2 metres in height. The materials of construction would be Cambridge gault brick, bricks with recessed courses, glazed bricks, metal panels and corrugated metal panels. Windows and door frames would be grey and some windows would have precast cornices.
60. A vehicle parking area would be situated between the eastern and western wings at ground level and in the basement. A total of 47 parking spaces would be provided that would include four disabled spaces. 99 cycle parking spaces would be provided within secure buildings at ground level.
61. Vehicular access to the site would be from Neal Drive to the east. A route for pedestrians and cyclists would be provided to the south of the site between Chieftain Way and Neal Drive that would link to the pathways within the site.

62. Landscaping that includes tree planting would be provided to the south of the site. Landscaping in the form of hedges would surround the buildings to create public/private spaces. No public space would be provided on site but there is a large area of public open space immediately to the east.

63. Main differences between the Appeal A Development and the current application

1. Reduction in apartments from 93 to 80.
2. Reduction in the building footprint from 1,068.4m² to 921.9m² resulting in a net increase in the landscaped area of 146.5m².
3. Increase in distance from the gable end of Block A to the gable end of houses on Chieftain Way from 9.2m to approximately 12m.
4. Increase in distance from the gable end of Block B to the gable end of houses on Neal Drive from 8.96 m to approximately 15m.
5. Increase in distance from the gable end of Block A at 4th floor level to the gable end of houses on Chieftain Way from 10.4m to approximately 14m.
6. Increase in distance from the gable end of Block B at 4th floor level to the gable end of houses on Neal Drive from 10.06m to approximately 19m.
7. As a result of the increased distances in 3 to 6 above the space around the link footpath is significantly increased.
8. An upper storey bridging link has been introduced between Blocks A and B which provides the appearance of a single building of east-west orientation.
9. Improved active frontage and elevational treatment to the south
10. Parking ratio increased – now 47 for 80 flats (0.6 per unit) – was previously 0.5 per unit.
11. Hard and Soft Landscaping scheme provided
12. Reptile survey now included.

Amended Plans

64. The planning application has been through one set of substantial amendments since submission. The proposed development was amended to seek to address the initial comments from the Council's Urban Design Officer and as a result of a reduction in the application red-line boundary. These revisions were subject to full re-consultation of all consultees including neighbouring residents.

65. Amended plans have also been submitted to address minor discrepancies between the window positions of the floor plans and elevation plans.

Planning Assessment

66. Planning Officers consider that the main considerations in relation to this application are urban design and landscaping. This is because the Appeal A reasons for refusal only related to urban design and landscaping matters, with the ecology reason for

67. refusal having been addressed.
68. Other matters, which did not form part of the previous reasons for refusal are then subsequently addressed in turn.

Principle of Development

69. The Application site is wholly located within 'Orchard Park' as defined on the Adopted Local Plan Policies Map (2018). The policy relevant to the principle of development in this location is Local Plan Policy SS1 (Orchard Park).
70. Policy SS/1 states that Orchard Park is allocated for a sustainable housing-led mixed-use development providing a minimum of 900 dwellings. When Orchard Park was originally allocated in 2004, it had been envisaged that the plots adjacent to the A14, including the Application Site, would be used for commercial development. However, since then, the principle of residential development on the Application Site has been established through outline planning permission for 42 units on the application site, allowed at appeal under reference S/2975/14/OL. This consent was subsequently varied under application reference S/2948/16/VC but has now lapsed.
71. Although the previous outline planning permission has now lapsed, the principle of residential development on this site is referred to within the Orchard Park Design Guidance SPD (2011). Paragraph 2.9 of the SPD explains that the principle of residential development has been established on the COM4 site.
72. Part 3 of Policy SS/1 also makes provision for additional residential development. It states in part:
- 'Additional residential development may be granted planning permission but only where this would be compatible with the objective for the development as a whole of providing a sustainable housing-led mixed-use development'*.
73. For the reasons set out in this report, Planning Officers consider that the proposed development would be compatible with policy objectives for Orchard Park. Policy SS/1 also sets out specific assessments which must be provided in relation to development under Part 3 of the policy, these include:
- A Noise Assessment
 - Air Quality Assessment
 - Transport Assessment
74. These issues are discussed separately within this report.
75. For the reasons outlined above Planning Officers consider that the principle of the proposed development is acceptable and accords with Local Plan Policy SS/1.

Urban Design, Character and Appearance

The Appeal A Development

76. The Appeal A development was refused partly on the basis of a conflict with Local Plan Policy HQ/1 (Design Principles) and the guidance contained within the Orchard Park Design Guidance SPD. The SPD is a material consideration in the determination of this planning application. Pages 34 and 35 of the Orchard Park Design Guide set out design guidance specific to the wider COM4 site.

77. In relation to the Appeal A development, the design reason for refusal stated in full:

'In the opinion of the local planning authority the scale, siting and massing of the proposed five storey development would not be in keeping with the surrounding area and in particular the three storey residential development directly to the south of the application site. The orientation and layout of the proposed development would also fail to meet the site-specific design guidance set out at page 34 of the Orchard Park Design Guidance SPD (2011). The design of the proposed pedestrian link to the south and the lack of active frontages proposed on external facing elevations would result in a development which fails to create a positive sense of place. The development therefore does not represent high quality design and would be contrary to adopted South Cambridgeshire Local Plan (2018) Policy HQ/1 (Design Principles) (criteria a, c, e & f) and the adopted Orchard Park Design Guide Supplementary Planning Document (March 2011).'

78. Paragraph 7.5 of the Council's Statement of Case for Appeal A states as follows:

'The Council's concerns in respect of the form and design of the proposed developments, in relation to both appeal schemes, may be separated into the following principal elements:

- Unacceptable impact caused by the scale, siting and massing of the proposed five storey element of the proposed development;*
- Unacceptable impact caused by the orientation and layout of the proposed development*
- Unacceptable impact as a result of the design and quality of the proposed pedestrian link to the south and the lack of active frontages proposed on external facing elevations'*

79. These are the issues which therefore form the primary considerations in relation to the design of the currently proposed scheme. As these are the issues which it is considered the development must overcome in order that the development complies with the relevant Local Plan Policies and supplementary planning guidance in relation to design.

Relevant Policies

80. Local Plan Policy HQ/1 (design principles) sets out various design criteria that must be met in respect of new development. This policy is supplemented by the District Design Guidance SPD (2010) and the Orchard Park Design Guidance SPD (2011). *Orchard Park Design Guide (SPD) (March, 2011)*

81. Page 34-34 of the Orchard Park Design Guide sets out design guidance specific to the wider COM4 site. This is included at Appendix 2 of this report.

Scale, siting and massing

82. Criterion 'a' of Local Plan Policy HQ/1 states that development proposals must *'preserve or enhance the character of the local urban and rural area and respond to its context in the wider landscape'*. Criterion 'd' states that they must also *'be compatible with its location and appropriate in terms of scale, density, mass, form, siting, design, proportion, materials, texture and colour in relation to the surrounding*

area’.

83. The Orchard Park Design Guide SPD goes further, providing specific guidance on the design of development in Orchard Park and includes guidance in relation to the Application Site.
84. The Orchard Park Design Guide SPD provides guidance on the height of development on the wider COM4 plot, which includes the Application Site. The design guidance refers to various appropriate building heights for the COM4 plot, including 15m for a primary block, 12m for buildings overlooking the open space and 9m for other buildings. It is not explicitly clear which of these standards applies to the Application Site. However, it is reasonable to conclude that the only site to which the 9m height parameter can apply is the Application Site.
85. The scale of development in the surrounding area varies, with three storey residential development located to the south of the site, along Chieftain Way and Neal Drive. Directly to the west of the site is the Travelodge building, which is between 3 and 4 storeys. To the west of the site is an area of open space to the north of which is a site which has previously been granted consent for an aparthotel with a maximum height of 19m. This consent is however no longer extant.
86. Planning Officers consider that the overall height and scale of the proposed development must be read in this context but also within the context of the revised siting of the proposed development. Indeed, siting, massing and scale are inter-related and are all referred to within the same criterion (‘d’) of Local Plan Policy HQ/1.
87. The Appeal A development has a height of approximately 14.1m. The currently proposed development does not involve any reduction in this proposed height. However, Planning Officers consider that the impact of the development, in terms of the scale, siting and massing, is mitigated through the following revisions to the proposed design:
- Increase in distance from the gable end of Block A to the gable end of houses on Chieftain Way from 9.2m to approximately 12m.
 - Increase in distance from the gable end of Block B to the gable end of houses on Neal Drive from 8.96 m to approximately 15m.
 - Increase in distance from the gable end of Block A at 4th floor level to the gable end of houses on Chieftain Way from 10.4m to approximately 15m.
 - Increase in distance from the gable end of Block B at 4th floor level to the gable end of houses on Neal Drive from 10.06m to approximately 19m.
88. The current application includes the re-siting of the proposed building, further to the north of the site, increasing the separation to the three storey residential buildings to the south. The fifth storey is now setback further than the fourth storey, when compared to the Appeal A development. Planning Officers consider that this increased set back at fifth storey level further mitigates the impact of the scale of the development and reduces the perceived scale of the building from surrounding areas.
89. The Urban Design Officer acknowledges that the increased setback has mitigated the impact of the scale of the proposed development, stating:

'The main façade of Block A & B has been setback further such that their main facades are 12m and 15m respectively away from the residential buildings to the south. The fifth storey on block A and B is also setback by 2 and 4 mts respectively from their main façades and hence is further away from the residential building to the south. Whilst not exactly aligned with the building line of the Travelodge, the proposed arms of block A and B in our view is sufficiently set-back to mitigate the impact of the 5 storeys and achieve a reasonable transition to the 3 storey residential townhouses.'

90. The Urban Design Officer considers that the fifth storey element of the proposed development should be set back even further to reduce the scale of the proposed development. However, Planning Officers consider that the currently proposed set back at fifth storey level is sufficient to mitigate the impact of the scale of the development.

91. The revised design now incorporates a bridging element which links the eastern and western flanks of the building. This is set back further than the eastern and western flanks. The scale of this part of the development is also considered to be in keeping with the surrounding area. Whilst this element increases the massing of the proposed development, it is a design which aims to address previous concerns in relation to the orientation of the proposed development. This is discussed below in further detail.

92. In summary, through the re-siting of the proposed building, further to the north of the site and as a result of a proposed increased setback at fifth storey level, Planning Officers consider that the Applicant has addressed the previous reason for refusal in relation to the scale, siting and massing of the proposed development. There would remain a conflict with the Orchard Park Design Guide SPD 9m height parameter. However, Planning Officers consider the impact of the overall height is mitigated by the revisions to the design described above. Planning Officers therefore concluded that the proposed development would comply with criteria 'a' and 'd' of Local Plan Policy HQ/1.

Orientation and Layout

93. The Appeal A development was refused partly due to the proposed north-south orientation of the two buildings. The revised scheme proposes a single building with eastern and western wings linked by a central bridging element.

94. The Orchard Park Design Guide SPD outlines that development should be orientated in such a way that it provides a barrier to noise from the A14, Figure 22a of the SPD indicates that plots adjacent to the A14 should include development which is orientated east to west. Much of the development adjacent to the A14 including the adjacent Travelodge is orientated in an east-west direction. This has created a specific character to development to the north of Orchard Park.

95. The reference to the orientation of the buildings in the Appeal A reason for refusal is based on the impact upon character and appearance of the surrounding area as opposed to noise attenuation. There is no noise reason for refusal in relation to the previous scheme. Indeed, the Council's Environmental Health Officer did not object to the Appeal A proposal and has no objection to the current proposal, subject to suitably worded conditions (This is addressed at paragraphs 199-204 of this report).

96. The Applicant has revised the design significantly, introducing a bridging element between the two wings. This gives the building the appearance more of an east-west orientation. Planning Officers consider that this will ensure that the development would be in keeping with the character of the surrounding area.

97. The Council's Urban Design Officer has acknowledged that the revisions to the design of the proposed development have broadly addressed previous concerns in relation to the orientation of the buildings. The response states in part:

'It is recognised that there are significant changes between the refused application and the current scheme in terms of its layout and orientation which are welcome and broadly addresses this element of the previous urban design reason for refusal. The length of Blocks A and B, which have a north south orientation are reduced, and are now connected with a bridging element, providing an overall impression of an east-west orientated building, broadly aligned with the SPD guidance. The proposal also has merit in providing some visual screening from the A14 highway. The proposal follows previous recommendation from the urban design team and reduces the overall number of dwellings in the scheme.'

98. For these reasons Planning Officers consider that the proposed development now complies with the SPD with regard to orientation and layout. The layout of the proposed landscaping is discussed separately at paragraphs 115-127 of this committee report.

Design of the proposed pedestrian Link and active frontages

Pedestrian Link

Criterion f of Local Plan Policy HQ/1 requires new development proposals to:

99. *'Achieve a permeable development with ease of movement and access for all users and abilities, with user friendly and conveniently accessible streets and other routes both within the development and linking with its surroundings and existing and proposed facilities and services, focusing on delivering attractive and safe opportunities for walking, cycling, public transport and, where appropriate, horse riding.'*

100. The Orchard Park Design Guide SPD includes a diagram at page 35 which indicates that a pedestrian link should be implemented between Neal Drive and Chieftain Way.

101. The Appeal A development included provision of a pedestrian link to the south of the site. However, planning permission was refused partly on the basis that the design of the proposed link did not create a positive sense of place. The current proposals have revised the design significantly through an increased separation distance between the eastern and western wings of the proposed development and the pedestrian link to the south. Planning Officers consider that this has resulted in a far more open and attractive visual connection between Cheiftain Way and Neal Drive than that proposed under the Appeal A proposals.

102. The proposed vehicle access into the site would be directly adjacent to the pedestrian link, however, Planning Officers consider that the treatment of the surface could be such that it complements the pedestrian link, with a high quality surface treatment controlled by planning condition. The area proposed for landscaping to the south of the western wing has also been increased and would serve to provide the appearance of a more attractive area of public realm than that proposed under the Appeal A scheme.

The Urban Design Officer has commented that they do not consider that the revisions to the design of the proposed pedestrian link have overcome the previous reason for

103. refusal. However, the Urban Design Officer concludes as follows:

'Whilst not ideal, one could improve the existing design and layout of current scheme, by keeping the existing siting, layout as well as access, but conditioning a revised landscape scheme, increasing the width of the public realm to include the access road with high quality surfacing/treatment (to be conditioned) , the east-west pedestrian link and the landscape amenity space to the south of Block A. The boundary treatment would need to be conditioned. A pedestrian link from the main entrance to the east west pedestrian link should be provided'

104. In conclusion, Planning Officers conclude that the pedestrian link would comply with Local Plan Policy HQ/1 part 'f' and the guidance contained within the Orchard Park Design Guide SPD, subject to a condition requiring details of hard and soft landscaping to be submitted prior to commencement of development and a further condition requiring details of boundary treatments.

105. It is also considered necessary to include a condition requiring that the pedestrian link is made available for use by members of the public for the lifetime of the development. Land to the south west of the site, required to complete the pedestrian link to the public highway is owned by the Orchard Park Community Council as show on the submitted site plan. Therefore, the developer will need to provide a contribution to the Community Council for these works. Further details are provided in relation to 'Section 106' later in this report.

Active Frontages and Elevational Treatment

106. With reference to the wider COM4 site, the Orchard Park Design Guide SPD (Page 34) states that *'active frontages and usable public entrances should be provided from the adjacent public realm areas'*.

107. The Appeal A proposal was refused partly on the basis of the lack of active frontages, particularly in relation to the pedestrian link to the south. The Urban Design Officer has considered whether or not this has been addressed through the revised design of the proposed development and comments as follows:

'Whilst the introduction of a bridging element with windows provide some overlooking, and animation to the façade facing the link, it is not at ground level and is setback into the site. There are no significant improvements made to the elevational design to the southern façade of Block A and Block B so as to address this reason for refusal. However, some improvements to the facade could be sought via condition through the use of glass blocks wall and materiality that seek to create interesting brick/light pattern so as to animate the façade.'

108. Planning Officers consider that the introduction of the bridging element serves to provide a more active frontage in relation to the pedestrian link to the south. Whilst the conclusions of the Urban Design Officer are noted, Planning Officers consider that overall the scheme would be a significant improvement over the Appeal A scheme. The bridging element with entrances below would clearly be perceived as the primary frontage of the building. Furthermore, the introduction of apartments with windows facing south would ensure natural surveillance of the pedestrian link to the south. The recommendation from the Urban Design Officer in relation to the improvements to the southern façade could be achieved through a condition requiring submission of details of proposed materials for approval prior to commencement of development.

In respect of the northern elevation's treatment the Urban Design Officer comments

as follows:

109.

'The northern elevation although not the most important, presents to the frontage of the Cambridge Edge which needs to be treated positively. There has been significant change to this frontage since the last scheme that was seen at committee, in that the projecting bay for block B has been reduced, whilst the projecting bays for block A has been removed. Further the addition bridge element which adds an east-west link is treated as a back with limited articulation of windows. This adds to further lack of animation to this façade than the appeal scheme contrary to the objectives set out in Paragraph 4.17 (P. 12) of the 'Orchard Park Design Guide SPD' (2011) which requires a positive frontage facing the A14.

Furthermore, the brick elevation on the east elevation of block A extends over the fifth storey which should be treated with a metal cladding consistent with the rest of the façade and has a negative impact on its design.'

110. Planning Officers consider that the revised proposals do improve the treatment of the northern elevation with additional windows proposed in the northern elevation as well as elevational detailing and projecting elements. This elevation would face north towards the A14 and this is considered to be the least prominent and sensitive elevation in design terms.

111. In summary, Planning Officers consider that the revisions to the pedestrian link, active frontages and elevational treatment have all significantly improved the design of the proposed development when compared to the Appeal A scheme and the design complies with Local Plan Policy HQ/1 and the requirements of the Orchard Park Design Guide SPD.

Other Design Matters

112. The District Design Guide SPD (2010) includes standards for private amenity space. These standards would not be met by the Proposed Development. The Proposed buildings would not include balconies, primarily due to the potential for noise impacts associated with the adjacent A14. There is therefore a balance to be struck between ensuring that residents are protected from noise nuisance and ensuring sufficient access to amenity space. However, Planning Officers consider that on balance private amenity space is not required in this instance given that there is a large area of public amenity space directly to the east of the Application Site.

113. Amenity space did not form part of the previous reason for refusal in relation to the Appeal A scheme and there has been no alteration to provision of amenity space proposed under the current application.

Conclusions on Design Character and Appearance

114. The proposed development has been significantly revised to address the previous reasons for refusal. The scheme was also amended post-submission to seek to address the initial comments from the Urban Design Officer. Planning Officers consider that the proposed development has overcome the first reason for refusal for the Appeal A Development and complies with Local Plan Policy HQ/1. There is a conflict with the height parameters set out under the Orchard Park Design Guide SPD, but this has been successfully mitigated through setting back the fifth storey and re-positioning the building further to the north of the site.

Landscaping and Planting

The Appeal A Development

Reason for Refusal 2 for the Appeal A development states:

- 115.
116. *'In the opinion of the Local Planning Authority, the planting and landscaping proposals do not provide high quality landscaping which integrates the development with its surroundings and the landscaping and planting measures which have been proposed are not considered to be viable. The development would therefore be contrary to adopted South Cambridgeshire Local Plan (2018) Policy HQ/1 (Design Principles) (criterion m) and the adopted Orchard Park Design Guide Supplementary Planning Document (March 2011).'*

The Council's case at Appeal relates to the following matters:

- a) That the proposed planting measures are not viable
117. b) That the proposed landscaping and planting proposals are not of a high quality and do not comply with Local Plan Policy HQ/1 or the Orchard Park Design Guide SPD (2011)

118. In refusing planning permission for the Appeal A development, the Council considered that these matters could not be addressed through a planning condition because significant and fundamental changes to the layout of the development would have been required. However, in respect of this current application, the Applicant has sought to amend the layout of the development and revise the proposed landscaping measures in order to address this reason for refusal.

Relevant Policies

Local Plan Policy HQ/1(m) requires development proposals to include high quality landscaping and public spaces which integrate the development with its surroundings.

119. The Orchard Park Design Guide SPD (2010) requires that appropriate landscaping is provided along the boundaries of the site to create a quality environment and protect privacy. The SPD also advises that there is landscaping provided to the north to terminate views of the A14 barrier.
- 120.

The current planning application

121. The Applicant has revised the layout of the proposed development, amended the proposed planting measures and increased the separation distance between the proposed building and the pedestrian link to the south of the site. In comparison with the Appeal A development, there is far more scope for provision of a viable and high quality landscaping and planting scheme, subject to a condition requiring these details to be submitted prior to commencement of development.

The Landscape Officer has reviewed the revised landscaping and planting proposals and has concluded that they could be viable with the exception of those proposed below the proposed bridging element. The response states in part:

122. *'Similar details are provided with this application to the appeal site for tree planting over the basement car park, raised planting beds and the location of silva cells and surface drainage and irrigation. As long as these details can be shown to work with the proposed drainage and general construction, then details can be resolved by*

condition....

...Tree species generally be of a scale to compliment the buildings should. As with the appeal site the species, particularly in the raised beds will require amendments to a more suitable scale...

...Compared with the appeal site, the northern section will experience more shade due to the addition of the linking bridge between blocks A and B. Plant species and layout will require some amendments in this area to flourish and integrate the existing elements such as the pumping compound.'

Planning Officers therefore consider that the revised planting proposals are capable of being viable subject to a condition requiring submission and approval of hard and soft landscaping details and a management plan prior to commencement of development.

123. The Applicant has therefore addressed part of the previous reason for refusal ('a' described above).

Turning to consider whether the proposed landscaping and planting proposals provide a high quality landscape, the Landscape Officer has concluded that the proposals as they stand do not overcome the previous reason for refusal. His response states:

124. *'The suggested current layout has not improved the quality of the landscape and external space generally, and has resulted in a particular reduction in landscape quality to the south of the blocks.*

Suitable conditions will be required to resolve layout issues and to amend planting and some plant species.

An acceptable layout may be possible retaining the existing location of the vehicle access to the site, but changes to the tree planting positions, and a loss of some parking spaces will result.

The strategic southern link must be separated from the car parking for the development, be obvious as public realm and have a robust landscape to cope with the anticipated heavy pedestrian use...

...The northern boundary treatment for this application has potentially improved from the appeal site with the addition of the green roof cycle store. However, the quality of this boundary will be dependent on the form and materials of the building and amendments to the layout and species in planting areas. These details can be resolved by condition.'

125. The main objection centres on the quality of the landscaping and planting measures proposed to the south of the site and in particular the relationship between the pedestrian link and the proposed access road. The Landscape Officer considers that there should be a soft landscaped area between the pedestrian link and the access road. However, Planning Officers note the Urban Design Officers response which outlines that through use of appropriate surface materials an acceptable quality of public realm can be achieved. Planning Officers consider that these details could be secured by condition and that samples of materials could be provided prior to commencement of development. In addition, as outlined earlier in this report, the current proposals significantly increase the distance between the proposed building and the pedestrian link to the south. They also provide a larger area to the south of the western wing for landscaping.

126. The Landscape Officer has accepted that the current proposals offer potential for improvement of the northern boundary when compared to the Appeal A development, subject to conditions on landscaping and materials. Indeed, one of the main landscape objections in relation to the Appeal A development relates to the poor quality of the landscaping and planting measures on the northern boundary. Planning Officers consider that the current application has overcome this issue through fundamental changes to the building layout and design. Planning Officers consider that the scheme could be further improved through submission of revised details pursuant to the discharge of an appropriately worded planning condition.

127. The issues in respect of the Appeal A landscaping and planting measures could not have been overcome by condition and would have required fundamental changes to the design of the development. In contrast, the current proposals, subject to condition, are capable of being viable and of a high quality and linking the development with the surroundings, in accordance with Local Plan Policy HQ/1 and the guidance contained in the Orchard Park Design Guide SPD.

Ecology and Biodiversity

128. The application site consists of an area of rank grassland which is likely to have been unmanaged since the site was cleared. The site falls within the impact zone of a nearby SSSI. However, it does not currently meet the cited criteria which would result in an automatic consultation with Natural England.

The Appeal A Development

Reason for refusal 3 in relation to the Appeal A development states in full:

129. *'Insufficient information has been provided to allow the Local Planning Authority to determine whether the proposed development would harm protected species. A Preliminary Ecological Appraisal (MKA Ecology, February 2019) has confirmed the suitability of the site for common reptiles. It is not possible for the Local Planning Authority to conclude whether or not there would be harm to protected species without further surveys to confirm whether there are common reptiles present and if they are present, how any potential harm will be mitigated, including through potential translocation to alternative sites. The development would therefore conflict with adopted South Cambridgeshire Local Plan (2018) Policy NH/4 (Biodiversity).'*

130. The Applicant has now submitted the required information with this current application and in respect of Appeal A and therefore this reason for refusal has been overcome. Indeed, it no longer forms part of the Council's case in respect of Appeal A.

The current planning application

131. As part of this current application the Applicant submitted a report entitled '*Land West of Neal Drive Orchard Park – Reptile Survey*' produced by MKA Ecology in November 2019. The Council's Ecologist has reviewed this report and concluded that no reptiles were found on site during surveys, which followed best practice guidance. The Council's ecologist comments that the recommendation for a precautionary method of works for reptiles to be followed during site clearance is welcomed, as a common lizard population is present on adjacent land.

The additional survey information is therefore acceptable subject to a condition requiring submission of details of a precautionary method of works which includes a requirement addressing reptiles and their habitat. A condition requiring that works are

132. carried out in accordance with the submitted Preliminary Ecological Appraisal is also proposed. Planning Officers consider that these conditions are reasonable and necessary and should be attached to any planning permission granted.

- Local Plan Policy NH/4 also requires that new development maintains, enhances or adds to biodiversity with opportunities taken to achieve a positive gain (net gain) in biodiversity. The Council's ecologist has concluded that a net gain in biodiversity is achievable subject to an appropriately worded condition requiring a scheme for biodiversity enhancement to be submitted to and approved by the Local Planning Authority.
- 133.

- The ecology officer has commented that the landscaping and planting measures need to be revised to reflect the recommendations in the submitted ecology report. Planning Officers consider that these matters can be addressed through a requirement for submission of hard and soft landscaping details for approval prior to commencement of development as set out earlier in this report.
- 134.

For the reasons outlined above, Planning Officers consider that the Proposed Development accords with Local Plan Policy NH/4 (Biodiversity).

Housing Density

- The site measures 0.26 of a hectare in area. The provision of 80 apartments would equate to a density of 325 dwellings per hectare. This would comply with the requirement of at least 40 dwellings per hectare for developments on the edge of Cambridge.
- 135.

Whilst this is a very high density of development, it would make the most efficient use of the land.

136. The proposal would therefore comply with Policy H/8 of the Local Plan.

Housing Mix

137. Relevant Policy

- Policy H/9 (Housing Mix) sets out the Council's policy on the type and mix of housing which will be provided to meet the needs of the community. Part 1 of this policy states that a wide choice, type and mix will be provided including 'people seeking private rented sector housing'. Part 1 also sets out the mix of homes to be achieved in developments of 10 or more homes, as follows:
- 138.

- a. At least 30% 1 or 2 bedroom homes;
- b. At least 30% 3 bedroom homes
- c. At least 30% 4 or more bedroom homes;
- d. With 10% flexibility allowance that can be added to any of the above categories taking account of local circumstances.

Proposed Mix

The Applicant proposes a build-to-rent scheme comprising:

- 75 one bedroom flats
 - 5 two bedroom flats
- 139.

Build to Rent housing

140. Build to Rent is defined in the glossary of the NPPF 2019 as *'purpose built housing that is typically 100% rented out. It can form part of a wider multi-tenure development comprising either flats or houses but should be on the same site and/or contiguous with the main development. Schemes will usually offer longer tenancy agreements of three years or more and will typically be professionally managed stock in single ownership and management control'.*

141. Build to rent (BTR) forms part of the private rented housing sector. The Applicant has submitted information in support of this application which states that the BTR sector has seen significant growth in the UK recently from 11% of households in 2004/5 to 19% of households in 2014/5. Of the 11% in 2004/5, 24% of those aged 25-34 lived in the private rented sector and of the 19% in 2014/5, 46% of those aged 25-34 lived in the private rented sector. However, home ownership has decreased with 54% of those aged 25-34 with mortgages in 2004/5 to 34% of those aged 25-34 with mortgages in 2014/5.

Private sector accommodation is normally required for those aged 20 to 35, single people, couples, young professionals, students and short-term work contractors.

142. The proposal for build to rent housing would provide a different type of accommodation, that is currently not highly available within the District, to meet the needs of the community. It would provide accommodation for people that cannot access affordable housing due to a less urgent need who can't afford to buy a property due to the high costs in the area, and/or are working on short contracts in the area.

144. The mix and size of units in this location would cater for the specific need for the majority of people looking for private sector housing. The Applicant has suggested that this is evidenced by a similar scheme of the applicants on the southern edge of the city that comprises 90% of occupants in the age range of 20 to 35 and 10% in the age range of 36 to 55, 76% single occupants and 24% couples and 92% employed and 8% students.

Policy compliance

145. The Proposed Development does not technically comply with the requirements of Policy H/9, insofar as the policy specifies the split of housing mix required and there are no 3 or 4 bedroom units proposed. However, Planning Officers consider that there are several material considerations which are relevant, and which indicate that this development provides a housing mix which is broadly consistent with the objectives of Policy H/9.

146. Firstly, Planning Officers do not consider that the housing mix contained within Policy H/9 is directly applicable, in a rigid manner, to high density apartment developments. For example, it would be very unusual for apartment blocks to comprise 3 and 4 bedroom flats. It is relevant to note for example, that the Council approved a development comprising solely of one-bedroom flats on the 'L2' site in Orchard Park.

147. Secondly, build-to-rent development is a relatively recent concept which is not necessarily reflected by Policy H/9. However, it is referred to in the Policy H/9 subtext at paragraph 7.36 which states in part:

'Affordability within the private sector is a major concern for the District. The increase

*in the size of deposit required for both market and shared ownership means there is likely to be a significant demand for private rented accommodation from low to middle income households. **We will support the private rented sector to grow through build to let**, to meet the growing demand for rented homes as part of the market element of housing developments.'*

148. Finally, the Applicant has submitted evidence, in the form of a detailed and referenced report, to show that there is a demonstrable demand for additional housing in the Cambridge area of a type and tenure that is affordable to young households that make up a considerable proportion of the population. The report demonstrates that these are people who often do not meet the criteria for social rented housing but cannot afford to buy their own home.

149. Planning Officers concur with the assessment and evidence provided by the applicant. There is a clear need for smaller dwellings in the District, with housebuilders traditionally favour larger detached and semi-detached dwellings. Indeed, Local Plan paragraph 7.37 supports this conclusion. It states:

'Our housing stock has traditionally been dominated by larger detached and semi-detached family houses. Whilst recent developments have helped to increase the stock of smaller properties available, the overall imbalance of larger properties remains. The Census 2011 for example identifies that 75% of the housing stock are detached and semi-detached houses and bungalows, with 18% terraced homes and 6% flats and maisonettes.'

150. For these reasons Planning Officers consider that, although technically in conflict with Policy H/9, the mix proposed through this build-to-rent proposal would accord with the broad policy objectives of Policy H/9 and would be acceptable. This conflict is also outweighed by other material considerations as discussed in the 'Planning Balance' section of this report.

Affordable Housing

No affordable housing or affordable private rented accommodation has been provided within the scheme.

151. NPPF Paragraph 64 states in full:

152. *'Where major development involving the provision of housing is proposed, planning policies and decisions should expect at least 10% of the homes to be available for affordable home ownership, unless this would exceed the level of affordable housing required in the area, or significantly prejudice the ability to meet the identified affordable housing needs of specific groups. Exemptions to this 10% requirement should also be made where the site or proposed development:*

*a) **provides solely for Build to Rent homes;***

b) provides specialist accommodation for a group of people with specific needs (such as purpose-built accommodation for the elderly or students);

c) is proposed to be developed by people who wish to build or commission their own homes; or

d) is exclusively for affordable housing, an entry-level exception site or a rural exception site.' (emphasis added)

The National Planning Policy Framework states that affordable housing on build to rent schemes should be provided by default in the form of affordable private rent, a class of affordable housing specifically designed for build to rent. Affordable private

153. rent and private market rent units within a development should be managed collectively by a single build to rent landlord.

The NPPG states that 20% is generally a suitable benchmark for the level of affordable private rent homes to be provided (and maintained in perpetuity) in any build to rent scheme. The guidance on viability permits developers, in exception, the opportunity to make a case seeking to differ from this benchmark.

154.

The Appeal A Development

A viability assessment was submitted as part of the Appeal A planning application. The Council instructed the District Valuer to advise whether the evidence submitted was correct and whether the proposal would be viable with any affordable housing.

155. The District Valuer originally advised that the scheme was viable subject to further information on build costs. Further information on the build costs was submitted by the Applicant. This information was reviewed and accepted by the District Valuer, who confirmed that the scheme was no longer being viable. In addition, further amendments to the scheme involving the provision of further vehicle parking at basement level and a reduction in the number of units resulted in an increased deficit and questions over whether the scheme is deliverable. The applicants advised that the proposal is a long-term investment which is why such losses can be accommodated within the scheme.

Copies of the viability assessment and district valuer report were provided to the Community Council on 26th June 2019 and to Members of the Planning Committee on 9th July 2019. All of this viability information has been published as part of this current planning application, in accordance with NPPF Paragraph 57.

156.

Whilst the viability assessment justified the lack of affordable housing within the scheme, Planning Officers considered it appropriate to secure a section 106 legal agreement to ensure that the units remain Build to Rent for a certain period of time, and if the units are sold on the open market, the value of affordable housing provision is recouped. Had members resolved to grant planning permission then the Appeal A scheme would have been subject to a section 106 agreement to include these provisions.

157.

In refusing the application members did not include any issues pertaining to affordable housing or viability in the reasons for refusal. Viability and affordable housing are not matters which are in contention in relation to the Appeal.

158.

The current application

In respect of this current revised planning application, the Applicant has submitted a letter from their viability consultant dated 20th November 2019. This letter confirms that the deficit will be greater as a result of fewer residential units being proposed as part of the revised scheme. Given that the shortfall in relation to the Appeal A scheme was approximately -£2,802,025. Planning Officers are in agreement that the conclusions previously reached in relation to the Appeal A scheme are not altered and that the scheme would not be viable with the provision of affordable private rented units. The deficit is likely to increase even further given the reduction in the number of units proposed and the high probability that construction costs will significantly increase as a result of the introduction of the bridging link.

159.

However, it is considered appropriate to secure a section 106 legal agreement to ensure that the units are Build to Rent for a certain period of time and if the units are

160. sold on the open market within that time frame, the value of affordable housing provision is recouped. More details in respect of this mechanism, known as a 'clawback', are discussed under the subtitle 'Section 106'.

The Housing Development Officer has concluded as follows:

161. *'...the viability reports show the scheme cannot feasibly provide the provision. Therefore, we have agreed that the clawback clause, in this instance, is reasonable given the advice of the District Valuer.'*

Planning Officers therefore consider that the proposal would therefore comply with Policy H/10 of the Local Plan.

162. **Trees**

There are no trees benefiting from statutory protection on or adjacent to the Application Site.

163. The Council's Tree Officer has no objection to the proposed development having reviewed the amended landscape/planting plans.

164. Planning Officers consider that the proposed development therefore complies with Local Plan Policy NH/4 (Biodiversity).

165. **Highway Safety and Parking**

The Appeal A reasons for refusal do not include any issues pertaining to sustainable transport, highway safety and parking provision.

166. Highway Safety

167. The Applicant submitted a Transport Statement which included an assessment of the likely impact of the Proposed Development upon the Transport Network. The Orchard Park Community Council have criticised the findings and methodology of the Transport Statement. Whilst the comments of the Community Council are noted, the Cambridgeshire County Council Transport Assessment Team have reviewed the submitted information and have concluded that the transport impacts associated with the development are acceptable.

168. The Transport Statement was reviewed by the County Council Transport Assessment Team (08/01/20). In their initial response the Transport Assessment Team requested additional data in relation to trip generation calculations. Upon receipt of this information, the Transport Assessment Team confirmed that the development trip generation is agreed. They also confirmed that the Transport Statement predicts that there will be a much higher use of cycling and a lower use of cars for journeys to and from the site.

169. The Transport Statement concludes that there would be no noticeable impact upon junction capacity or upon the wider transport network as a result of the Proposed Development.

170. Consultees, including CCC Transport Assessment Team and the Highways Development Management Team have reviewed the Transport Statement submitted in respect of this planning application. There were no objections received from Highways England. The Local Highway Authority do not object to the Proposed

Development subject to conditions requiring submission of a Traffic Management Plan, pedestrian visibility splays, minimum access width of 5m, access falls and levels and the access to be constructed of a bound material.

171. Planning Officers therefore consider that there would be no unacceptable impact upon highway safety as a result of the Proposed Development, in accordance with NPPF Paragraph 109.

172. Car Parking Provision

173. 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 in Figure 11 included at Appendix 3 of this report. Figure 11 requires 2 spaces per dwelling for residential dwellings. On this basis the indicative parking standards for the proposed development are for a requirement of 160 spaces. The Applicant proposes:

- 30 Parking Spaces at Basement Level
- 17 Parking Spaces at Surface Level (of which 4 would be for disabled use)

174. This means that the level of parking provision proposed is approximately 0.6 car parking spaces per flat. This compares with the 0.5 spaces per dwelling proposed under the Appeal A development.

175. It should be noted that the parking standards set out at Local Plan Figure 11 are indicative. Local Plan Policy TI/3(2) states that car parking provision will take into consideration site location, type and mix of uses, car ownership levels, availability of local services, facilities such as public transport, highway safety and user safety issues as well as ensuring parking for people with impaired mobility. Policy TI/3(5) also sets out that developers must provide a clear justification for the type and level of parking proposed.

176. The CCC Transport Assessment team commented that with a provision of 0.6 spaces per dwelling there is the chance that typical car ownership for this type of dwelling will result in overspill parking onto the public highway.

177. This analysis suggests that since the 2011 census that car ownership has reduced. The applicant proposes a car club bay, which will encourage residents not to own a car, and could reduce the demand for residents to own a vehicle by up to 15 vehicles. The Transport Statement includes details of the proposed car club scheme. The car club would be controlled/implemented through a s106 agreement. As the operator of a car sharing club in Cambridge, Zipcar has been approached by the Applicant with a view to providing supplementary car provision and has expressed its interest in doing so with a formal proposal which is included at Appendix G of the Transport Statement.

178. The applicant notes that neighbouring wards have lower car ownership and need for parking, and suggests that Orchard Park could now have similar car ownership for the size of dwellings provided.

- This rationale combined is accepted by the Transport Assessment Team. As a result, the risk of overspill parking onto the public highway is considered not to be significant.

178. Planning Officers and the CCC Transport Assessment Team are satisfied that the Applicant has justified the level of parking provision proposed. The additional measures proposed, including provision of a travel plan (required by condition) and a

179. car club (implemented by s106), are such that the level of parking provision proposed is acceptable. In addition, the site is considered to have good access to public transport for an urban fringe location. For these reasons, subject to a s106 agreement in relation to the provision of a car club and subject to the provision of a travel plan required by condition, Planning Officers consider that the proposed development would comply with TI/2 (Planning for Sustainable Travel) and TI/3 (Parking Provision) in relation to car parking provision.

Cycle Parking Provision

180. The indicative standards for cycle parking are set out at Local Plan Figure 11. These standards suggest an indicative provision of one cycle parking space per bedroom. Based on these standards the development would require 85 spaces and additional provision for visitors.

190. The proposed provision of 99 covered cycle parking spaces (including 7 visitor spaces) exceeds the standards set out within the Local Plan. The CCC Transport Assessment Team have reviewed the proposed cycle parking and are satisfied that this meets all policy requirements.

191. The objections of Camcycle are acknowledged. However, given that the transport assessment team has reviewed the cycle parking proposals and are satisfied that they meet SCDC Local Plan policy requirements it is considered that the cycle parking provision is acceptable.

Planning Officers therefore consider that the cycle parking provision is therefore considered to comply with Local Plan Policy TI/3 (Parking Provision).

192. **Air Quality**

193. Local Plan Policy SS1 (Orchard Park) requires the submission of an Air Quality Assessment in respect of planning applications for additional residential development at Orchard Park. The site is located within an Air Quality Management Area (AQMA). Local Plan Policy SC/12 (Air-Quality) outlines that development will not be permitted where it would adversely affect air quality in an AQMA.

194. The Applicant submitted an Air Quality Assessment in respect of this planning application. The assessment concluded that there would be no significant effects on local air quality during either the construction or operational phases of development. Furthermore, the assessment concluded that the Proposed Development would not result in future occupants being exposed to poor ambient air quality.

195. The Council's Air Quality Officer has no objections to the proposed scheme subject to conditions requiring sustainable transport measures and low emissions boilers. The Officer has also requested conditions in relation to renewable energy and construction management.

In terms of the sustainable transport measures, it is already proposed to condition these as requested by the Transport Assessment Team.

196. Conditions controlling emissions and requiring construction management details are considered necessary and reasonable
197. Subject to these conditions, Planning Officers consider that the Proposed Development complies with Local Plan Policy SC/12 (Air Quality) and the relevant part

of Local Plan Policy SS1 (Orchard Park).

198.

Noise

Local Plan Policy SS/1 (Orchard Park) requires that planning applications for additional residential development in Orchard Park include a noise assessment which demonstrates that the development takes account of, and where necessary mitigates, any impacts of noise on achieving satisfactory external and internal residential noise environment. In addition, Local Plan Policy SC/10 (Noise Pollution), outlines that planning permission will not be granted for development which (amongst other criteria) would be subject to unacceptable noise levels from existing noise sources. The Application Site is in close proximity to the A14.

199.

The Applicant has submitted a Noise Assessment as required by Policy SS/1.

200.

The Council's Environmental Health Officer (EHO) has no objection subject to conditions controlling the construction noise impacts of the development and has concluded that subject to conditions, these impacts are acceptable.

201.

The EHO has also considered the acoustic impact associated with the adjacent A14. The EHO response states in part:

202.

'I confirm I have reviewed the Orchard Park, Apartment Development, Cambridge, Site Suitability Assessment (Project No.: 70065122 and dated November 2019) submitted by WSP and have the following comments/observations. This assessment has already been submitted and reviewed with previous applications, but has been updated in 2020 with new detailed modelling and noise break-in calculations, which are specific to this revised scheme.

I am in agreement with the methodology, findings and conclusions drawn in this assessment.

Previous similar schemes on this site were commented upon with noise in mind and following consultation with the developer's noise consultants, an updated noise assessment has been submitted that builds upon previous submissions.

Although dated, the information contained in the historically adopted 'Orchard Park Design Guidance Supplementary Planning Document' (SPD) March 2011 was previously referred to. PPG24 has been withdrawn, but the guiding principles can still be a useful informative tool.

Additionally, the guidance previously used for informing the noise levels required to be met in habitable rooms at this site (and contained in Condition 11 of the original outline permission) are still relevant today. However, a new 'Greater Cambridge Sustainable Design and Construction Supplementary Planning Document, January 2020 has been adopted, which contains current guidance and best practice, which supersedes the previous documents used.

As the assessment points out, this is a Full application and so Condition 11 is no longer in force. However, the content i.e. The Condition 11 noise limits have remained the same and are still relevant to this proposal, although references to the current standards have been updated. Therefore, they can be assumed to be acceptable design criteria.

Section 6.4 of the assessment recognises the high level of road traffic noise at the proposed building's facades and recognises alternative ventilation will be necessary,

by way of mechanical ventilation to negate the need to open windows. Satisfactory noise levels in habitable rooms can not be achieved with windows open.

The noise assessment goes on to recommend specifications of glazing needed to achieve the internal noise levels in habitable rooms contained in BS8233 2014 guidance.

In view of this, I would recommend a condition be attached requiring the development be constructed in accordance with the details contained in this assessment.

The development shall be constructed in strict accordance with the noise mitigation scheme detailed in the Orchard Park, Apartment Development, Cambridge, Site Suitability Assessment (Project No.: 70065122 and dated November 2019, as amended 2020) produced by WSP for protecting the proposed dwellings from noise from the A14 and submitted with the application.

All works which form part of the approved scheme shall be completed before any one of the permitted dwelling is occupied.'

The EHO has also recommended a condition relating to noise emissions associated with renewable energy plant. This is discussed in further detail later in this report in relation to 'carbon reduction'.

203.

For these reasons Planning Officers consider that, subject to the recommended conditions and informatives, the Proposed Development would comply with Local Plan Policy SC/10 (Noise Pollution) the relevant part of Local Plan Policy SS1 (Orchard Park).

204.

Neighbour Amenity

Local Plan Policy HQ/1(n) (Design Principles) requires that developments protect the health and amenity of occupiers of surrounding uses. Considerations include, overlooking, overbearing, loss of daylight and noise, dust, odour, emissions and dust impacts.

205.

The proposed apartment buildings would be located approximately 12 metres to the north of the existing three storey residential blocks located on Chieftain Way and approximately 15m north of the neighbouring properties on Neal Drive. This is an increased separation distance in comparison to the Appeal A scheme.

206.

The development would be separated from these neighbouring residential buildings by a proposed pedestrian link between Chieftain Way and Neal Drive. There are no living space windows in the north facing elevations of these neighbouring dwellings, with the existing habitable rooms facing east and west.

207

The only windows within the eastern and western wings of the proposed apartment blocks which face these neighbouring dwellings would be located at ground floor level and at fifth storey level (set back). The new bridging element includes windows in the south facing elevation, facing the neighbouring residential development to the south, However, these would be located approximately 22m from these neighbouring properties. This distance is considered sufficient to avoid any loss of privacy to the neighbouring properties to the south. For these reasons it is considered that there would be no adverse impact upon amenity of the neighbouring dwellings to the south.

208.

Given the separation distance between the proposed development and the neighbouring three storey residential buildings, it is not considered that the development would result in any adverse overbearing impact.

209. As identified earlier in this report, the Environmental Health Officer is satisfied that there would be no adverse impacts related to noise associated with the proposed development, subject to appropriate conditions attached to any consent granted.

210. There is a Travelodge hotel located approximately 12.5 metres to the west of the nearest proposed apartment building. There are three windows, serving corridors, in the eastern elevation of the hotel, facing the proposed development. Given that these windows serve corridors it is considered that there would be no unacceptable adverse impact on the amenity of occupiers of this neighbouring development.

211. To the east of the application site there is currently a vacant plot which previously had outline planning permission for an 82 unit apart/hotel with restaurant and gym facilities. An application for reserved matters was approved under reference S/3039/17/RM. However, this consent no longer remains extant. If a planning application is submitted for development on this neighbouring site then the impact upon the amenity will need to be considered at that stage and it is not considered that the Proposed Development would prejudice the potential development opportunities on this adjacent site.

For these reasons Planning Officers consider that the proposed development complies with Local Plan Policy HQ/1(n) (Design Principles).

213. **Residential space standards**

Local Plan Policy H/12 states that new residential units will be permitted where their gross internal floor areas meet or exceed the Government's Technical Housing Standards – Nationally Described Space Standards (2015) or successor document.

214. The standards are also set out within the policy itself.

All of the units meet the standards set out under Local Plan Policy H/12.

Health Impact Assessment

215. The applicant has submitted a health impact assessment. This has been reviewed by the Council's Health Specialist Consultee. Her response states in part:

216. *'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.'*

The officer recommended various conditions all of which have been covered by other consultees in relation to other impacts.

217. Planning officers therefore consider that the proposed development would accord with Local Plan Policy SC/2 (Health Impact Assessment).

218. **Contaminated Land**

The Contaminated Land Officer has recommended a condition requiring that where any contamination is identified during construction works, no further development is

219. commenced until a remediation strategy has been submitted to and approved by the local planning authority. Planning Officers therefore consider that the same condition should be included on any decision notice issued, should planning permission be granted.

The proposed development would therefore comply with Local Plan Policy SC/11 (Contaminated Land).

220. Flood Risk and Drainage

- The site is located in Flood Zone 1 (low risk). The Applicant submitted a Surface Water Drainage Strategy, revised drainage details and other correspondence in relation to drainage. Based on the information submitted the Cambridgeshire County Council Lead Local Flood Authority confirmed that they do not object to the proposed development, subject to conditions. The Drainage Officer has no objection subject to conditions.
- 221.

Planning Officers therefore consider that the Proposed Development would accord with Policy CC/9 (Managing Flood Risk).

222. Carbon Reduction and Water Efficiency

Sustainability measures were detailed within the Planning Statement submitted in respect of this planning application.

223. The Council's sustainability officer has been consulted and has suggested that further information is required which can be provided prior to development above ground level and prior to occupation.

224. The Sustainability Officer recommends the following condition on carbon reduction measures:

225. *'No development above ground level shall proceed until an Energy Statement has been submitted to and approved in writing by the local planning authority. The Statement shall demonstrate that a minimum of 10% carbon emissions (to be calculated by reference to a baseline for the anticipated carbon emissions for the property as defined by Building Regulations) can be reduced through the use of on-site renewable energy and low carbon technologies. The approved scheme shall be fully installed and operational prior to the occupation of the development and thereafter maintained in accordance with the approved details.'*

In relation to on-site renewable energy generation, the Council's EHO has also commented that a condition is required to ensure that the noise impacts associated with any renewable energy generation plant are sufficiently mitigated.

226. Subject to these conditions, Planning Officers consider that the proposed development would accord with Local Plan Policy CC/3 (Renewable and Low Carbon Energy in New Developments) and the Greater Cambridge Sustainable Design and Construction SPD 2020.)
- 227.

In relation to Water Efficiency, the Sustainability Officer has recommended the following condition:

228. *'No dwelling(s) shall be occupied until a water efficiency specification for each dwelling type, based on the Water Efficiency Calculator Methodology or the Fitting*

Approach set out in Part G of the Building Regulations 2010 (2015 edition) has been submitted to and approved in writing by the local planning authority. This shall demonstrate that all dwellings are able to achieve a design standard of water use of no more than 110 litres/person/day and the development shall be carried out in accordance with the agreed details.'

Planning Officers consider that subject to this condition the proposed development would accord with the requirements of Local Plan Policy CC/4 (Water Efficiency).

229. **Broadband**

Local Plan Policy TI/10 requires that infrastructure is included to create access to broadband internet.

230. It is therefore considered necessary to include a condition on any planning permission granted to secure this prior to occupation.

231. Subject to this condition the proposed development would comply with Local Plan Policy TI/10.

232. **Archaeology**

233. No consultation response was received from the County Archaeologist in relation to this current application. However, in relation to the Appeal A development on the same site, the Archaeology Officer raised no objections or requirements as the sufficient archaeological work was undertaken as required by the previous planning permission.

There are no other nearby heritage assets that would be affected by the proposed development.

234. The Proposed Development would therefore comply with Local Plan Policy NH/14 (Heritage Assets).

235. **Section 106**

The proposed heads of terms are attached at appendix 1.

236. Local Plan Policy TI/8 (Infrastructure and New Developments) states that planning permission will only be granted for proposals that have made suitable arrangements for the improvement or provision of infrastructure necessary to make the scheme acceptable in planning terms. Planning Officers consider that, subject to an appropriately worded s106 agreement, the proposed development would comply with Local Plan Policy TI/8.

15 year affordable housing clawback

238. As specified earlier in this report, the NPPG requires that 20% of Build to Rent units are affordable private rented units. However, given that the developer has demonstrated, through the submission of viability evidence, that the scheme is not financially viable with affordable housing contributions, there are no affordable rent units proposed as part of this application.

In order to ensure that this scheme remains as Build to Rent housing it is proposed that a covenant is included in a suitably worded Section 106 Agreement. Build to Rent

239. schemes are common in London and elsewhere in the South East of England. They are less common in the East of England. The Draft London Plan deals specifically with Build to Rent schemes and addresses the issue of affordable housing provision.

240. The draft London Plan requires that, in order to qualify as a Build to Rent scheme, homes are held as Build to Rent under a covenant for at least 15 years. A clawback mechanism is also required in order to ensure that additional affordable housing contributions are made should this covenant be broken.

241. It is therefore proposed that a Section 106 Agreement includes a covenant with a clawback mechanism requiring that if the units are sold on the open market within the first 15 years an affordable housing contribution will be secured, being a sum equal to 12.143% of the net sales receipt of a Relevant Dwelling or Dwellings or the same percentage shall in effect be applied to the Open Market Value and which contribution shall in either case be put by the Council towards the off-site provision of Affordable Housing necessitated by the Development but there is to be provision that if the 12.143% applies to an Open Market Value rather than a sales receipt the Owner shall be entitled to deduct such reasonable sum(s) incurred or which would be incurred by the Owner in relation to sales agency costs and legal costs in relation to Open Market Valuation

242. The s106 Agreement will also include provision that there shall be an Affordable Housing Contribution due in relation to a maximum of 40% of the Dwellings (being 32 of the Dwellings to be provided as part of the Development).

243. The 12.143% arrives from the figures assessed by the District Valuer under the previous viability as the % difference in value between a Dwelling sold as a Build to Rent unit and the value if the same unit was sold on the Open Market.

244. This approach is supported by the Council's Affordable Housing Officer. It is also an approach advocated within the NPPG. The NPPG (007 Reference ID: 60-007-20180913) states:

245. *'Circumstances may arise where developers need to sell all or part of a build to rent scheme into owner occupation or to multiple landlords or, exceptionally, to convert affordable private rent units to another tenure. The section 106 should consider such scenarios and, in particular, include a mechanism to recoup ('clawback') the value of the affordable housing provision that is withdrawn if affordable private rent homes are converted to another tenure.*

Consideration should also be given to a covenant period for the retention of private market rent homes in that tenure and potential compensation mechanisms in the event that private market rent homes are sold before the expiration of an agreed covenant period.

Planning authorities should recognise that build to rent operators will want sufficient flexibility to respond to changing market conditions and onerous exit clauses may impede development. However, the sale of homes from a build to rent development should not result in the loss of affordable housing without alternative provision being made.'

246. Planning Officers therefore recommend that if permission is granted a suitably worded Section 106 Agreement is required to include the clawback mechanism, as set out above.

Developer Contributions

247. Local Plan Policy SC/7 says all housing developments will contribute towards Outdoor Playing Space (including children's play space and formal outdoor sports facilities), and Informal Open Space to meet the need generated by the development. Based the proposed housing mix the following Outdoor Playing Space would be required; Formal sports space – 1748 m2, Formal children's play space – 35 m2, Informal children's play space – 35 m2 and, Informal open space – 437 m2. Where onsite infrastructure is not provided an offsite contribution would be required in lieu. Based on the submitted mix, in accordance with the Open Space in New Developments SPD 2009 the application requires a contribution of £51,015.38 towards sports facilities and £6,367.46 towards children's play space. Orchard Park Community Council has stated that any developer contributions received would be used to fund (a) unspecified projects at the existing sports facilities at Ring Fort recreation ground and Topper Street recreation ground and (b) replacement and additional play features at the Topper Street play area.

248. Local Plan Policy SC/6 says all housing developments will contribute towards the provision of indoor community facilities to meet the need generated by the development. Based the proposed housing mix around 12 m2 of indoor meeting space is required. Where onsite infrastructure is not provided an offsite contribution would be required in lieu. Based on the submitted mix, in accordance with Council policy the application requires a contribution of £23,161. Orchard Park Community Council has stated that any developer contributions would be used to help fund unspecified improvements and alterations to the Orchard Park Community Centre.

249. Local Plan Policy TI/8 states that planning permission will only be granted for proposals that have made suitable arrangements for the improvement or provision of infrastructure. Cambridgeshire County Council have confirmed that no education contributions are required in respect of the proposed development. A contribution of £69,000 has been requested in order to fund towards cycleway network improvements along Histon Road between Kings Hedges Road and Hazelwood Close with additional provisions in respect of the Car Club.

The Council's Waste Service Officer has requested a contribution of £6,300 towards waste receptacles.

250. Government guidance states plans should set out the contributions expected from development towards infrastructure and affordable housing. Where up to date policies have set out the contributions expected from development, planning applications that
251. comply with them should be assumed to be viable. Planning obligations can provide flexibility in ensuring planning permission responds to site and scheme specific circumstances. Where planning obligations are negotiated on the grounds of viability it is up to the applicant to demonstrate whether particular circumstances justify the need for viability assessment at the application stage. The weight to be given to a viability assessment is a matter for the decision maker.

252. The viability assessment for the South Cambs Local Plan did not assess private rented sector proposals meaning a site specific viability assessment is required. Having undertaken an assessment of the information presented to the Council in relation to the previous application, which demonstrated a significant viability deficit, officers are satisfied that the currently proposed scheme is incapable of funding the contributions required under policies SC/6 and SC/7 for Orchard Park Community Council. However, contributions towards cycleway network improvements and waste receptacles are to be secured.

Car Club

253. Planning Officers consider that a suitably worded Section 106 Agreement is required in order to implement, control and maintain a car club scheme in respect of this proposed development. The car club would be required for the first three years from occupation of the development. After this time, if the car club is still viable (i.e. if people are using it) then the operator is likely to retain it. It is not reasonable to require the car club in perpetuity as it may not be viable (i.e. residents might not use it).

Cycle Route Improvements

254. The Transport Assessment Team requested a contribution of £69,000 towards cycle route improvements on Histon Road between Kings Hedges Road and Hazelwood Close. Planning Officers recommend that provision is made for this within a suitably worded Section 106 Agreement for this contribution.

Pedestrian Link

Part of the land required to link the proposed pedestrian link with the adopted highway is owned by the Orchard Park Community Council. A contribution of £2000 will therefore be required to cover the costs of works to complete the link.

Other Matters

Pumping Station

255. Anglian Water have recommended a 15 metre cordon sanitaire around the Pumping Station adjacent to the Proposed Development. There were no issues raised by Environmental Health Officer in respect of impacts (odour, noise) arising from the proximity of this adjacent pumping station and therefore are satisfied that no such cordon is required. In any event, the closest ground floor element of the proposed development to the pumping station is an internal refuse store.

Planning Balance

Planning Officers have concluded that the proposed development has overcome all three of the Appeal A reasons for refusal.

256. Urban Design and Landscape consultees both recognise that the proposed development includes improvements over the Appeal A development. These consultees still have some concerns in relation to design and landscaping, however
257. Planning Officers, for the reasons set out within this report, consider that the design of the Proposed Development accords with all of the relevant Development Plan Policies when considered overall. NPPF Paragraph 130 states that where design accords with relevant policies, design should not be used by the decision-maker as a valid reason to object to a development.

258. Planning Officers also consider that a viable, high quality and policy compliant scheme of landscaping and planting can be achieved on the site, subject to a condition requiring submission to the LPA (and approval by the LPA) of a scheme of hard and soft landscaping measures prior to commencement of development. This is a different position to that taken in relation to the Appeal A proposals, where fundamental changes to design would have been required to achieve this.

- In summary, the proposed development accords with all relevant development plan policies with the exception of Policy H/9. However, the scheme is in accordance with the objectives of this policy. There is considered to be no harm associated with this conflict. Turning to material considerations, there would also be some conflict with the Orchard Park Design Guide SPD and the height parameter of 9m. However, compared to the Appeal A proposal there have been significant revisions to the siting of the building and an increased set back at fifth storey level. The proposed development is therefore considered to comply with Local Plan Policy HQ/1.
- 259.

- As Members may be aware, NPPF Paragraph 73 requires that the Council updates the 5YHLS position on an annual basis. The Applicant has confirmed that this scheme is deliverable within five years and has confirmed that the flats will be occupied within two and a half years of any planning consent being granted. Therefore, this Proposed Development would make a contribution of an additional 80 units, over and above that included in the Council's current 5YHLS calculation.
- 260.

- The Proposed Development would make a contribution towards significantly boosting the supply of housing, in line with the requirements of NPPF Paragraph 59. More specifically the scheme would provide private rented housing which is in short supply within the District. For these reasons, Planning Officers consider that planning permission should be granted.
- 261.

Recommendation

262. Delegated approval subject to the following conditions with the final wording to be agreed with the Chairman of the Planning Committee and a section 106 to secure:
- A 15 year clawback mechanism in relation to affordable housing
 - Implementation and maintenance of a car club scheme
 - Developer Contributions.

Conditions

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 (Received 22nd April 2020)
Apartment Types OP/170/4 Rev 2
Elevations OP/170/5 Rev 2
Floor Plans OP/170/3 Rev 2
Column Details OP/170/9
Block Plan OP/170/1 Rev 1

Site Plan OP/170/2 Rev 2
Cycle Shelter OP/170/7 Rev 2
Street Scenes and Sections OP/170/5 Rev 2

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

3. No development above base course level shall take place until details of the materials to be used in the construction of the external surfaces of the development 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 Local Plan 2018.)

4. Prior to occupation of the approved development a Travel Plan shall be 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 TI/2 of the South Cambridgeshire Local Plan 2018).

5. The pedestrian link within the Applicant's ownership, between Neal Drive and Chieftain Way, as shown on the approved Site Plan OP/170/2 Rev 1 shall be constructed and made available for public use prior to first occupation of the approved development. The pedestrian link within the Applicant's ownership, shall thereafter be retained in accordance with the approved plans and shall remain accessible to the general public at all times unless otherwise agreed in writing with the Local Planning Authority,

(Reason: To ensure that the development includes a pedestrian link as required by the Orchard Park Design Guide SPD (2011))

- 6/ No development shall be occupied until full details of both hard and soft landscape works have been submitted to and approved in writing by the Local Planning Authority. These details shall include the surface treatment of the approved access and surface level car park, indications of all existing trees and hedgerows on the land and details of any to be retained, together with measures for their protection in the course of development. The details shall also include specification of all proposed trees, hedges and shrub planting, which shall include details of species, density and size of stock.

(Reason - To ensure the development is satisfactorily assimilated into the area and enhances biodiversity in accordance with Policies HQ/1 and NH/4 of the adopted Local Plan 2018.)

7. 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/4 of the adopted Local Plan 2018.)

8. No development shall take place until there has been submitted to and approved in writing by the Local Planning Authority a plan indicating the positions, design, materials and type of boundary treatment to be erected. The boundary treatments shall be completed prior to first occupation of the approved development 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 South Cambridgeshire Local Plan 2018).

9. All ecological measures and/or works shall be carried out in accordance with the details contained in Section 5 of Preliminary Ecological Appraisal (MKA Ecology, February 2019) and agreed in principle with the local planning authority prior to determination. If any amendments are required to the recommendations, the revised approach shall be submitted in writing to the Local Planning Authority and implemented in accordance with the agreed measures.

(Reason: To comply with the requirements of the Wildlife and Countryside Act 1981 (as amended) and adopted South Cambridgeshire District Council Local Plan Policy NH/4)

10. Prior to the commencement of the development, a Precautionary Method of Works for reptiles shall be submitted to the local planning authority and approved in writing. The Method of Works shall include details of a destruction search completed under a watching brief by an ecologist, including the protocol which shall be followed if reptiles are found. Thereafter the development shall be carried out in accordance with the approved details.

(Reason: To comply with the requirements of the Wildlife and Countryside Act 1981 (as amended) and adopted South Cambridgeshire District Council Local Plan Policy NH/4)

11. Prior to the commencement of development above slab level a scheme of biodiversity enhancement and management including native planting and a location plan and specification of bat and bird boxes shall be supplied to the local planning authority for its written approval. The approved scheme shall be fully implemented within an agreed timescale unless otherwise agreed in writing.

(Reason: To meet the NPPF and the Adopted South Cambridgeshire District Council Local Plan Policy NH/4)

12. Prior to the first occupation of the dwellings hereby approved, each dwelling to be occupied shall be made capable of accommodating Wi-Fi and suitable ducting (in accordance with the Data Ducting Infrastructure for New Homes Guidance Note) shall be provided to the public highway that can accommodate fibre optic cabling or other emerging technology, unless otherwise agreed in writing with the Local Planning Authority.

(Reason – To ensure sufficient infrastructure is provided that would be able to accommodate a range of persons within the property and improve opportunities for home working and access to services, in accordance with policy TI/10 of the South Cambridgeshire Local Plan 2018.)

13. No construction works shall commence on site until a traffic management plan has been agreed in writing with the Planning Authority. The principle areas of concern that should be addressed are:
- i. Movements and control of muck away lorries (all loading and unloading shall be undertaken off the adopted public highway)
 - ii. Contractor parking; provide details and quantum of the proposed car parking and methods of preventing on street car parking.
 - iii. Movements and control of all deliveries (all loading and unloading shall be undertaken off the adopted public highway)
 - iv. Control of dust, mud and debris, in relationship to the operation of the adopted public highway.
- The development shall be carried out in accordance with the approved details.

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

14. The access shall be a minimum width of 5m, for a minimum distance of 5m measured from the near edge of the highway boundary and not carriageway edge.

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

15. Prior to the first occupation of the development, pedestrian visibility splays measuring 2 metres x 2 metres shall be provided each side of the vehicular access measured from and along the highway boundary within the site area. The splays shall thereafter be maintained free from any obstruction exceeding 0.6m above the level of the adopted public highway.

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

16. The proposed access points shall be constructed so that the falls and levels are such that no private water from the site drains across or onto the adopted public highway (the use of permeable paving does not give the Highway Authority sufficient comfort that in future year's water will not drain onto or across the adopted public highway and physical measures to prevent the same must be provided).

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

17. The proposed access point shall be constructed 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 Local Plan 2018.)

18. Development shall not commence until a detailed surface water scheme for

the site based on the agreed Surface Water Drainage Strategy prepared by MTC Engineering Ltd. (ref. 2204-DS- Rev B) dated November 2019 has been submitted to and approved in writing by the Local Planning Authority. The scheme shall subsequently be implemented in full accordance with the approved details before the development is completed.

(Reason - To ensure a satisfactory method of surface water drainage and to prevent the increased risk of flooding in accordance with Policies CC/8 and CC/9 of the adopted Local Plan 2018.)

19. Details for the long term maintenance arrangements of the surface water drainage system (including all SUDS features) shall be submitted to and approved in writing by the Local Planning Authority prior to the first occupation of any of the dwellings hereby permitted. The submitted details should identify runoff sub catchments, SUDS components, control structures, flow routes and outfalls. In addition, the plan must clarify 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 a satisfactory method of surface water drainage and to prevent the increased risk of flooding in accordance with Policies CC/8 and CC/9 of the adopted Local Plan 2018.)

20. No development above ground level shall proceed until an Energy Statement has been submitted to and approved in writing by the local planning authority. The Statement shall demonstrate that a minimum of 10% carbon emissions (to be calculated by reference to a baseline for the anticipated carbon emissions for the property as defined by Building Regulations) can be reduced through the use of on-site renewable energy and low carbon technologies. The approved scheme shall be fully installed and operational prior to the occupation of the development and thereafter maintained in accordance with the approved details.

(Reason – To ensure an energy efficient and sustainable development in accordance with Policy CC/3 of the adopted South Cambridgeshire Local Plan 2018 and the Greater Cambridge Sustainable Design and Construction SPD 2020.)

21. No dwelling(s) shall be occupied until a water efficiency specification for each dwelling type, based on the Water Efficiency Calculator Methodology or the Fitting Approach set out in Part G of the Building Regulations 2010 (2015 edition) has been submitted to and approved in writing by the local planning authority. This shall demonstrate that all dwellings are able to achieve a design standard of water use of no more than 110 litres/person/day and the development shall be carried out in accordance with the agreed details.

(Reason - To ensure that the development makes efficient use of water and promotes the principles of sustainable construction (South Cambridgeshire Local Plan Policy CC/4 and the Greater Cambridge Sustainable Design and Construction SPD 2020))

22. No development shall commence until details of a scheme for the provision of 5% car park spaces to have electric vehicle charge points have been submitted to and approved in writing by the Local Planning Authority. The scheme shall be provided in accordance with the approved details prior to the

first occupation of the development/first use of the car park and shall be retained thereafter.

(Reasons: In the interests of encouraging more sustainable forms of travel/transport and to reduce the impact of development on local air quality, in accordance with the National Planning Policy Framework (NPPF) and South Cambridgeshire Local Plan 2018 Policy TI/3. In the interest of reducing carbon dioxide emissions, in accordance with policy South Cambridgeshire Local Plan 2018 SC/12).

23. If during the development contamination not previously identified is found to be present at the site then no further development (unless otherwise agreed in writing with the Local Planning Authority) shall be carried out until the developer has submitted, and obtained written approval from the Local Planning Authority for, a remediation strategy detailing how this unsuspected contamination shall be dealt with. The remediation strategy shall be implemented as approved to the satisfaction of the Local Planning Authority.

(Reason: To ensure that 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 South Cambridgeshire Local Plan (2018) Policy SC/11.)

24. 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 of Public Holidays unless otherwise agreed in writing by the local planning authority

(Reason: To protect the amenities of nearby residential properties in accordance with South Cambridgeshire Local Plan (2018) Policy SC/10)

25. 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 from noise and 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 South Cambridgeshire Local Plan (2018) Policy SC/10)

26. No development shall commence until a programme of measures to minimise the spread of airborne dust (including the consideration of wheel washing and 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 in writing.

(Reason: To protect the amenities of nearby residential properties in accordance with South Cambridgeshire Local Plan (2018) Policy SC/12)

27. 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 of the development and confirming construction activities to be undertaken in each phase of the development 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 nearby residential properties in accordance with South Cambridgeshire Local Plan (2018) Policy SC/10)

28. 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.

(Reason: To protect the amenities of nearby residential properties in accordance with South Cambridgeshire Local Plan (2018) Policy SC/12)

29. No development including demolition or enabling works shall take place until a Site Waste Management Plan for the construction phase has been submitted to and approved in writing by the Local Planning Authority. The approved plan shall be implemented in full.

(Reason - To ensure that waste arising from the development is minimised and that which produced is handled in such a way that maximises opportunities for re-use or recycling in accordance with Policy CC/6 of the South Cambridgeshire Local Plan 2018).

30. The development shall be constructed in strict accordance with the noise mitigation scheme detailed in the Orchard Park, Apartment Development, Cambridge, Site Suitability Assessment (Project No.: 70065122 and dated November 2019, as amended 2020) produced by WSP for protecting the proposed dwellings from noise from the A14 and submitted with the application. All works which form part of the approved scheme shall be completed before any one of the permitted dwelling is occupied.

Reason: To protect the amenities of nearby residential properties in accordance with South Cambridgeshire Local Plan (2018) Policy SC/10)

31. Before the development / use hereby permitted is commenced, 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 use hereby permitted is commenced 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 nearby residential properties in accordance with South Cambridgeshire Local Development Framework Development Control Policies 2007, Policy NE/15.)

32. Prior to commencement of the development an artificial lighting scheme, to include details of any external lighting of the site such as street lighting, 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”.
33. 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 local residents from light pollution / nuisance and protect / safeguard the amenities of nearby residential properties in accordance with NE/14 – Lighting Proposals.)

Informatives

1. This permission is subject to an Agreement under Section 106 of the Town and Country Planning Act 1990 (as amended)
2. To satisfy the noise insulation scheme condition for the residential building envelope and traffic noise, the applicant / developer must ensure that the residential units at are acoustically protected by a noise insulation scheme, to ensure the internal noise level within the habitable rooms, and especially bedrooms comply with British Standard 8233:2014 “Sound Insulation and noise reduction for buildings-Code of Practice” derived from the World Health Organisation Guidelines for Community Noise: 2000. The code recommends that a scheme of sound insulation should provide internal design noise levels of 30 LAeq (Good) and 40 LAeq (Reasonable) for living rooms and 30 LAeq (Good) and 35 LAeq (Reasonable) for bedrooms. Where sound insulation requirements preclude the opening of windows for rapid ventilation and thermal comfort / summer cooling, acoustically treated mechanical ventilation may also need to be considered within the context of this internal design noise criteria. Compliance with Building Regulations Approved Document F 2006: Ventilation will also need consideration.

For any noise attenuation scheme proposed due regard should be given to current government / industry standards, best practice and guidance and ‘Greater Cambridge Sustainable Design and Construction Supplementary Planning Document, Adopted January 2020’ – Section 3.6 Pollution - Noise Pollution (including vibration) (pages 89 -113) and appendix 8 : Further technical guidance related to noise pollution- available online at:

<https://www.scambs.gov.uk/planning/local-plan-and-neighbourhoodplanning/sustainable-design-and-construction-consultation-spd/>

Further advice can be obtained from Nick Atkins, Environmental Health Officer, Environment and Waste Telephone No: 01954 713145

3. The granting of permission and or any permitted development rights for any Air Source Heat Pump (ASHP) does not indemnify any action that may be required under the Environmental Protection Act 1990 for statutory noise nuisance. Should substantiated noise complaints be received in the future regarding the operation and running of an air source heat pump and it is considered a statutory noise nuisance at neighbouring premises a noise abatement notice will be served. It is likely that noise insulation/attenuation measures such as an acoustic enclosure and/or barrier would need to be installed to the unit in order to reduce noise emissions to an acceptable level. To avoid noise complaints it is recommended that operating sound from the ASHP does not increase the existing background noise levels by more than 3dB (BS 4142 Rating Level - to effectively match the existing background noise level) at the boundary of the development site and should be free from tonal or other noticeable acoustic features.
4. In addition equipment such as air source heat pumps utilising fans and compressors are liable to emit more noise as the units suffer from natural aging, wear and tear. It is therefore important that the equipment is maintained/serviced satisfactory and any defects remedied to ensure that the noise levels do not increase over time.

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.

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/4191/19/FL

Report Author:

Luke Simpson
Telephone Number:

Consultant Senior Planning Officer
01954 713251

Heads of terms for the completion of a Section 106 agreement

Orchard Park – Com 4 (S/4191/19/FL)

Affordable housing summary:

Onsite affordable housing	None
Affordable housing commuted sum	In the event that 32 (or fewer) (i.e. up to 40%) of the 80 apartments are sold within 15 years from 1st occupation the Owner is required to pay to the District Council 12.143% of the net sales proceeds of each relevant apartment sold but the Council may ask the District Valuer to assess the open market value of a relevant apartment if the Council considers full open market value has not been achieved. Before paying the 12.143% the Owner shall be entitled to deduct marketing costs, costs of sales agent and legal costs provided each of such costs are reasonable

Section 106 payments summary:

Item	Beneficiary	Estimated sum
Transport	CCC	£69,000
Household waste receptacles	SCDC	£6,300
TOTAL		£75,300
TOTAL PER DWELLING		£522

Section 106 infrastructure summary:

Item	Beneficiary	Summary
Car club and dedicated bay	CCC	

Planning condition infrastructure summary:

Item	Beneficiary	Summary
Travel Plan	CCC	

CAMBRIDGESHIRE COUNTY COUNCIL

Ref	CCC1
Type	Transport
Policy	South Cambridgeshire Local Plan Policy TI/2 and TI/8
Required	Yes
Detail	<p>Policy TI/2: Planning for Sustainable Travel states development must be located and designed to reduce the need to travel, particularly by car, and promote sustainable travel appropriate to its location.</p> <p>Developers of 'larger developments' or where a proposal is likely to have 'significant transport implications' will be required to demonstrate they have maximised opportunities for sustainable travel and will make adequate provision to mitigate the likely impacts through provision of a Transport Assessment and Travel Plan</p> <p>Developers will be required to demonstrate they will make adequate provision to mitigate the likely impacts (including cumulative impacts) of their proposal including environmental impacts (such as noise and pollution) and impact on amenity and health. This will be achieved through direct improvements and Section 106 contributions and/or the Community Infrastructure Levy (CIL), to address transport infrastructure in the wider area including across the district boundary</p> <p>Policy TI/8: Infrastructure and New Developments states planning permission will only be granted for proposals that have made suitable arrangements for the improvement or provision of infrastructure necessary to make the scheme acceptable in planning terms. The nature, scale and phasing of any planning obligations sought will be related to the form of the development and its potential impact upon the surrounding area.</p> <p>It goes on to say that contributions may be necessary for Improvements (including infrastructure) for pedestrians, cyclists, equestrians, highways and public and community transport.</p> <p>The submitted proposal for 80 apartments includes an underground car park containing 52 car parking spaces, of which 4 will be for disabled use giving 48 spaces for 80 flats (i.e. a ratio of 0.6 car spaces per flat).</p> <p>The provision of 104 covered cycle parking spaces is proposed demonstrating the significant reliance on the cycle network. This allows for one person per studio, two people per one bed unit, and three people per two bed unit. The County Council consider this to be appropriate and recommended to be agreed by the District Council.</p> <p>The applicant also proposes a car club bay, which will encourage residents not to own a car, and could reduce the demand for residents to own a vehicle by up to 15 vehicles.</p> <p>Having reviewed the relative impacts of the development the County Council consider a financial contribution towards cycle improvements along the Histon Road corridor is essential.</p>
Project	Towards the provision of cycle route improvements on Histon Road between Kings Hedges Road and Hazelwood Close.
Quantum	£69,000
Fixed / Tariff	Fixed
Trigger	Paid in full prior to occupation of any dwellings

SOUTH CAMBRIDGESHIRE DISTRICT COUNCIL

Ref	SCDC1
Type	Household waste receptacles
Policy	RECAP Waste Management Design Guide
Required	YES
Detail	<p>Policy TI/8: Infrastructure and New Developments states planning permission will only be granted for proposals that have made suitable arrangements for the improvement or provision of infrastructure necessary to make the scheme acceptable in planning terms. The nature, scale and phasing of any planning obligations sought will be related to the form of the development and its potential impact upon the surrounding area.</p> <p>It goes on to say that contributions may be necessary for Waste management (pursuant to the Cambridgeshire & Peterborough Minerals and Waste Development Plan).</p> <p>The RECAP Waste Management Design Guide (which forms part of the Cambridgeshire and Peterborough Minerals and Waste Local Development Framework) was adopted by South Cambridgeshire District Council on 13th March 2008. The guide contains a toolkit outlining the basis for planning conditions and obligations, and applicants should demonstrate that they have considered this in their application submission.</p> <p>Paragraph 4.8 of the SPD says "Developers will be required to provide the external containers or pay financial contributions to the relevant Local Authority for their provision".</p> <p>The Council's Waste Officer has advised that the scheme will require 18 x 1100 litre bins at a cost of £350 each resulting in a contribution of £6,300</p>
Project	Towards the provision of household waste receptacles necessitated by the Development
Quantum	£6,300
Fixed / Tariff	Fixed
Trigger	Paid in full prior to occupation of any dwellings

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Planning application S/4191/19/FL

**Erection of two new private rented residential blocks comprising a total of eighty studio, one and two bedroom apartments
(Resubmission of application S/0768/18/FL)**

**At: Western side of Land Parcel COM4, Neal Drive, Orchard Park, Cambridge
Objection by Orchard Park Community Council**

1. Introduction

Orchard Park Community Council object to this application and ask that if recommended for approval it is referred to committee. OPCC is willing to attend and speak at a committee meeting.

The community council urges you to reject both applications, neither are good for Orchard Park, they do nothing to aid what is already a fractured community, what is needed is low cost family accommodation. Orchard Park already has more Houses in Multiple Occupation (HMOs) than the rest of South Cambs combined.

This is largely an identical application to the previously rejected application S/0768/18/FL apart from the number of units being slightly reduced from 93 to 80 and the height and massing issues being less of an issue.

This is aimed at the private rented sector a market that may be in short supply within South Cambs but is certainly not within Orchard Park where some streets are over 90% all privately rented. There is no affordable housing being offered on the basis of viability. As the government makes clear a scheme not being viable is no reason to approve it when not policy compliant to such an extent as these applications.

This is a very small site. The application approved on appeal was for 42 one and two bedroom flats, which would have included an appropriate amount of affordable housing. The current proposal does not include any provision for affordable housing. Hence what is now proposed is nearly double that approved on appeal. If approved, this development would be dense and cramped.

As with the previously applications, Orchard Park Community Council respectfully asks South Cambridgeshire District Council to reject both this application and even more so the application for student rooms. Such dense development would not be permitted elsewhere in South Cambridgeshire so why should Orchard Park have to have such development.

If minded to approve, then before the application is determined revised plans should be required to address the various issues highlighted in this objection and by others.

A number of conditions are proposed as solutions but without clarity that what is to be conditioned could actually be delivered. Such matters should be demonstrated to be possible before approval.

The complete viability assessment should be publicly accessible for a sufficient time before any determination is made on this application. The complete viability assessment should be before the committee along with a review of it by an independent consultant. The independent consultant should be available to attend the committee and be able to answer questions. That the applicants have overpaid for the site is no justification for the lack of affordable housing.

The committee is urged to read the Inspector's decision, particularly paragraphs 14 to 18 and his rational for approving the application he did and refusing the other one as well as the acceptance of the terms of the Unilateral Undertaking submitted by the then applicants.

Although this is a full application there is a lack of detailed plans such as showing the detailed car parking, cycle and pedestrian arrangements.

No evidence has been submitted to demonstrate that a car lift would work. A comparison may be drawn with rear courtyard parking. There is now clear evidence they do not work and people park as close as they can to their house. The same will apply here. There is not enough parking provided.

There is no point imposing conditions which cannot then be enforced, better to reject the applications now than create unsustainable communities.

If ultimately, you are minded to approve this application please defer consideration until all details of the s106 agreement and all the conditions are finalised and bring it back to committee for these to be considered.

2. Location Plan

The redline plan does not comply with the PPG requirements as it does not show all land required for the development.

In particular:

- The proposed boundary landscaping extends beyond the redline.
- The proposed pedestrian route to Chieftain Way goes outside the site boundary. (On to land owned by the Community Council)
- The access road from Neal Drive and the required visibility splay are not included within the redline.
- The redline includes land to the north of the site which does not appear to be in the applicant's ownership, but Certificate A has been completing stating all of the land required for the development is owned by the applicant.

3. Principle of Residential Development

Whilst the residential use of this site has potentially been established by the appeal decision on APP/W0530/W/15/3095195 (SCDC S/2975/14/OL) that is no justification for the current proposal which is of a very different scale.

It should also be noted that the linked appeal APP/W0530/W/15/3095195 (SCDC S/2938/14/OL) was refused for the erection of up to 132 1 and 2 bed flats on all of the COM4 site. A costs application against SCDC was refused on both appeals.

Both original refusals contained robust decisions and reasons for refusal. Many still apply and even more so given the greater scale of what is proposed.

The approval appeal decision in April 2016 was for "up to 42 1, 2, 3 and 4 bedroom apartments". It is now expired so should now be afforded less weight, particularly given the revised NPPF and NPPG as well as the recently adopted South Cambridgeshire Local Plan and the length of time since the appeal decision with no attempt made to implement that decision by such as by submission of a reserved matters application.

The applicants bought the site from the owners in full knowledge of the then extant planning consent. They made no effort to submit a reserved matters application for that development and allowed it to lapse.

The way the applications on this site have been submitted are classic examples of attempts to wear down opposition by Local Planning Authorities and communities by repeat application. OPCC ask the committee to take a robust approach and defend the existing residents of Orchard Park as well as those that would have to live in such cramped conditions as proposed in this application.

4. Is this Sustainable Development?

NPPF paragraph 7 states:

“The purpose of the planning system is to contribute to the achievement of sustainable development. At a very high level, the objective of sustainable development can be summarised as meeting the needs of the present without compromising the ability of future generations to meet their own needs.”

Whilst at a simplistic level this development may be said to meet a need a present need for private rented property, it does so at the expense of unacceptable compromises.

NPPF paragraph 8 explains that:

“Achieving sustainable development means that the planning system has three overarching objectives, which are interdependent and need to be pursued in mutually supportive ways ...”

The three objectives being: Economic, Social and Environmental.

At a superficial level the proposed development may be said to meet the economic objective as detailed in 8(a) – but can it really be said that cramped nature of this proposal will *ensure “sufficient land of the right type in the right place at the right time”* or that it “identifies and coordinated the provision of infrastructure”?

The proposed development certainly does not meet either the Social or Environmental Objectives detailed in 8(b) and 8(c). It does not:

- support strong, vibrant and healthy communities
- foster a well-designed and safe built environment
- provide open spaces that reflect current and future needs
- contribute to protecting and enhancing our natural environment
- help to improve biodiversity

Whilst paragraph 9 makes clear the objectives are “not criteria against which every decision can or should be judged”, it goes on to say “Planning ... decisions should play an active role in guiding development towards sustainable solutions.

5. Viability and Affordable Housing

Current details on the public planning register do not include the viability assessment which we understand has been submitted to demonstrate why the development does not comply with the policy for affordable housing. As the proposal does not comply with the policy requirement for affordable housing the application should be rejected.

The viability assessment should be disclosed as required by the NPPF and NPPG but has not been. It should be able to be subjected to full public scrutiny.

OPCC urges committee members to request and review both the Viability Appraisal (VA) and the review of it commissioned from the District Valuer. If need be this could be a discussion in a closed session of the committee. The applicants asked SCDC to continue to refuse to place these in the public domain the Viability Assessment (VA) they submitted.

During consideration of the previous application after OPCC obtained legal advice which was passed on to then case officer, the applicant made contact and agreed to release the VA to OPCC on a confidential basis. It was accepted on that basis whilst also made clear it is for SCDC to determine if it is placed in the public domain or not – and that the NPPF and NPPG as well as ICO decision all point toward disclosure.

OPCC believe the VA should be in the public domain and there are no justifiable sound reasons why SCDC can justify not placing it in the public domain.

A previous case officer had said that a second review of the VA was to be commissioned but this has not actually been done for reasons that seem unclear. That the applicants have made the scheme appear even more unviable by including the unproven “car lift” is no justification for not commissioning a truly independent review of the VA. The District Valuer is rarely relied upon by other planning authorities for reviewing VAs submitted by applicants.

6. Density, Character and Appearance

This is over-development on a grand scale, in a site that is only 0.27 ha (gross). The proposal as approved at appeal for 42 units would have resulted in a net density of well over 190. The previous application was for 99 dwellings so a net density of around 450 dwellings per hectare. That proposal was reduced to 93 dwellings which slightly reducing the density to around 420 net. The current application for 80 units would result in a density of around 360 net. This is still around double the density of the development approved on appeal.

The Orchard Park SPD provides guidance as to the built form likely to be considered acceptable within the COM4 area. It suggests built forms of approximately 15 metres in height (with four plus storeys) for primary blocks and between 9 and 12 metres for other buildings should be considered acceptable. In this area the SPD seeks provision of ‘landmark buildings’ to terminate views and strong frontages to define and contain open spaces and streets. What is proposed is not considered to meet the requirements of the SPD.

7. National Design Guide

MHCLG published the new National Design Guide on 1st October 2019 ‘Planning practice guidance for beautiful, enduring and successful places’.¹

The new guide builds on the NPPF and makes clear that creating high quality buildings and places is fundamental to what the planning and development process should achieve.

¹ <https://www.gov.uk/government/publications/national-design-guide>

The focus of this guide is on good design in the planning system. It supports paragraph 130 of the NPPF which states that permission should be refused for development of poor design.

Comparing this proposed development against the ten characteristics in the Design Guide should lead to only one conclusion, that this application should be rejected.

8. Leisure, Recreation and Amenity Space

The proposal results in a very cramped development. There is little or no private or public amenity space. There is no onsite provision for leisure or recreation space. Whilst the SCDC section 106 officer has indicated a level of provision that should be provided, at present there appear to be any offer of a proposed s106 contribution for off-site provision. On the basis it does not comply with these policy requirements it should be rejected.

9. Build to Rent

The proposal is based on the difference between South Cambridgeshire and Cambridge City, it fails to take account of the very different demographics in the two districts. Orchard Park already has more of the issues of Cambridge City but without the supporting infrastructure or services.

Orchard Park has a large number of houses in multiple occupation with what were meant to be family homes now converted to 6 or more HMO units. This is estimated to be around 25% of the total buildings. Many HMOs are uncontrolled in planning terms but immune now from any enforcement action.

The need for and benefit of HMO properties is recognised but they should never dominate any one street as they do in Orchard Park.

HMO properties will not generally be picked up in any Private Rented Sector survey. In several instances whole streets are largely or entirely HMOs. So, whilst the PRS within South Cambridgeshire as a whole may only have been 12% in 2014/15 that is for South Cambridgeshire as a whole. The PRS within Orchard Park is well in excess of 20% - bear in mind that a 6-bedroom HMO should be counted as 6 PRS units.

Orchard Park is already suffering from the issues that flow from a high transient population, that this application makes the case on the lines of "we will be different as we will be high quality and well managed" it will still exacerbate not improve the situation.

10. Transport Statement

Whilst what purports to be a fresh Transport Statement has been submitted dated November 2019, the parking survey was undertaken in May 2018.

The submissions from the applicant's transport consultants appears to be fairly poor but seems to have been accepted by the County Council without much challenge. For example, making use of the 2011 census for anything in Orchard Park is foolish at best given much of Orchard Park did not exist then! The parking stress survey submitted is said to comply with the "industry standard" Lambeth methodology, however OPCC checked with LB Lambeth shortly before the committee meeting that considered the previous application and their head of transport policy said there are

multiple ways in which the survey does not comply and has significantly over counted the available parking.

Despite the clear requirement in the NPPF to maximize walking and cycling these aspects get little genuine consideration within the Transport Statement. What consideration there is makes use of inaccurate claims.

For example, in paragraph 2.8.2 it is said “Beyond the commercial and retail facilities there is a new primary school [it is not new] in the western part of Orchard Park some 400m distant on foot.” Measured as a straight line it is 500m, as a walking route it is around 650 m.

Use of data from Census area Cambridge MSOA 002 is entirely inappropriate as it is a very different area, much is very close to the city centre and subject to parking controls. Figures may be presented to demonstrate there is no issue with parking – but the reality on the ground is that there are significant parking problems within Orchard Park already which will only be made worse by the proposed development.

Paragraphs 3.4.1 to 3.4.3 quote from the Ely to Cambridge Transport Study and attempt to make a case that *“It follows therefore that any undeveloped parts of Orchard Park should adhere to the principles set out in Para 2.8.5 of the ECTS”*. However, the claims are not backed up by the ECTS paragraph quoted below. It is clear that Orchard Park was not developed with sufficient overall oversight of car parking provision and management and what is proposed in the ECTS is not something that can be implemented on one extremely small site in total isolation.

From ECTS paragraph quoted in Transport Assessment [emphasis added]:

“To avoid the problematic impacts described above in this document, development must in future seek very carefully to:

- ***minimise external vehicle trip generation through maximising trip internalisation;***
- ***provide significantly lower levels of car parking than has traditionally been provided, particularly at employment locations;***
- ***promote a site-wide approach to car parking management to reduce the need for significant increases in car parking provision; and***
- ***promote the use of non-car modes through significant investment in supply-side measures and aggressive travel planning to encourage the required mode shift.***

The planning and transport authorities should also ensure that processes for monitoring, managing, and reviewing transport outcomes are implemented and secured by and from developers through the consenting process.”

At least the ECTS study is fairly recent, even more bizarrely the Transport Statement refers in paragraphs 3.5.1 to 3.5.5 to a “Personalised Travel Planning Pilot Project” carried out in early 2009 when only a small part of Orchard Park was built out. As this project was so long ago and has not been repeated little value can be drawn from it now.

In 3.5.5 the Transport Statement concluded that *“It can reasonably be considered that the pilot PTP shows the propensity for people to change their travel habits particularly where there is a sufficiently high level of provision for travel by modes*

other than the private car as exists at Orchard Park.” Unfortunately, there are two fundamental flaws with this, firstly there is not a “sufficiently high level of provision for travel by other than the private car” and more importantly even when someone may well walk, cycle or use the bus to get to/from work, they will still have a car for use at other times so require a parking space for it. This is highly likely to be the main reason why there is a high level of day-time parking in much of Orchard Park now.

The Transport Statement states that “Section 8 summarises the Transport Statement and concludes that there will not be a severe impact due to the Proposed Development.” This reveals a lack of consideration of the revised NPPF issued in July 2018, but instead the 2012 NPPF. For a useful review and explanation of the differences between 2012 and 2018 editions of the NPPF, see paper by PJA (Phil Jones Associates) at Annex 1.

The current NPPF issued in February 2019 reflects the change of wording in 2018 and emphasis on Highway Safety.

Ultimately, the decision on highways matters is one for SCD C not the Highways Authority.

11. Service Access

In paragraph 4.6.1 is an attempt to make a case for use of the hammerhead to Neal Drive and that this means “that servicing vehicles, including refuse vehicles, will not cause any obstructions when stopped on the highway outside the Proposed Development”. This totally ignores the proposed development on the other side of Neal Drive. The development should ensure that all of its’ servicing needs are dealt with within the site and not by use of Neal Drive.

12. Crime Prevention - parking

When commenting on the previous application the Police “Designing Out Crime Officer” expressed concerns and refers to “anti-social and inappropriate parking across the Orchard Park area and regularly calls are received to our Control Room.”

If anything, the situation on parking is now worse since those comments were made with vehicles regularly being “parked” on pavements and even roundabouts as can easily be seen every evening and often during the day as well.

13. Parking

Orchard Park has reasonably good accessibility by public transport and cycling. So, whilst someone may be able to commute to work on foot, by cycle or by bus they still will often have a car for other journeys such as leisure and shopping. This is demonstrated by observing the number of cars parked within Orchard Park during the day. Any committee members unfamiliar with the parking situation in Orchard Park is urged to visit Orchard Park on a weekday evening before determining the application.

The parking survey was undertaken in May 2018 which is before the “Marmalade Lane” (K1) development was completed.

In our objection to the previous application we said:

“Whilst a parking stress survey has been submitted which is said to be in accordance with the Lambeth Methodology² even a cursory read of the methodology shows the submitted survey does not. It is clear the submission clearly does not comply with the methodology in a number of ways including that it has not been based on a 200m walking distance. It has not properly identified and excluded around dropped kerbs, nor excluded 5m from junctions.” “

Despite this objection no attempt appears to have been made to undertake a fresh parking survey for this application.

Even if the applicants could control car ownership of tenants, they could not control the behaviour of visitors. Provision of double yellow lines would simply lead to parking on double yellow lines as happens at present with the existing restrictions. SCDC is one of the few districts in England which does not have decriminalised parking, so parking remains a police matter and giving other competing pressures so does not get dealt with. If the application is to be permitted then the applications should be required (through a Grampian condition and s106 agreement) to fund the introduction of decriminalised parking within either all of SCDC area of Orchard Park (whichever is the preference of County Council) as well TROs for parking restrictions on roads (and pavements) and funding an enforcement service for at least five years on a 24/7 basis to cover the area within a 600 m radius of the site.

There are two hotels within Orchard Park both of which were permitted as it is now clear, without sufficient parking for the number of guests they now accept or the sorts of vehicles some use (HGV, coaches). Even when there may be space with the car parks some chose to park on the street and/or pavement instead. This indicates how people behave, garage parking accessible by lifts will not be used as it should be. Given rear-courtyard parking has been demonstrated to not work, it is fallacious to suggest garage parking accessed by lift will work unless supported by a controlled parking zone and strong enforcement action.

The use of Census data to support contentions in the application is entirely inappropriate. The most recent Census in 2011 was carried out whilst Orchard Park was still being developed. The LSOA census area covering the site does not cover all of Orchard Park and includes areas not in Orchard Park. It is of no real use to assess the situation now. In the absence of other validated data on car ownership the standard parking requirements should be the minimum requirement.

14. Bus provision

The Transport Statement acknowledges that the distance from the site to bus stops on the Guided Busway are 750 m and 500 m and Citi 1 bus stop 550 m. These are all far in excess of the standard recommended maximum distance of 400 m. No mitigation measures are proposed to address this deficiency.

15. Cycle Parking

The comments made by CamCycle are endorsed. Whilst they have referred to Cambridge City policies the same principles ought to apply here. The use of two-tier

² https://www.lambeth.gov.uk/sites/default/files/pl-PARKING_SURVEY_GUIDANCE_NOTE_Nov_2012_Update.pdf

racks for residential cycle parking is inappropriate and some of the Sheffield stands have been placed too closely to walls. Two-tier cycle racks are neither accessible nor convenient for residents. Use of the Cycle Parking Guide SPD provided by the Cambridge City Council as a guide to appropriate layout is a sensible suggestion.

The cramped nature of the site and the efforts of the applicants to squeeze in so much development in such a small area has no doubt led to the proposed inappropriate cycle parking.

16. Highways Development Management

The Highways DM comments raised a number of issues that should be dealt with through revised plans before the application is determined. Whilst they suggest dealing with matters by use of conditions such conditions would be ineffective if what is required could not actually be implemented, hence revised plans should be submitted to demonstrate how the conditions could be complied with.

17. Pedestrian Access to Chieftain Way (toward Travelodge)

The Site Plan appears to show a narrow pedestrian/cycle route running from Neal Drive to Chieftain Way. As a concept this is supported and indeed considered necessary. The Planting Strategy Plan shows this as a Pedestrian Footpath and “Refer to Architects Information for detail” but it is unclear what this refers to.

This route extends outside the redline of the application as does the vehicle access to the site from Neal Drive, both should be within the redline.

As proposed, the pedestrian route appears very narrow as if it has been squeezed in and ought to provide for both a cycle and pedestrian access and so be of an appropriate width.

The pedestrian route overlaps with and conflicts with the visibility splay of the vehicle access point. Little thought appears to have been given as to how it interfaces with the car parking and access road.

The adjoining land off Chieftain Way that the route would go through is owned by Orchard Park Community Council (OPCC) but no notification has been served on OPCC.

18. Anglian Water

The response from Anglian Water dated 23rd April 2018 on the previous application made the point about a 15 m buffer zone around the pumping station. These comments have been repeated in their response of 11th December 2019 to the current application.

Given the multiple instances there have been of issues with the pumping station including sewage smells and their need to bring tankers in the concept of a buffer appears to be well made.

Given the ongoing issues with the pumping station there should be a clear buffer around the pumping station and the 15 m required by Anglian Water seems justified.

Whilst it has been said that “the Neal Drive/Orchard Park site infrastructure was built with allowances for all land parcels” this was at a stage when the whole of the COM4 site was to be commercial usage which would not have generated so much of a drainage requirement. Therefore, this aspect should be fully clarified before

determination and not simply assumed to be correct. Resident have already had to deal with sewage issues as detailed above.

19. Landscape Plans

These should be revised as requested by the SCDC Trees Officer.

In addition, it appears that the trees proposed on the southern boundary of the site are too close to the adjoining residential properties.

Different plans, such as the Site Plan, Block Plan and Planting Strategy Plan show different proposed boundary planting.

On all four sides of the site the proposed landscaping extends beyond the redline plan, no doubt as a result of the attempts to cram in much more development that is appropriate for the size of the site. All landscaping should be designed show it does not extend beyond the site boundary nor be likely to grow outside the site boundary in the future. Revised plans are therefore required to deal with this.

20. Ecology

The comments from the SCDC Ecology officer clearly indicate how superficial an approach has been taken by the applicants. A number of detailed suggestions are made such as:

“The landscape proposals provide very limited habitat for wildlife and are contrary to the ecological consultant’s recommendations in part. The proposals should be revised to take the comments below into account:

- 1) Boundary hedgerows should be managed for wildlife and should comprise native hedgerow mixes of 4-5 species of local provenance. In particular, native species should be used along the western boundary.*
- 2) The northern boundary should include a buffer of native habitat including meadow habitat suitable for reptiles. Otherwise, the ecologist’s Recommendation 2 in the Reptile Survey report cannot be implemented.*
- 3) Native and beneficial shrubs for wildlife should be used wherever possible.”*

The points made should be dealt with through revised proposals before determination. It is clear that were these aspects to be controlled by condition they could not necessarily be implemented. The comments were submitted in December yet the applicants to not appear to have taken the opportunity to submit any revised plans.

National Planning Policy Framework (NPPF)

Transport Planning for Developments

PJA (Phil Jones Associates)

National Planning Policy Framework (NPPF)

Transport Planning for Developments

Key points:

- Transport Assessments, Transport Statements and Travel Plans still required.
- Sustainable transport still to be prioritised.
- Significant impacts must be mitigated to an acceptable degree.
- Highway safety now explicitly referenced as a reason for refusal.
- Severity test is now referenced in paragraph 109 and is limited to road network impacts.
- Application requirements strengthened through the removal of the '*where practical*' reference.
- Requirement for EV parking spaces strengthened.
- Still no definition of '*severe*'.

Summary:

The revised National Planning Policy Framework (NPPF 2018) was published on the 24th July 2018 to replace the previous NPPF published in 2012 (NPPF 2012).

The '*presumption in favour of sustainable development*' remains central to the document, for both plan-making and decision-taking. The requirement for developments which generate significant amounts of movement to be supported by a Transport Assessment or Transport Statement and Travel Plan also remains unchanged, although NPPF 2018 no longer refers to a Travel Plan as a '*key tool*' for facilitating the use of sustainable transport modes.

Paragraphs 108 to 110 of NPPF 2018 will be of particular importance to our clients, as they consider how planning decisions will be made in relation to transport. The content of these paragraphs is comparable to paragraph 32 of NPPF 2012, however paragraph 108 of NPPF 2018 states it must be ensured that:

'any significant impacts from the development on the transport network (in terms of capacity and congestion), or on highway safety, can be cost effectively mitigated to an acceptable degree'

This provides additional clarity compared to NPPF 2012 in that impacts on the transport network now explicitly relate to highway safety as well as capacity and congestion. However, it also introduces the concept that impacts must be mitigated to an ‘*acceptable degree*’, although this is not explicitly defined.

Further to this, NPPF 2018 paragraph 109 states that:

‘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’. (our underlining)

By comparison, NPPF 2012 stated that:

‘Development should only be prevented or refused on transport grounds where the residual cumulative impacts of development are severe’. (our underlining)

NPPF 2018 therefore now includes ‘highway safety’ as a reason for refusal and the severity test is now limited to impacts on the ‘road network’. It will be for Authorities and Inspectors to decide what constitutes an unacceptable or severe impact.

Further context regarding application requirements is provided in paragraph 110 of NPPF 2018. Whilst these provisions are similar to those in paragraph 35 of NPPF 2012, the reference to them being provided ‘*where practical*’ has been removed, suggesting an increased weight to these requirements.

Walking, cycling and public transport accessibility continue to be themes running through the documents, requiring priority to be given to pedestrian and cycle movements, as well as access to high quality public transport.

The concept that rural locations should be treated differently to urban locations in sustainable transport terms also continues to be recognised. NPPF 2018 states at paragraph 84 that in rural areas, sites to meet local needs may have to be found adjacent to or beyond existing settlements, in locations not well served by public transport. In these circumstances, it should be ensured that:

‘development is sensitive to its surroundings, does not have an unacceptable impact on local roads and exploits any opportunities to make a location more sustainable (for example by improving the scope for access on foot, by cycling or by public transport)’

Both NPPF documents have very similar requirements for the setting of local parking standards, with the specific need to *‘ensure an adequate provision of spaces for charging plug-in and other ultra-low emission vehicles’* (NPPF 2018 paragraph 105) replacing the more general need to *‘reduce the use of high-emission vehicles’* (NPPF 2012 paragraph 39). NPPF 2018 also states that the importance of adequate overnight lorry parking facilities should be recognised, which was not a requirement of NPPF 2012.

Also in relation to parking, NPPF 2018 at paragraph 106 specifies that maximum parking standards should only be set when *‘there is clear and compelling justification that they are necessary for managing the local road network, or for optimising the density of development in city and town centres and other locations that are well served by public transport’*.

Overall, the importance of sustainable modes, land use planning, parking provision and highways impact remains key to NPPF 2018. However, there has been a slight change in emphasis to the remit of the severity test with the inclusion of highway safety, but with other impacts restricted to those associated with the road network. There is still no definition however of what is classed to be ‘severe’, or indeed ‘unacceptable’.

**SOUTH CAMBRIDGESHIRE DISTRICT COUNCIL
CAMBRIDGESHIRE**

**Form 5
Ref. S/0768/18/FL**

TOWN AND COUNTRY PLANNING ACT 1990

REFUSAL OF PLANNING PERMISSION

Decision Date: 28 August 2019

Paul Watson,
Phillips Planning Services Limited
Phillips Planning Services Limited
Kingsbrook House
7 Kingsway
Bedford
MK42 9BA

The Council hereby refuses permission for Erection of two new private rented residential blocks comprising a total of 93 apartments

At: Western side of Land Parcel COM4, Neal Drive, Orchard Park, Cambridge
For: Marchingdale Developments Limited

In accordance with your application dated 26 February 2018

for the following reasons:-

1. In the opinion of the local planning authority the scale, siting and massing of the proposed five storey development would not be in keeping with the surrounding area and in particular the three storey residential development directly to the south of the application site. The orientation and layout of the proposed development would also fail to meet the site-specific design guidance set out at page 34 of the Orchard Park Design Guidance SPD (2011). The design of the proposed pedestrian link to the south and the lack of active frontages proposed on external facing elevations would result in a development which fails to create a positive sense of place. The development therefore does not represent high quality design and would be contrary to adopted South Cambridgeshire Local Plan (2018) Policy HQ/1 (Design Principles) (criteria a, c, e & f) and the adopted Orchard Park Design Guide Supplementary Planning Document (March 2011).
2. In the opinion of the Local Planning Authority, the planting and landscaping proposals do not provide high quality landscaping which integrates the development with its surroundings and the landscaping and planting measures which have been proposed are not considered to be viable. The development would therefore be contrary to adopted South Cambridgeshire Local Plan (2018) Policy HQ/1 (Design Principles) (criterion m) and the adopted Orchard Park Design Guide Supplementary Planning Document (March 2011).
3. Insufficient information has been provided to allow the Local Planning Authority to determine whether the proposed development would harm protected species. A Preliminary Ecological Appraisal (MKA Ecology, February 2019) has confirmed the suitability of the site for common reptiles. It is not possible for the Local Planning Authority to conclude whether or not there would be harm to protected species without further surveys to confirm whether there are common reptiles present and if they are present, how any potential harm will be mitigated, including through potential translocation to alternative sites. The development would therefore conflict with adopted South Cambridgeshire Local Plan (2018) Policy NH/4 (Biodiversity).

TOWN AND COUNTRY PLANNING ACT 1990

REFUSAL OF PLANNING PERMISSION

Decision Date: 28 August 2019

General

1. Statement as to how the Local Planning Authority (LPA) has worked with the applicant in a positive and proactive manner on seeking solutions

The LPA positively encourages pre-application discussions. Details of this advice service can be found on the Planning pages of the Council's website www.scambs.gov.uk. If a proposed development requires revisions to make it acceptable the LPA will provide an opinion as to how this might be achieved. The LPA will work with the applicant to advise on what information is necessary for the submission of an application and what additional information might help to minimise the need for planning conditions. When an application is acceptable, but requires further details, conditions will be used to make a development acceptable. Joint Listed Building and Planning decisions will be issued together. Where applications are refused clear reasons for refusal will identify why a development is unacceptable and will help the applicant to determine whether and how the proposal might be revised to make it acceptable.

In relation to this application, it was considered and the process managed in accordance with paragraphs 186 and 187 of the National Planning Policy Framework.

2. A delegation report or committee report, setting out the basis of this decision, is available on the Council's website.

To help us enhance our service to you please complete our [Customer Service Questionnaire](#)



Stephen Kelly

Joint Director for Planning and Economic Development for Cambridge and South Cambridgeshire

South Cambridgeshire Hall, Cambourne Business Park, Cambourne, Cambridge, CB23 6EA

SEE NOTES OVERLEAF

TOWN AND COUNTRY PLANNING ACT 1990

REFUSAL OF PLANNING PERMISSION

Decision Date: 28 August 2019

NOTES

Appeals to the Secretary of State

If you are aggrieved by the decision of your Local Planning Authority to refuse permission for the proposed development or to grant it subject to conditions, then you can appeal to the Secretary of State for the Environment under Section 78 of the Town and Country Planning Act 1990.

If you want to appeal, then you must do so using a form which you can get from the Customer Support Unit, Planning Inspectorate, Temple Quay House, 2 The Square, Temple Quay, Bristol BS1 6PN.

Alternatively, an online appeals service is available through the Appeals area of the Planning Portal - see www.planningportal.gov.uk/pcs. The Planning Inspectorate will publish details of your appeal on the internet. This may include a copy of the original planning application form and relevant supporting documents supplied to the local authority, together with the completed appeal form and information you submit to the Planning Inspectorate. Please ensure that you only provide information you are happy will be made available to others in this way, including personal information belonging to you. If you supply personal information belonging to a third party please ensure you have their permission to do so. More detailed information about data protection and privacy matters is available on the Planning Portal.

Fully completed appeal forms must be received by the Planning Inspectorate within six months of the date of this decision notice except where the property is subject to an enforcement notice, where an appeal must be received within 28 days.

The Secretary of State can allow a longer period for giving notice of an appeal, but he will not normally be prepared to use this power unless there are special circumstances which excuse the delay in giving the notice of appeal.

The Secretary of State need not consider an appeal if it seems to him that the Local Planning Authority could not have granted planning permission for the proposed development or could not have granted it without the conditions it imposed, having regard to the statutory requirements, to the provisions of any development order and to any directions given under a development order.

In practice, the Secretary of State does not refuse to consider appeals solely because the Local Planning Authority based its decision on a direction given by him.

Purchase Notices

If either the Local Planning Authority or the Secretary of State for the Environment refuses permission to develop land or grants it subject to conditions, the owner may claim that he can neither put the land to a reasonable beneficial use in its existing state nor render the land capable of a reasonably beneficial use by the carrying out of any development which has been or would be permitted.

In these circumstances, the owner may serve a purchase notice on the District Council in whose area the land is situated. This notice will require the Council to purchase his interest in the land in accordance with the provisions of Part VI of the Town and Country Planning Act 1990.

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Agenda Item 7



**South
Cambridgeshire
District Council**

12 August 2020

Report to: South Cambridgeshire District
Council Planning Committee

Lead Officer: Joint Director of Planning and Economic Development
Jane Rodens

S/4451/19/FL – Cottenham / Rampton (Land At The Rear Of 5 High Street Rampton Cambridge Cambridgeshire CB24 8QE)

Proposal: Demolition of the existing structures and the erection of 4 dwellings with associated infrastructure and works

Applicant: Highcliffe Properties Ltd

Key material considerations: Principle of Development
Heritage Assets
Character and Appearance of the Area
Residential Amenity

Date of Member site visit: None

Is it a Departure Application: No

Decision due by: 31st July 2020 (further Extension of time requested)

Application brought to Committee because: Ward Member requests the application is determined by Planning Committee

Presenting officer: Jane Rodens, Senior Planning Officer

Executive Summary

1. This application seeks full planning permission for the development of four dwellings with associated infrastructure and works following the demolition of the existing structures that are on the site.
2. Objections have been received from the Urban Design Officer, the Conservation officer, The Parish Council and there is a Principle Objection to the application.
3. The application is being recommend for refusal by Planning Officers.

Relevant planning history

4. S/0994/18/FL - Erection of six dwellings and associated infrastructure and works following demolition of existing structures – Withdrawn

S/1911/01/O - Residential Development (8 Dwellings) – Refused

S/1596/00/O - Residential Development (7 Dwellings) – Refused

Planning policies

National Guidance

5. National Planning Policy Framework 2019 (NPPF)
National Planning Practice Guidance (NPPG)
National Design Guide (NDG)

South Cambridgeshire Local Plan 2018

6. 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/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
HQ/1 Design Principles
NH/4 Biodiversity
NH/14 Heritage Assets
H/8 Housing Density
H/9 Housing Mix
H/12 Residential Space Standards
SC/7 Outdoor Play Space, Informal Open Space and New Developments
TI/2 Planning for Sustainable Travel
TI/3 Parking Provision
TI/8 Infrastructure and New Developments
TI/10 Broadband

South Cambridgeshire Supplementary Planning Documents (SPD)

7. Open Space in New Developments SPD - Adopted January 2009
Biodiversity SPD - Adopted July 2009
Trees & Development Sites SPD - Adopted January 2009
Landscape in New Developments SPD - Adopted March 2010
Affordable Housing SPD - Adopted March 2010
District Design Guide SPD - Adopted March 2010
Public Art SPD- Adopted 2009
Health Impact Assessment SPD – March 2011
Greater Cambridge Sustainable Design and Construction Supplementary Planning Document- Adopted January 2020
Conservation Area Appraisal – Rampton 2005

Consultation

8. **Parish Council:** “Rampton Parish Council objects to this planning for the following reasons in relation to the South Cambridgeshire Local Plan: Rampton is designated an infill village in Policy S/11 and as such residential schemes are stated as being limited to schemes of not more than 2 dwellings. The proposed development is for 4 dwellings. The proposal is not considered to be "brownfield" and therefore does not meet the "exceptional circumstances" conditions laid out in paragraph 3 of S/11 that indicates slightly larger developments may be permitted.”
9. **South Cambridgeshire District Council Contamination Officer:** No objection to the application subject to conditions.
10. **South Cambridgeshire District Council Health and Environmental Services:**
Support the application subject to the following conditions:
 - The repositioning of the stables should be agreed by Environmental Health due to the risk of rodent infestation and odour nuisance to the neighbouring property.
 - Hours of Work
 - Hours of Delivery
 - No burning of Waste
11. **South Cambridgeshire District Council Tress Officer:** Tree and hedgerow information has been provided. A Tree Survey and Arboricultural Implications Assessment (dated Feb 2018, April 18 and Sep 19) has been submitted. This is sufficient for this proposal, trees and site. Please list it as an approved document.
12. **South Cambridgeshire District Council Urban Design:** recommend refusal as this is a poor-quality public realm which mainly dominated by cars and lacks any meaningful landscaping. Such arrangement would result in an unacceptable adverse impact on the visual amenity and the character of the Conservation Area. Therefore, it is considered in contrary to Policy HQ/1 and Para 127 and 130 of the NPPF.

13. **South Cambridgeshire District Council Landscape Officer:** More information is recommended for the soft landscape works. There are conditions that are to be applied to the application which are for the full details of the soft landscape works and all hard and soft landscape works shall be carried out in accordance with the approved details.
14. **South Cambridgeshire District Council Ecology Officer:** No objection to the application, subject to conditions for the measures to be carried out in accordance with the submitted information, and there shall be enhancements to the site.
15. **Cambridgeshire County Council Highways:** there is no objection to the application subject to the following conditions:
- pedestrian visibility splays
 - the fall of the proposed driveway
 - The construction of the access in bounded material
 - Traffic management plan is to be submitted
16. **Sustainable Drainage Engineer:** This application is acceptable subject to the following condition for a scheme of the disposal of surface water and foul water.
17. **Archaeology Officer:** Our records indicate that the site lies in an area of high archaeological potential, situated in the village core, reflected by the series of listed buildings in the vicinity of the application area (for example, Historic Environment Record references DCB5701, DCB6022, DCB5279, DCB5277, DCB4462). To the east is Grade II* listed Church of All Saints (DCB4460), which has fabric from 12th century and grave covers and a cross shaft (05457a) found in the churchyard have been identified as Saxon in date. In addition, Giant's Hill, a designated motte castle and adjoining earlier medieval settlement with associated field system (DCB154) is situated 400m to the east. Also in the vicinity is artefact evidence of Prehistoric (05183), Roman (MCB23751), Saxon (MCB23427) and medieval (MCB20158, MCB235759, MCB20155, MCB20156 etc.) occupation.
18. We do not object to development from proceeding in this location but consider that the site should be subject to a programme of archaeological investigation secured through the inclusion of a negative condition, such as the updated example condition approved by DCLG.
19. **South Cambridgeshire District Council Conservation Officer:** The proposal will fail to preserve or enhance the character or appearance of the Rampton conservation area and will not comply with Local Plan policies NH/14
20. With reference to the NPPF and the effect on the significance of the heritage asset, paragraphs 193, 194 and 196 would apply. The proposals would cause significant less than substantial harm to the character and appearance of the conservation area.

Representations from members of the public

21. There have been a number of letters of objection and support received on this application. All comments can be found on the Councils website in full, a summary of the comments are below:

22. Objections – seven letters

- This would not be a sustainable development, there is a need for a car to travel to and from the site therefore it is not sustainable, there are not enough facilities in the village to support the development.
- There is no need for this housing, where there is a large amount of housing within the district.
- The proposal is not in conformity with Policy S/11 of the adopted Local Plan.
- The proposal site is not a brownfield site, this is an agricultural site and therefore does not conform to the definition of the meaning.
- There would be no benefit to the village from this application.
- The application states that this would remove a use that is not neighbourly, this is not considered to be the case.
- The number of dwellings has been reduced but the foot print of the properties has not changed.
- The solid form of the development is not acceptable
- There will be overlooking and overbearing to the amenity areas of the neighbouring sites.
- The location of the bin store will harm the neighbouring properties.
- There is no need for a large cycle store to a property that is for a wheel chair user.
- There will be an impact on the traffic within the village.
- The access to the site is not two cars wide.
- There is not enough car parking on the site as there is no visitor parking.
- There are limited options for public transport within the village.
- The gravel drive will create noise.
- The nearby drain is blocked and this will create additional flooding where there has been before.
- This will impact on the Conservation Area and is not reflective of the area, this is confirmed in the submitted information as part of the application.
- This will harm the village Green.
- There is a history of refusals on the site and this should follow suite, this includes a dismissal by a Planning Inspectorate. There has been no improvement to the scheme that would change the recommendation of this application to an approval. This application should not be compared to the other development that have taken place in the village as they are not reflective of each other and cannot be compared.
- There are developments that are in the villages that still have not sold, there is no need for these properties and therefore are not required.
- The NPPF requires development to be socially, economic and environmentally beneficial for the community and the local area. This development would not be.
- This application would not create sustainable travel as required by Policy TI/2 of the Local Plan.

- There will be harm to the adjacent Listed buildings to the site as well as the Conservation Area.
- The documents that have been submitted do not reflect the protected species that are on the sites. There is a lot more wildlife than the document shows.
- The application shows that one of the dwellings is for a disabled person, the access and the main road through the site would not be acceptable for them. There is no foot path through the site.
- The materials that are being proposed are not considered to be acceptable and will not be reflective of the rest of the conservation area.

23. Supports – five letters

- This is a smaller scheme for four dwellings, than previously applied for.
- This includes a bungalow
- Well designed scheme that is in keeping with the rest of the village
- Will ensure that the current site cannot be used for uncertain uses in the future.
- This is within the village envelope and an infill site
- There is a lack of housing in the village

The site and its surroundings

24. The proposal is located within the Development Framework of Rampton and the Conservation Area of Rampton.

25. The proposal site contains detached barns and out buildings associated with a current agricultural use. The buildings are used for storage. The access to the site is to the north from High Street, between no.11 High Street and no.5 High Street. Within the site there are mature trees and other vegetation.

26. The following properties surround this proposal site:

- No. Croft Cottage, 3 High Street
- No. 5 High Street
- No. 11 High Street– Building of Local Significance as defined in the Rampton Conservation Area Appraisal
- No. 15 High Street
- No.17 The Green (Grade II Listed Building)
- No.19 The Green– Building of Local Significance as defined in the Rampton Conservation Area Appraisal
- No.20 The Green– Building of Local Significance as defined in the Rampton Conservation Area Appraisal
- No.12 King Street
- No.14 King Street
- No.16 King Street
- No.18 King Street
- No.1 Home Farm Close
- No.2 Home Farm Close
- No.3 Home Farm Close

- Farm Building located within the site – Building of Local Significance as defined in the Rampton Conservation Area Appraisal

The proposal

27. The proposal is for the development of four dwellings, that are accessed off of The High Street.

28. The bin area is located at the front of the site, which leads to the rest of the site including eight parking spaces, two for each properties. The buildings are located in a U shape and they are to the south of the site. They are in two block where units no.1 and no.2 are joined and the same for units no.3 and no.4. There are 3 no two storey dwellings and a bungalow within the site.

29. The amenity spaces are to the rear of the properties which back onto the dwellings to the rear of the site.

Planning assessment

30. The key considerations in this application are:

- Principle of Development
- Heritage Assets
- Character and Appearance of the Area
- Residential Amenity

Planning balance and conclusion

Principle of Development

31. Policy S/7 of the Local Plan identifies the areas of sustainable development within the district, these are the Development Frameworks. The proposal site lies within the development Framework of Rampton, which is designated as an Infill Village under Policy S/11. The Policy states that developments within Infill Villages are acceptable where it meets the criteria of the policy.

32. Part two of the policy states that residential developments of redevelopments within Rampton will be restricted to a scheme of not more than two dwellings. Where it is either a gap in an otherwise built up frontage to an existing road, redevelopment or subdivision of an existing residential curtilage, the subdivision or redevelopment of a non-residential building.

33. Part three of the policy states that in very exceptional circumstances a slightly larger development, no more than 8 dwellings may be permitted, where this would lead to a sustainable recycling of a brownfield site bringing an overall benefit to the village.

34. This application is for four dwellings within the development framework of Rampton. Therefore there is a principle objection to this application as the proposal is not in conformity with Policy S/11 of the adopted Local Plan.
35. Part three of the policy will be explored to determine if this is an exceptional circumstance for this development.

Heritage Assets

36. The proposal site is located in the Rampton Conservation Area and to the rear of the following dwellings.
- No. Croft Cottage, 3 High Street
 - No. 5 High Street
 - No. 11 High Street – Building of Local Significance as defined in the Rampton Conservation Area Appraisal
 - No. 13 High Street
 - No.17 The Green - Grade II Listed Building
 - No.19 The Green – Building of Local Significance as defined in the Rampton Conservation Area Appraisal
 - No.20 The Green – Building of Local Significance as defined in the Rampton Conservation Area Appraisal
 - No.12 King Street
 - No.14 King Street
 - No.16 King Street
 - No.18 King Street
 - No.1 Home Farm Close
 - No.2 Home Farm Close
 - No.3 Home Farm Close
 - Farm Building located within the site – Building of Local Significance as defined in the Rampton Conservation Area Appraisal
37. The access to the site is between No 5 High Street and No 11 High Street. The use of the site is a former farmyard which is now disused. According to the historical maps this piece of land has remained undeveloped with only small scale farm buildings added to the site the 20th century. The southern edge of the land has been developed with houses along King Street but the land has not changed significantly as the village developed.
38. This proposal site is a significant site as it lies in the centre of the conservation area and in the heart of the historic core of the village. It is a link with the agricultural past of the village and is surrounded by a number of heritage assets including listed buildings and the nearby village green.
39. The buildings that are located on the site are small scale farm buildings are not considered to be attractive and disused. The site is open and very visible between no.5 and no.11 and in views across from The Green and between houses along King Street. Any development here will need to respect the context of the land,

the high visibility of any potential development and the potential for the alteration of the character of the conservation area.

40. This application has been altered from the previously submitted scheme and there appears to be a more organic layout with the four houses grouped around a courtyard reminiscent of a farmyard group even including a farmhouse in the design of Unit 1. All the houses have taken their materiality cues from traditional agricultural buildings with timber weatherboarding, pantiles and clay tiled roofs and buff brick.
41. The changes that have been made from the previous application do not go far enough to be acceptable on this proposal site. To recreate a farmyard with farmhouse is not responding to the historical use of the site. This has never been more than a farmyard with land attached and a complete farm complex has not existed here. The existing barn on the site is separated from the development and there is no link of how this is then included back into the site.
42. This level of development in this special area of development is too intense for this site and whilst the houses have been reduced in number, they do not reflect the historic core of the Conservation Area, nor do they reflect the previous uses of the site as a farm yard. The visibility of the buildings from around the site will remove the current openness which is a unique feature of this yard to such an extent that it will cause harm to the character of the conservation area. Development on this site needs to respond to its farmyard context and be no more impactful than the existing agricultural buildings on the site.
43. The Conservation Officer has commented on the application and has concluded that the proposal will create significant, less than substantial harm to the character and appearance of the conservation area.
44. The National Planning Policy Framework (NPPF) refers to harm in paragraph 193, it states that great weight will be given to the conservation of heritage assets, the heritage asset in this instance is the Conservation Area of Rampton. As detailed above there will be less than substantial harm which will be significant. Therefore paragraph 196 of the NPPF is to be applied to the application, this refers to any less than substantial harm to be outweighed by the Public Benefit of the scheme or where this is the optimal viable use of the development.
45. The heritage statement that has been provided as part of this application states that the public benefit of the scheme would be removing an eyesore from the Conservation Area and that it would reinforce the local distinctiveness of the development.
46. It is agreed that the buildings that are located on the site are not considered to be appropriate, however the design and the layout of the site does not provide a level of improvement that would be acceptable to allow for this development to proceed. The historic statement that has been provided does not provide justification that this would be the optimal viable use of the site and therefore overcome the lack of public benefits of the site.

47. The site is located within the Rampton Conservation Area. Section 72 of the Planning (Listed Buildings and Conservation Areas) Act 1990 states that special attention shall be paid to the desirability of preserving or enhancing the character or appearance of that area.
48. The proposal will fail to preserve or enhance the character or appearance of the Rampton conservation area and will not comply with Local Plan policies NH/14 and the NPPF.
49. Section 66 of the Planning (Listed Buildings and Conservation Areas) Act 1990 states that a local authority shall have regard to the desirability of preserving features of special architectural or historic interest, and in particular, Listed Buildings.
50. To the south east of the site are the Grade II listed buildings of no.15 and no.17 The Green. It is considered that this application will not have specific harm to the setting of these listed buildings. The closest building to the boundary of these listed buildings will be plot 4 which is a bungalow. The design of this building, only in regards of the setting of these listed building, is considered to be acceptable.
51. This application is recommended to be refused as there will be less than significant harm created to the Rampton Conservation Area, the adjacent listed buildings. The proposal is therefore not in conformity with Policy NH/14, the NPPF and the Planning (Listed Buildings and Conservation Areas) Act 1990.

Character and Appearance of the Area

52. The Urban Design Officers have commented on the application, they are not supportive of the scheme, this is due to the poor quality of the public realm which mainly dominated by cars and lacks meaningful landscaping. Therefore this level of arrangement would result in an unacceptable adverse impact on the visual amenity and the character of the Conservation Area.
53. Policy HQ/1 part a) refers to the need to protect and enhance the character of the local urban area. Creating the large footprints will block the view termination into the site which usually is terminated by valuable existing trees. These trees are very important as they can be seen outside of the site and in the Conservation Area, therefore the proposal will substantially dilute the trees greenery presence on the High Street scene and therefore contrary to Policy HQ/1 a).
54. The four dwellings are to be joined in a way that will create two blocks of development, normally this would be considered acceptable, but in this instance it will jar with the Conservation Area as the U-shaped built form gives a formal feeling and further enhance the cul-de-sac which is not a character of the Conservation Area. Part b) of Policy HQ/1 requires development to be reflective of the character of the surrounding area, in this instance it is the Conservation Area, the Cul-de-sac like proposal is therefore not acceptable.

55. The public realm for this proposal site will be the main access into the site and the car parking that is provided on either side which heading south into the site and then the north eastern corner of the site. When the site is viewed from the main high street and into the site the cars will be dominant creating a low sense of arrival. The wider public realm within the conservation area contains front gardens, plots no2, no3 and no4 do not have any front gardens.
56. Policy HQ/1 part c) states that there is to be a legible and place-responsive design, that creates a sense of place and identity. It has been stated by the Design officer that the proposal does not achieve this as it will be dominated by parking with a lack of front gardens which is and not creative. Part h) of the policy states that parking should be integrated into the site and does not dominate the site, which the parking that is provided on this site will do.
57. As detailed above there will be harm to the wider Conservation Area from this development. It is considered by the Design Officers through their comments on this application that the rationale that has been put forward for this proposal is not acceptable. No justification has been given that would show that this proposal is acceptable when it can be viewed from the Conservation Area. This would be more specifically from Plots no2, no3 and no3 from the south west corner of the site to The Green. Effecting the Conservation Area in this way is therefore not in conformity with parts d) and e) of Policy HQ/1 of the Local Plan.
58. In regards of the specific design of the buildings it is considered that they are not acceptable and there is no justification within the submitted information for the reason behind their design. There is a wide range of design within the village and the Conservation Area which has then not been reflected within this development.
59. The application is therefore not considered to be in accordance with Policy HQ/1 and the NPPF, both of which require a high standard of development that is reflective of the surrounding area.

Residential Amenity

60. In regards of residential amenity both of the future residents of the site and the neighbouring residents of the site each of the plots are to be assessed below. This will be in regards of Policy HQ/1, H/12 and the District Design Guide.
61. Policy HQ/1 states in part n) that the proposal would not create overlooking to the neighbouring properties, nor would it create a dominating effect. It also requires the development not to have a harmful effect on the amenity of the future residents of the site.
62. Policy H/12 indicated the internal space standards for the development, which includes the space for bedrooms and the whole property.
63. Paragraph 6.68 of the Council's District Design Guide details that to prevent the overlooking of habitable rooms to the rear of residential properties and rear private gardens, it is preferable that a minimum distance of 15m is provided

between the windows and the property boundary. For two storey residential properties, a minimum distance of 25 metres should be provided between rear or side building faces containing habitable rooms. Where blank walls are proposed opposite the windows to habitable rooms, this distance can be reduced further, with a minimum of 12 metres between the wall and any neighbouring windows that are directly opposite.

Plot 1

64. There are to be four bedrooms, all of the bedrooms appear to be double bedrooms and the 1st three bedrooms exceed the 11.5m² as required in as the residential space standards. The fourth bedroom is to be less than the 11.5m² at 8.5m² which is less than the required space. Which is not acceptable and not policy compliant.
65. In regards of the whole floor space for the property this is above the required 124m² at 165m². Which is acceptable and in compliance with Policy.
66. In regards of overlooking to the neighbouring properties it is considered that there would be minimal overlooking and dominating effect to the nearest neighbouring properties, which are:
67. No.11 High Street – North – 13m away from the northern single storey element (obscured windows) and the two storey element which is 19m away and there is one obscurely glazed window.
68. No.1 Home Farm Close. The proposal is 25m away at the two storey element, which is acceptable. The single storey element is between 13m and 17m from the neighbouring property. It is between 9.6m (north west boundary) and 18.2m (south west boundary) this is considered to be acceptable as the majority of the rear amenity space is to the south of the property.
69. No 2. Home Close. This is 23m away from the two storey element of the plot, as this is the closest point and the angle between the properties it is considered that there would be no direct overlooking between the properties.
70. It is between 9.6m (north west boundary) and 18.2m (south west boundary) this is considered to be acceptable as the majority of the rear amenity space is to the south of the property. Therefore, this meets the 15m requirements in the District Design Guide.

Plot 2

71. There are to be four bedrooms, three of which are to be double rooms and the fourth is to be a single bedroom. All of which are compliant with the adopted policies in regards of the space standards.
72. In regards of the whole floor space for the property this is above the required 115m² at 150m². Which is acceptable and in compliance with Policy.

73. In regards of overlooking to the neighbouring properties it is considered that there would be minimal overlooking and dominating effect to the nearest neighbouring property, which is:

74. No.3. Home Farm Close, There is a distance of 25m between the neighbouring property and the two storey element and 21m between the single storey element. This is acceptable.

75. The District Design Guide, states that there should be a minimum of 15m between the rear elevation and the boundary of the site. This is achieved on the site.

Plot 3

76. This is a two bedroom property and both of the rooms are in compliance with the space standards. The floor space of the whole property is also above the required standard at 79m² which is 108m².

77. In regards of overlooking to the neighbouring properties it is considered that there would be minimal overlooking and dominating effect to the nearest neighbouring properties, which are:

78. No.16 King Street, there is 26m between the properties. There would be no direct overlooking as there is one dormer window on the rear of the property which is located further away from this nearest dwelling.

79. No.14 King Street, this property is 22m at the closest point at two storey, there would be no overlooking as there are no windows at this closest point. There is a distance of 24m at the nearest window, which is the dormer window detailed above. Due to the angle it is considered that there would be no direct overlooking, but some overlooking.

80. The District Design Guide, states that there should be a minimum of 15m between the rear elevation and the boundary of the site. Due to the awkward angle of the site this is between 13m and 7m which is less than the requirement and therefore not acceptable.

Plot 4

81. This bungalow is a two storey dwelling, both of the bedrooms are more than the required space standards in the adopted Policy. The floor space of the whole building is also more than the requires in the adopted policy at 70m², this is 119m².

82. In regards of overlooking to the neighbouring properties it is considered that there would be minimal overlooking and dominating effect to the nearest neighbouring properties, which are:

83. No.14 King Street, there is a distance of 17.5m between the bungalow and the single storey element of the proposal, which is considered to be acceptable.

84. No.12 King Street, there is a distance of 13m which is less than the 15m, between the proposed bungalow and the two storey element of the neighbouring property. Due to the angle between the properties there would be no direct overlooking.
85. No.19 The Green, there is a distance of 23m from the single storey element of the neighbouring property.
86. There is a distance of 6m and 12m between the rear elevation and the rear boundary of the site. This is less than the 15m required by the district design guide and therefore not acceptable.

Highway Safety and Parking Provision

87. This application is to provide no.8 external parking space, two spaces for each of plots. The access to the site is from the north of the proposal site off of High Street.
88. The County Council Highways Authority Officers have been consulted on the application. they have requested that the following conditions are applied to the application if the proposal is to be recommended for approval:
- Visibility
 - The fall of the driveways for the drain of water from the site
 - The construction of the access in bounded material
 - The submission of the traffic management plan
89. The application is therefore considered to be in conformity with the adopted Policies.

Drainage

90. There has been no objection raised by the Sustainable Drainage Engineer, they have recommended conditions on this application for the submission of a scheme for the disposal of surface water and foul water that can be maintained for the lifetime of the development.

Ecology

91. As part of the application a Protected Species Survey (C. Vine, November 2019) has been submitted. The application site consists of an area of improved short cut grassland, with hardstanding and outbuildings, and a part wooded boundary. The site does sit with the Impact risk Zone of a nearby statutory protected site but does not meet the criteria that would require a consultation from Natural England. There are not any non-statutory site within the vicinity that are likely to be impacted by this application that the Local Planning Authority are aware of. The

data from the area states that there are amphibians (including great crested newts), bar owls and other raptors, farmland birds, bats and water vole have all been recorded locally.

92. There has been no evidence of roosting bats within either the buildings to be demolished or the vegetation within the redline boundary. There are some old bird nests within the buildings, however none were active at the time of survey. No evidence was found of other protected species on site. Therefore, there is no need for further information to be submitted as part of this application.
93. The NPPF paragraph 170, 174, and 175, and the Adopted South Cambridgeshire District Council Local Plan Policy NH/4 require applicants 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 50% of 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. 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. Therefore, a condition is recommended on that basis.

Landscaping and Trees

94. A Tree Survey and Arboricultural Implications Assessment (dated Feb 2018, April 18 and Sep 19) has been submitted as part of this application, this has been reviewed by the South Cambridgeshire Tree Officer who has agreed that the information that has been submitted is acceptable.
95. Information has also been provided in regards of the landscaping of the site, this has been commented on by the Landscape Officer. They have stated that the soft landscaping works are not acceptable, further planting is needed when accessing the site and there should be a mixture of native hedgerow. Further details are to be conditioned on the site including the sedum roof.

Archaeology

96. The County Council Archaeology Officer has commented on the application, they have indicated that the site lies in an area of high archaeological potential, situated in the village core, reflected by the series of listed buildings in the vicinity of the application area.
97. To the east is Grade II* listed Church of All Saints, which has fabric from 12th century and grave covers and a cross shaft found in the churchyard have been identified as Saxon in date. In addition, Giant's Hill, a designated motte castle and adjoining earlier medieval settlement with associated field system is situated

400m to the east. Also in the vicinity is artefact evidence of Prehistoric, Roman, Saxon and medieval occupation.

98. There is no objection to the development subject to the following condition, which has been recommended by the County Council Archaeology Officer:
- Submit a programme of archaeological work (historic building recording) which has been secured in accordance with a written scheme of investigation (WSI)

Contamination

99. The South Cambridgeshire District Council Contamination Officers have commented on the application and the submitted information, in particular the Environmental Desk Study by Prior Associates dated February 2018, and have considered the implications of the proposals.

100. There may be potential for contamination to be present on the site, this is due to the previous use of the site (agricultural) and the new sensitive end use of the site (residential). During the previous use of the site there was a substantial spill of diesel. Though remediated was undertaken at the time, this was with a commercial land use in mind and not the more sensitive residential use currently being proposed. The Environmental Desk Study has highlighted the need for intrusive investigation. Which is considered to be acceptable by the South Cambridgeshire District Council Contamination Officer.

101. The submitted Environmental Desk Study includes outline recommendations for the intrusive investigation (Section 15). Overall these appear reasonable, targeting the former spill area as well as some general site coverage. However, the leak of hydraulic fluid from machinery noted in the walkover should also be specifically targeted. This section also recommends the sampling is carried out following site clearance and demolition of any existing structures so that a further walkover survey can be carried out. This is a sensible approach that will allow the conceptual model to be updated accordingly to further inform the scope of investigation.

102. The following conditions have been recommended by the South Cambridgeshire District Council Contamination Officer if the application is going to be recommended for approval:

- No development shall take place until a detail desk study has been provided, detailed scheme for the investigation and recording of contamination and remediation, a submitted Remediation method statement.
- the works specified in any remediation method statement detailed in the above Condition must be completed and a Verification report.

Other matters

103. Policies CC/3 requires that a scheme for renewable energy is submitted, Policy CC/4 required that water efficiency measures are imposed, and Policy TI/10 requires that infrastructure be imposed to create access to broadband internet respectively; the application does not provide details of any of the above. It is therefore considered reasonable and necessary to impose conditions to require that the above policies are satisfied, if the application is to be recommended for approval.
104. It has been brought to the attention of the Local Planning Authority that there is building rubble and other material dumped on the site, this was confirmed at the time of the Planning Officers Site visit. Further research is being carried out on the matter at the time of writing this report.

Conclusion

105. Policy S/2 of the adopted Local Plan states that development in the district will protect the built and natural heritage of the area, and new developments should enhance the area (b). The amount of dwellings will meet the need for the local area (c). Developments also need to be of high quality that reflect their locations character (d).
106. This application will create less than substantial harm which is significant to the Rampton Conservation Area. Which is not acceptable and not policy compliant.
107. The design of the scheme will overall create a development that is poor and will not enhance the area that it is located in, more specifically the Rampton conservation Area.
108. There will be a level of harm to the amenity of the existing neighbouring properties of the site, also some harm to the future residents of the site.
109. The amount of dwellings that are being proposed are greater than the requirement in Policy S/11 which is for the Rampton Development Framework. There are no affordable dwellings on the site and due to the harm that would be caused the Conservation Area and the Design of the site this would not create a site of very exceptional circumstance and therefore is not acceptable.

Recommendation

110. Officers recommend that the Committee refuses the application, for the below reasons:

Refusal Reason 1 – Principle of Development

The full planning application is located within the Development Framework of Rampton which is identified by Policy S/11 of the South Cambridgeshire Local Plan 2018 as an Infill Village within the adopted Local Plan. The Policy states that residential development will be permitted in the village where there are two dwellings. If there are to be more than two dwellings then they must be of very exceptional circumstance.

This development by virtue of its poor design, will create harm to the Rampton Conservation Area where it is situated, have a poor relationship with the neighbouring properties and harm their amenity.

Therefore, this is not a development of very exceptional circumstance and not in conformity with Policy S/11, S/7 and S/2 of the adopted South Cambridgeshire Local Plan 2018.

Refusal Reason 2 – Impact on heritage assets

This application is to be refused due to the less than significant harm that would be caused to the Rampton Conservation Area. The dwellings are not reflective of the character of the Conservation Area, the level of development is too intense for this site and there design does not reflect the historic core of the Conservation Area, nor do they reflect the previous uses of the site as a farm yard. The visibility of the buildings from around the site will remove the current openness which is a unique feature of this yard to such an extent that will cause harm to the character of the conservation area.

The public benefits that have been stated by the supporting information is not acceptable it does not provide sufficient justification of the within the Conservation Area. The proposal is not in conformity with Policy NH/14 of the South Cambridgeshire Local Plan 2018, the NPPF, Planning (Listed Buildings and Conservation Areas) Act 1990 and the Rampton Conservation Area Appraisal.

Refusal Reason 3 – Character and Design of the Development

Policy HQ/1 of the adopted South Cambridgeshire Local Plan 2018 states that development within the district must be reflective of the character of the area that it is located in, create a legible and place-responsive design, that creates a sense of place and identity. Ensure that parking within the development is well integrated.

This application will harm the Conservation Area as it is not reflective of the character of its surroundings. It will be visible from important views into the site and mainly The Green. Within the site the U-shaped development will create a cul-de-sac which is not a character of the conservation area.

When entering the site parking that is being proposed will be dominant, which will be viewed from outside of the site.

The application is not in accordance with Policy HQ/1 of the South Cambridgeshire Local Plan 2018 and the NPPF, both of which require a high standard of development that is reflective of the surrounding area.

Refusal Reason 4 – Residential Amenity

Within Plot 1 bedroom four is smaller than the requirement in Policy H/12 of the adopted South Cambridgeshire Local Plan 2018. Plots 3 and 4 do not meet the requirement of creating a residential garden that is 15m from the rear elevation of the development to the rear common boundary, as stated in the district design guide.

The proposal will therefore cause harm to the future residents of the site and the amenity of the neighbouring properties. This application is not in conformity with Policies HQ/1, H/12 of the adopted South Cambridgeshire Local Plan 2018, the District Design Guide and the NPPF.

Background Papers

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

- South Cambridgeshire Local Plan 2018
- South Cambridgeshire Local Development Framework Supplementary Planning Documents (SPD's)

Report Author:

Jane Rodens - Senior Planning Officer
Telephone Number - 07704 018 433

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Agenda Item 8

SOUTH CAMBRIDGESHIRE DISTRICT COUNCIL

REPORT TO: Planning Committee

12 August 2020

AUTHOR/S: Joint Director of Planning and Economic Development

Application Number:	20/01463/HFUL
Parish:	Little Wilbraham
Proposal:	Demolition of existing shed, erection of a single storey extension and air Source Heat Pump condenser
Site address:	5 Primrose Farm Road, Little Wilbraham, CB21 5JZ
Applicant(s):	Prof. M.J. Daunton
Recommendation:	Approval
Key material considerations:	Impact on Character and Appearance of the Area Impact on Heritage Assets Residential Amenity
Committee Site Visit:	No
Departure Application:	No
Presenting Officer:	Phoebe Carter, Planning Officer
Application brought to Committee because:	An elected member, Cllr Daunton, lives at the host property and for the purposes of transparency and in accordance with the Council's Scheme of Delegation, the application is brought before the Planning Committee for consideration
Date by which decision due:	12 August 2020

EXECUTIVE SUMMARY

- 0.1 This application seeks full planning permission for the demolition of an existing shed, erection of a single storey extension and the installation of an air Source Heat Pump condenser. The proposed works have not attracted any objections and are relatively minor householder improvement works. The host dwelling is

grade II listed and an application for listed building consent accompanies the proposal.

- 0.2 The application is being recommend for approval by Planning Officers and comes before Planning Committee because Cllr Daunton (whose husband is the applicant) is an elected member.

1.0 SITE DESCRIPTION/AREA CONTEXT

- 1.1 5 Primrose Farm Road is a detached two storey dwellinghouse situated on the west side of the road at the entrance to the village. The property is located outside the development framework of Little Wilbraham. The site sits within the Cambridge Greenbelt and the Little Wilbraham Conservation Area and is a Grade II Listed Building. To the south are two further Grade II Listed Buildings, Primrose Farm Barn and 2 High Street (The Hole in the Wall PH).

2.0 THE PROPOSAL

- 2.1 The application originally sought planning permission for:
- Demolition of a shed;
 - Erection of single storey side extension, in place of existing shed;
 - Relocation of oil tank with metal framed timber clad structure;
 - Installation of PV Solar panels on existing flat sedum roof to rear; and
 - New screen to the Air Source Heat Pump condenser
- 2.2 Following amendments, the applicant has removed the proposed PV solar panels, new oil tank and has reduced the size of the air source pump unit.
- 2.3 The proposed extension is 3.6 metres wide and 3.7 metres in depth built up to the common boundary wall with Primrose Farm Barn. The ridge height is 3.5 metres with eaves of 3.3 metres on the front elevation and 3.5 metres at the rear. The ridge will run in a continuous line with the previous rear extension. The existing shed is presently built up to the boundary wall with a ridge height of 2.7 metres.
- 2.4 The proposed enclosure for the Air Source Heat Pump Condenser will be on the south elevation of the property, set approximately 3 metres back from the front elevation. The condenser screen will 0.63 metres deep, 1.35 metres in width and 1.7 metres in height.
- 2.5 The application is accompanied by the following supporting information:
1. Design, Access and Heritage Statement
 2. Plans

3.0 SITE HISTORY

Reference	Description	Outcome
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S/3735/18/LB	New windows and a door to stables rear elevation.	PERM
S/2354/17/LB	New window to the existing extension to the side elevation facing garden.	PERM
S/2353/17/FL	New window to the existing extension to the side elevation facing garden.	PERM
S/33/06/16/LB	New rooflight to the rear and enlarged hatch to attic	PERM
S/2136/06/LB	Internal and External Alterations Including Blocking of Internal Doorway and Conversion of Sitting Room to Study Installation of W.C in Former Kitchen with Replacement Window and Remove W.C to Enlarge Hall with Reinstated Doorway to New Glazed Dining Room with Slate Roof in Old Enclosed Yard with New External Door. Alterations and Conversion of Former Service Stores to New Sitting Room with French Doors and New Kitchen with Three New Windows. Demolition of Attached Lean-to Timber Shed. Changes at First Floor to Bathroom and Dressing Room to Create En-suite Bathroom and Adjacent Shower Room. Installation of Two Rooflights New First Floor Window and Glazed Full Height Window in Stables and Coachhouse and Conversion to Study and Library Reinstatement of Railings on Existing Front Boundary Wall	PERM
S/2137/06/F	Extension Reconstruction of Garden Shed Alterations to Outbuilding and Railings	PERM

4.0 PUBLICITY

4.1	Advertisement:	Yes
	Adjoining Owners:	Yes
	Site Notice Displayed:	Yes

5.0 POLICY

National Guidance

National Planning Policy Framework 2019 (NPPF)
National Planning Practice Guidance (NPPG)
National Design Guide (NDG)

South Cambridgeshire Local Plan 2018

S/1 Vision
S/3 Presumption in Favour of Sustainable Development
S/4 Cambridge Green Belt
S/7 Development Frameworks
CC/2 Renewable and Low Carbon Energy in New Developments
HQ/1 Design Principles
NH/8 Mitigating the Impact of Development In and Adjoining the Green Belt
NH/14 Heritage Assets
H/13 Extensions to Dwellings in the Countryside

South Cambridgeshire Supplementary Planning Documents (SPD)

District Design Guide SPD - Adopted March 2010

6.0 CONSULTATIONS

Urban Design and Conservation team

- 6.1 No Objection: The impact on the conservation area is minimal since the proposed works are behind the host building's frontage and partially screened by the brick side boundary wall to the south. The existing planting in the front garden of the farmhouse indicated as a screen to the air source heat pump unit is not protected by its location in the Conservation Area. A more permanent screen in the form of a brick pillar or stub wall might be more effective. The impact on the setting of the Listed Building is minimal. Conditions regarding materials and the air source heat pump condenser have been recommended.

Little Wilbraham Parish Council

- 6.2 No comments received.

South Cambridgeshire Environmental Health Team

- 6.3 No Objections. Recommends conditions regarding construction hours, burning of waste or other materials and informatives regarding MCS Planning Standards for heat pumps, noise levels of heat pumps and construction noise and dust.

Cambridgeshire County Council Highways

- 6.4 No significant adverse effect upon the Public Highway should result from this proposal, should it gain benefit of Planning Permission.
- 6.5 The above responses are a summary of the comments that have been received. Full details of the consultation responses can be inspected on the application file.

7.0 REPRESENTATIONS

7.1 No representations have been received

8.0 ASSESSMENT

The key considerations are:

- Context of site, design and heritage impacts
- Impact on the Green Belt
- Residential amenity
- Noise

Context of site, design and heritage impacts

- 8.1 5 Primrose Farm Road is a two storey Grade II listed building, built c. 1830 of grey brick with a hipped slate roof and end chimney stacks located towards the northern edge of the village. The house has had previous extensions in 2007 and 2017. The site is situated at the northern extremity of the Little Wilbraham Conservation Area. It is within the visual setting of two further grade II listed buildings, the converted Primrose Farm barn to the immediate south of the site (constructed from a gault brick) and further to the south the Hole in the Wall PH. Together these three form a cluster of attractive buildings within the northern part of Little Wilbraham and contribute positively to the setting of the Conservation Area. The application is accompanied by a Design and Access and Heritage Statement.
- 8.2 Given these heritage assets, the statutory considerations as set out in section 66(1) and section 72(1) of the Town and Country Planning (Listed Buildings and Conservation Areas) Act 1990, are matters to which the determining authority must give great weight to when considering schemes which have the potential to impact on heritage assets.
- 8.3 Section 72 (1) of the Planning (Listed Buildings and Conservation Areas) Act 1990 makes it a statutory duty for a local planning authority, in the exercise of its planning powers with respect to any buildings or other land within a Conservation Area, to pay special attention to the desirability of preserving or enhancing the character or appearance of that area.
- 8.4 Section 66 of the Planning (Listed Buildings and Conservation Areas) Act 1990 states that a local authority shall have regard to the desirability of preserving features of special architectural or historic interest, and in particular, Listed Buildings.
- 8.5 The respective NPPF guidance in considering the potential impacts on heritage assets is set out in paragraphs 193-202.
- 8.6 The proposed demolition is of a modern shed and the replacement with a single storey side extension. The shed is of no heritage value. The side extension would extend an additional 3.6 metres to the common boundary with Primrose Farm Barn and extend an additional 0.9 metres in front of the existing rear and side extension, a total of 3.6 metres deep.

- 8.7 The proposed extension would be partially visible from the road. It would be single storey, set back from the highway and set back from the host building frontage. It would be partially screened by a brick boundary wall to the south. The extension would not be prominent from public views and its visual impact on the conservation area and setting of the identified listed buildings would be minimal. The material would be brick and slate tile to match the existing building. The scale, form and design of the extension would be in keeping with the existing property and no harm would arise to the listed building providing that the materials (brick and slate) match the existing materials as stated.
- 8.8 The proposed air source heat pump condenser would be sited in the position of the previous oil boiler to link up with existing pipe work runs. The external element is therefore set back off the front elevation. The unit casing, as shown in the plans and the Design and Access Statement, would blend in with the grey brick behind and have limited impact on listed building(s) and Conservation Area.
- 8.9 The Urban Design and Conservation Team has not objected to the proposal and therefore it is considered that the proposal would be acceptable, subject to a condition requiring materials to match the existing. It has also been recommended that a condition is added regarding the installation of the external element surrounding the Air Source Heat Pump once it has been installed to enable the best decision to be made as a more permanent screen might be more effective. This forms part of my recommendation on the LBC application.
- 8.10 Taking the above into account and in consideration of sections 66 and 72 of the Town and Country Planning (Listed Buildings and Conservation Areas) Act, no harm would arise to any of the heritage assets identified. The proposal is compliant with policies HQ/1 and NH/14 of the Local Plan 2018 and NPPF guidance.

Impact on the Green Belt

Impact on the Green Belt

- 8.11 The proposed site is located within the designated Green Belt. Paragraph 133 of the NPPF places great importance in preserving the Green Belt, setting the fundamental aim of Green Belt policy to prevent urban sprawl by keeping land permanently open. Paragraph 144 of NPPF requires local authorities to give substantial weight to any harm to the Green Belt. Policy S4 of the South Cambridgeshire Local Plan states that new development in the Green Belt will only be approved in accordance with Green Belt policy in the NPPF.
- 8.12 Paragraph 145 of the NPPF sets out categories of development which may not be inappropriate in the Green Belt. Paragraph 145 regards extensions or alterations to buildings/dwellings within the Green Belt as appropriate provided that it does not result in disproportionate additions over and above the size of the original building. Neither the NPPF nor local policy quantifies a

disproportionate addition within the Green Belt, each proposal is therefore assessed on its individual merits.

- 8.13 The proposal seeks planning permission for the demolition of a shed erected in 2006 and replacement single storey side extension and a new Air Source Heat Pump condenser with screen. Given the limited size and scale of the single storey extension and heat pump screen, the proposal would not result in disproportionate additions over and above the size of the original building. The proposal is therefore considered to be appropriate for its setting within the Green Belt as defined in Planning Policy Guidance and in compliance with part c, paragraph 145 of the NPPF and would not have an adverse impact upon the rural character and openness of the Green Belt in accordance with policies S4 and NH/8 of the Local Plan 2018.

Visual Impact Upon the Countryside

- 8.14 The property lies outside of the Development Framework and therefore is categorised as being situated in the open countryside. As such, the development must adhere to a set of criteria set out in policy H/13 (Extensions to Dwellings in the Countryside) of the Local Plan to ensure that impact upon the landscape is limited.
- 8.15 As outlined above, the proposed single storey side extension would not result in a disproportionate addition to the original dwelling. Given the size and scale of the proposed extension, as well as the use of materials to match the existing dwelling, the proposal is considered to be in scale and character with the existing dwelling and would not materially change its impact on its surroundings. The development would be of a permanent design that would be ancillary to the existing dwelling. For these reasons, the proposal is therefore considered to be in accordance with policy H/13 of the Local Plan 2018.

Residential Amenity

Impact on amenity of neighbouring occupiers

- 8.16 The neighbouring property to the south is Primrose Farm Barns. The common boundary wall is 1.5 metres in height and they have outbuildings along this section of the common boundary to approximately 2.3 metres in height. It is considered that the proposal would not have an overbearing, overshadowing or overlooking impact on this property. There would be no windows on the side elevations that would overlook the property, and due to the single storey nature, outbuildings and separation the proposal would not have an unacceptable impact.
- 8.17 Due to the siting of the proposed extension the buildings to the north will not be impacted by the proposal.
- 8.18 The proposal adequately respects the residential amenity of its neighbours and the constraints of the site and in this respect, it is considered compliant with policy HQ/1 of the South Cambridgeshire Local Plan 2018.

Noise

- 8.19 The Environmental Health Team have been consulted as part of the applications and have recommended conditions regarding working hours and burning of waste. They have also recommended three informatives regarding Air Source Heat Pumps and dust which form part of the recommendation. The proposal accords with policy SC/10 of the LP (2018).

Conclusion

- 8.20 The proposal is acceptable in terms of its size and design and impact on the host property and surrounding context.

9.0 RECOMMENDATION

APPROVE, subject to the following conditions:

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

Reason: In accordance with the requirements of Section 91 of the Town and Country Planning Act 1990 (as amended by Section 51 of the Planning and Compulsory Purchase Act 2004).

- 2 The development hereby permitted shall be carried out in accordance with the approved plans as listed on this decision notice.

Reason: In the interests of good planning, for the avoidance of doubt and to facilitate any future application to the Local Planning Authority under Section 73 of the Town and Country Planning Act 1990.

- 3 All materials for the kitchen extension should be clay bricks reclaimed from on site demolition supplemented if necessary with bricks matching in size and colour laid in lime mortar together with natural slate roofing to match.

Reason: To avoid harm to the special interest of the listed building (South Cambridgeshire Local Plan 2018, policy NH/14)

- 4 No construction site machinery or plant shall be operated, no noisy works shall be carried out and no construction related deliveries taken at or dispatched from the site except between the hours of 0800-1800 Monday to Friday, 0800-1300 Saturday and not at any time on Sundays or Bank or Public holidays.

Reason: To protect the amenity of the locality, especially for people living and/or working nearby, in accordance with local planning policy

- 5 There shall be no burning of any waste or other materials on the site, without prior consent from the Environment Agency. A D7 exemption registered with the Environment agency is required.

Reason: To ensure nuisance is not caused to local residents

Informatives

1: Under the Town and Country Planning (General Permitted Development) (Amendment) (England) Order 2011 permitted development rights were granted to the development of ground source or air source heat pumps for dwelling houses and flats. The MCS Planning Standards were developed to act as a resource for this and contains the requirements, including noise prediction methodologies, that ground source or air source heat pumps must comply with to be permitted development under the above Act. Development would not be permitted development if it failed to comply with The MCS Planning Standards. It would be a reasonable step to require that any new ground source or air source heat pump complies with the MCS Planning Standards. This should ensure that internal and external noise levels are kept to a reasonable level at any nearby residential premises.

2: The granting of permission and or any permitted development rights for any Air Source Heat Pump (ASHP) does not indemnify any action that may be required under the Environmental Protection Act 1990 for statutory noise nuisance. Should substantiated noise complaints be received in the future regarding the operation and running of an air source heat pump and it is considered a statutory noise nuisance at neighbouring premises a noise abatement notice will be served. It is likely that noise insulation/attenuation measures such as an acoustic enclosure and/or barrier would need to be installed to the unit in order to reduce noise emissions to an acceptable level. To avoid noise complaints it is recommended that operating sound from the ASHP does not increase the existing background noise levels by more than 3dB (BS 4142 Rating Level - to effectively match the existing background noise level) at the boundary of the development site and should be free from tonal or other noticeable acoustic features.

In addition equipment such as air source heat pumps utilising fans and compressors are liable to emit more noise as the units suffer from natural aging, wear and tear. It is therefore important that the equipment is maintained/serviced satisfactory and any defects remedied to ensure that the noise levels do not increase over time

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

Background Papers:

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

- South Cambridgeshire Local Plan 2018
- South Cambridgeshire Local Development Framework Supplementary Planning Documents (SPD's)

Report Author: Phoebe Carter
Telephone Number

Planning Officer
07704 018484

Agenda Item 9

SOUTH CAMBRIDGESHIRE DISTRICT COUNCIL

REPORT TO: Planning Committee

12 August 2020

AUTHOR/S: Joint Director of Planning and Economic Development

Application Number:	20/01464/LBC
Parish:	Little Wilbraham
Proposal:	Demolition of existing shed, erection of a single storey extension and air Source Heat Pump condenser
Site address:	5 Primrose Farm Road, Little Wilbraham, CB21 5JZ
Applicant(s):	Prof. M.J. Daunton
Recommendation:	Consent Given
Key material considerations:	Impact on Listed Building
Committee Site Visit:	No
Departure Application:	No
Presenting Officer:	Phoebe Carter, Planning Officer
Application brought to Committee because:	An elected member, Cllr Daunton, lives at the host property and for the purposes of transparency and in accordance with the Council's Scheme of Delegation, the application is brought before the Planning Committee for consideration
Date by which decision due:	12 August 2020

EXECUTIVE SUMMARY

- 0.1 This application seeks listed building consent for the demolition of an existing shed, erection of a single storey extension and the installation of an air Source Heat Pump condenser. The proposed works have not attracted any objections and are relatively minor householder improvement works that result in no harm to the listed building. An application for full planning permission accompanies

the proposal.

- 0.2 The application is being recommend for approval by Planning Officers and comes before Planning Committee because Cllr Daunton (whose husband is the applicant) is an elected member.

1.0 SITE DESCRIPTION/AREA CONTEXT

- 1.1 5 Primrose Farm Road is a detached two storey dwellinghouse situated on the west side of the road at the entrance to the village. The property is located outside the development framework of Little Wilbraham. The site sits within the Cambridge Greenbelt and the Little Wilbraham Conservation Area and is a Grade II Listed Building. To the south are two further Grade II Listed Buildings, Primrose Farm Barn and 2 High Street (The Hole in the Wall PH).

2.0 THE PROPOSAL

- 2.1 The application originally sought consent for:

- Demolition of a shed;
- Erection of single storey side extension, in place of existing shed;
- Relocation of oil tank with metal framed timber clad structure;
- Installation of PV Solar panels on existing flat sedum roof to rear; and
- New screen to the Air Source Heat Pump condenser

- 2.2 Following amendments, the applicant has removed the proposed PV solar panels, new oil tank and has reduced the size of the air source pump unit.

- 2.3 The proposed extension is 3.6 metres wide and 3.7 metres in depth built up to the common boundary wall with Primrose Farm Barn. The ridge height is 3.5 metres with eaves of 3.3 metres on the front elevation and 3.5 metres at the rear. The ridge will run in a continuous line with the previous rear extension. The existing shed is presently built up to the boundary wall with a ridge height of 2.7 metres.

- 2.4 The proposed enclosure for the Air Source Heat Pump Condenser will be on the south elevation of the property, set approximately 3 metres back from the front elevation. The condenser screen will 0.63 metres deep, 1.35 metres in width and 1.7 metres in height.

- 2.5 The application is accompanied by the following supporting information:

1. Design, Access and Heritage Statement
2. Plans

3.0 SITE HISTORY

Reference	Description	Outcome
S/3735/18/LB	New windows and a door to stables	PERM

	rear elevation.	
S/2354/17/LB	New window to the existing extension to the side elevation facing garden.	PERM
S/2353/17/FL	New window to the existing extension to the side elevation facing garden.	PERM
S/33/06/16/LB	New rooflight to the rear and enlarged hatch to attic	PERM
S/2136/06/LB	Internal and External Alterations Including Blocking of Internal Doorway and Conversion of Sitting Room to Study Installation of W.C in Former Kitchen with Replacement Window and Remove W.C to Enlarge Hall with Reinstated Doorway to New Glazed Dining Room with Slate Roof in Old Enclosed Yard with New External Door. Alterations and Conversion of Former Service Stores to New Sitting Room with French Doors and New Kitchen with Three New Windows. Demolition of Attached Lean-to Timber Shed. Changes at First Floor to Bathroom and Dressing Room to Create En-suite Bathroom and Adjacent Shower Room. Installation of Two Rooflights New First Floor Window and Glazed Full Height Window in Stables and Coachhouse and Conversion to Study and Library Reinstatement of Railings on Existing Front Boundary Wall	PERM
S/2137/06/F	Extension Reconstruction of Garden Shed Alterations to Outbuilding and Railings	PERM

4.0 PUBLICITY

4.1	Advertisement:	Yes
	Adjoining Owners:	Yes
	Site Notice Displayed:	Yes

5.0 POLICY

National Guidance

National Planning Policy Framework 2019 (NPPF)
National Planning Practice Guidance (NPPG)
National Design Guide (NDG)

South Cambridgeshire Local Plan 2018

South Cambridgeshire Supplementary Planning Documents (SPD)

District Design Guide SPD - Adopted March 2010

6.0 CONSULTATIONS

Urban Design and Conservation team

- 6.1 No Objection: It is considered that an extension to the previous modern extension will not have impact on the significance of the heritage asset providing that the materials used, brick and natural slate match the existing.
- 6.2 As regards the air source heat pump, the internal element is to be sited in the position of the previous oil boiler to link up with existing pipework runs and the external element is to be situated in the middle of the side elevation. If the unit casing is the colour shown in the submitted literature, it could blend in with the grey brick behind and operate better without its proposed black timber slatted enclosure which is justified in the design and access statement in order to reduce the visual impact on the listed building within the conservation area. Taking the above into account, the proposal will not adversely affect the character of the Listed Building.

Little Wilbraham Parish Council

- 6.3 No comment received.

7.0 REPRESENTATIONS

- 7.1 No representations have been received

8.0 ASSESSMENT

The key consideration is:

- Heritage impact on the listed dwelling

Heritage Impact

- 8.1 Primrose Farm Road is a two storey Grade II listed building, built c. 1830 of grey brick with a hipped slate roof and end chimney stacks located towards the northern edge of the village. The house has had previous extensions in 2007 and 2017.
- 8.2 Given the property is listed, the statutory consideration as set out in section 66(1) of the Town and Country Planning (Listed Buildings and Conservation Areas) Act 1990, is a matter to which the determining authority must give

great weight to when considering schemes which have the potential to impact on heritage assets.

- 8.3 Section 66 of the Planning (Listed Buildings and Conservation Areas) Act 1990 states that a local authority shall have regard to the desirability of preserving features of special architectural or historic interest, and in particular, Listed Buildings.
- 8.4 The respective NPPF guidance in considering the potential impacts on heritage assets is set out in paragraphs 193-202.
- 8.5 The proposed demolition is of a modern shed and the replacement with a single storey side extension. The shed is of no heritage value. The side extension would extend an additional 3.6 metres to the common boundary with Primrose Farm Barn and extend an additional 0.9 metres in front of the existing rear and side extension, a total of 3.6 metres deep.
- 8.6 The proposed extension would be partially visible from the road. It would be single storey, set back from the highway and set back from the host building frontage. It would be partially screened by a brick boundary wall to the south. The extension would not be prominent from public views and its visual impact on the setting of the listed building would be minimal. The material would be brick and slate tile to match the existing building. The scale, form and design of the extension would be in keeping with the existing property and no harm would arise to either the setting or fabric of the listed building providing that the materials (brick and slate) match the existing materials as stated.
- 8.7 The proposed air source heat pump condenser would be sited in the position of the previous oil boiler to link up with existing pipe work runs. The external element is therefore set back off the front elevation. The unit casing, as shown in the plans and the Design and Access Statement, would blend in with the grey brick behind and have limited impact on listed building.
- 8.8 The Urban Design and Conservation Team has not objected to the proposal and therefore it is considered that the proposal would be acceptable, subject to a condition regarding the installation of the external element surrounding the Air Source Heat Pump once it has been installed to enable the best decision to be made as a more permanent screen might be more effective.
- 8.9 Taking the above into account and in consideration of section 66 of the Town and Country Planning (Listed Buildings and Conservation Areas) Act, no harm would arise to the listed building. The proposal is compliant with policies HQ/1 and NH/14 of the Local Plan 2018 and NPPF guidance.

Conclusion

- 8.10 The proposal is acceptable in terms of its impact on the listed building.

9.0 RECOMMENDATION

APPROVE, subject to the following conditions:

- 1: The development hereby permitted shall be begun before the expiration of three years from the date of this consent.

Reason: To comply with the requirements of Section 18 of the Planning (Listed Building & Conservation Areas) Act 1990 (as amended by Section 51 of the Planning and Compulsory Purchase Act 2004).

- 2 The development hereby permitted shall be carried out in accordance with the approved plans as listed on this decision notice.

Reason: In the interests of good planning, for the avoidance of doubt

- 3 Following the installation of the external element of the Air Source Heat Pump a site visit shall be arranged with the Council's Conservation Officer to determine the need for the timber screen for the Air Source Heat Pump and whether it should be left in a natural state or painted/stained in an alternative colour. The development shall be carried out in accordance with the written instruction of local planning authority following this site visit.

Reason: To avoid harm to the special interest of the listed building (South Cambridgeshire Local Plan 2018, policy NH/14)

REPORT TO: Planning Committee

12 August 2020

LEAD OFFICER: Joint Director of Planning and Economic Development

Enforcement Report

Executive Summary

1. There are currently 103 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

4. Updates are as follows:

a. Chaplin's Farm, Fulbourn

Land used as caravan site without planning permission or site licence.
Hearing at Cambridge Crown Court on 28 May 2020,
Sentence and Proceeds of Crime Act.
The Judge was content to proceed in the absence of Mr Adrian Chaplin as he had signed the consent and agreed the papers.
Sentence was passed in line with the basis of his plea advanced in the Magistrates Court previously and he was given full credit.
Adrian Chaplin was sentenced to a conditional discharge (on each offence) for 6 months.
Confiscation order made in the sum of £200,000 (POCA Lifestyle Offence).
A £25,000 costs order was also made against Mr Chaplin.
All the above are to be paid by 28 August 2020.

b. 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. Legal case officer now allocated waiting for further information as to timing. Magistrates Courts are currently only dealing with emergency cases.

c. 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 – Appeal allowed; Enforcement Notice quashed. Replacement notice to be drafted and served.

d. 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. Magistrates Courts are currently only dealing with emergency cases.

e. 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. Hearing set for 02 April 2020, postponed, Magistrates Courts are currently only dealing with emergency cases. Provisional court date 01 September 2020.

f. Elmwood House 13A High Street, Croxton, PE19 6SX

Extension and garage granted permission by S/2126/18/FL, not constructed as approved plans and approved materials not used. Retrospective application S/0865/19/FL to retain as constructed refused. Enforcement Notice requiring garage and extension to be demolished served, 18 December 2019. Enforcement Notice appealed. Appeal process commenced. 29 April 2020.

Background Papers

Planning Enforcement Register.
Statistical Analysis of Uniform Planning Enforcement Software Program.

Appendices

Appendix 1: Enforcement Cases Received and Closed.

Appendix 2: Notices Served.

Report Author:

Alistair Funge – Acting Principal Enforcement Officer

Telephone: (01954) 713092

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Enforcement Cases Received and Closed

Month – 2020	Received	Closed
January 2020	45	47
February 2020	37	12
March 2020	41	25
April 2020	22	12
May 2020	33	19
June 2020	46	29
July 2020	35	10
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	123	84
2 nd Qtr 2020	101	60
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	257	152
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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Notices Served

1. Notices Served between 01 July and 31 July 2020

Type of Notice	Period	Calendar Year to date
	July 2020	2020
Enforcement	1	4
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. Details of Notices served between 01 July and 31 July 2020

Ref. no.	Village	Address	Notice issued
SCD-ENF-01239-20 Unauthorised Material Change of Use from Agricultural to Residential Curtilage and Construction of a Sports Pitch	Fen Ditton	Land to rear of 41a Green End	Enforcement Notice

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Agenda Item 11



REPORT TO: Planning Committee

12 August 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 3rd August 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

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

Telephone Number: 01954 713350

Report Author: Ian Papworth Technical Support Officer (Appeals)

Telephone Number: 01954 713406

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Appendix 1

Decisions Notified By The Secretary of State

Reference	Address	Details	Decision	Date	Planning Decision
S/3693/19/FL	7 Chalky Road Great Abington	Erection of dwelling	Non-Determination	24/06/2020	Dismissed
S/3861/19/FL	67, Bramley Avenue Melbourn	Single storey side extension	Refused	25/06/2020	Dismissed
S/4575/18/FL	Land south of Cinques Road, and west of Elizabeth Way Gamlingay	Construction of temporary bungalow, access improvements, landscaping and ancillary development.	Refused	26/06/2020	Dismissed
S/2692/19/FL	Unit 32, Eastern Counties Leather PLC, London Road, Pampisford	Demolition of existing unit 32 and its replacement	Refused	03/07/2020	Allowed
S/2466/19/FL linked to S/2467/19/LB	13 High Street Foxton	Demolition of existing 20th Century single-storey extensions and conservatory and replacement with single - single storey side extension. Alterations to existing kitchen to form utility room. Alterations to ground floor utility room to form shower room.	Refused	13/07/2020	Allowed

Appendix 1

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	Refused	16/07/2020	Allowed
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Appeals Received

Reference	Address	Details	Date Appeal lodged
S/3655/19/LB	4 Challis Green Barrington Cambridge Cambridgeshire CB22 7RJ	Demolition of existing single-storey rear extension and replacement with two-storey tiled extension (Resubmission of S/2018/19/LB)	18/06/2020
S/3717/19/FL	10 Church Lane Madingley Cambridge Cambridgeshire CB23 8AF	Erection of detached dwelling	25/06/2020
S/0670/19/FL	Land Rear Of 24-27 Paynes Meadow Linton CB21 4JP	The construction of 26 Affordable homes including External works and Parking on land rear of No 8 to 30 Paynes Meadow Linton	03/07/2020
20/02322/HFUL	Anstey Hall 32 Ickleton Road Duxford CB22 4RT	This planning application is part retrospective. Proposed development for a single storey outbuilding to rear of dwelling for the purposes of a swimming pool, gym, garage, workshop and small stores.	06/07/2020
S/3697/19/FL	85 Histon Road Cottenham Cambridge Cambridgeshire CB24 8UQ	Replacement dwelling	21/07/2020
20/02001/LBC	1 May Street Great Chishill SG8 8SN	Replace condemned garden walls	27/07/2020

Appendix 2

S/0149/20/FL	23 Butts Green Whittlesford Cambridge Cambridgeshire CB22 4NS	Extension to existing dwelling to create new 2 storey/2 bedroom dwelling. Remodelling and extension to existing dwelling (Re-submission of S/4447/18/FL)	29/07/2020
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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	29 th Sept, 30 th Sept, 1 st Oct and 2 nd Oct 2020
S/3983/18/FL	Marchingdale Developments Limited	Western Side Of Land Parcel Com 4 Orchard Park Neal Drive	Planning Decision	29 th Sept, 30 th Sept, 1 st Oct and 2 nd Oct 2020
ENF/0587/17	Mr Barry Arliss	Riverview Farm Overcote Road Over Cambridge Cambridgeshire CB24 5NT	Enforcement	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
S/0913/19/VC	Mr J Hart	Apple Acre Park, London Road, Fowlmere	Non determination	TBC