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1 March 2021

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

Quorum: 3

Substitutes Councillors Grenville Chamberlain, Mark Howell,
if needed: Dr. Shrobona Bhattacharya, Graham Cone, Sue Ellington,
Henry Batchelor, Dr. Claire Daunton, Eileen Wilson, Geoff Harvey,
Brian Milnes 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, 10 March 2021 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 relevant page of 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
To receive 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 Previous Meeting**

To authorise the Chair to sign the Minutes of the meeting held on 10 February 2021 as a correct record.

1 - 6

5. **20/04010/FUL - Milton (Land South West of Milton Park and Ride, Butt Lane)**

7 - 46

One- and two-storey building containing offices, custody suite and associated facilities, new access, internal access roads, hardstanding, car parking areas, landscaping, drainage attenuation features, lighting and means of enclosure.

6. **Enforcement Report**

47 - 54

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

55 - 62

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
Wednesday, 10 February 2021 at 10.00 a.m.

PRESENT: Councillor John Batchelor – Chair

Councillors: Dr. Claire Daunton (substitute) Anna Bradnam
Dr. Martin Cahn Peter Fane
Dr. Tumi Hawkins Brian Milnes (substitute)
Deborah Roberts Heather Williams
Dr. Richard Williams Nick Wright

Officers in attendance for all or part of the meeting:

Christopher Carter (Delivery Manager - Strategic Sites), Aaron Coe (Senior Planning Officer), Alistair Funge (Planning Enforcement Officer), Tom Gray (Planning Officer), Stephen Reid (Senior Planning Lawyer), Ian Senior (Democratic Services Officer), Michael Sexton (Senior Planning Officer) and Luke Waddington (Senior Planner)

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.

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

Councillors Pippa Heylings and Judith Rippeth sent Apologies for Absence. Councillors Dr. Claire Daunton and Brian Milnes were present as substitutes.

In Councillor Heylings' absence, and by affirmation, the Committee that Councillor Anna Bradnam be appointed Vice-Chair of the meeting.

3. Declarations of Interest

Councillor John Batchelor declared a non-pecuniary interest in Minute 5 (S/3921/19/FL - Little Abington (Bancroft Farm, Church Lane)). As one of the local Members, Councillor

John Batchelor had been present at Parish Council meetings where this application had been discussed. However, he had not taken part in those discussions and would be considering the matter afresh.

Councillor Dr. Claire Daunton declared a non-pecuniary interest in respect of Minute 6 (20/02833/FUL - Fulbourn (6 Pierce Lane)). Having taken legal advice, Councillor Daunton would withdraw from the Committee for the duration of this item, take no part in the debate and would not vote. The agenda report contained her reasons as a local Member for asking that the application be determined by committee and made it clear that she objected to the proposal.

However, she had been granted dispensation to address the meeting as a local Member.

Councillor Deborah Roberts declared a non-pecuniary interest in Minute 9 (20/04223/HFUL - Fowlmere (20A Pipers Close)) as a member of Fowlmere Parish Council. Councillor Roberts would be considering the matter afresh.

Councillor Heather Williams declared a non-pecuniary interest in Minute 7 (20/04710/HFUL - Steeple Morden (8 Craft Way)) because the proposal would have a visual impact on her father's home. Councillor Williams would not take part in the debate or vote but had asked Councillor Nick Wright to address any issues that she herself would have addressed as the local Member.

4. Minutes of Previous Meeting

By affirmation, those present at the meeting on 13 January 2021 authorised the Chair to sign, as a correct record, the Minutes of that meeting subject to the following:

Minute 7 (S/3215/19/DC - Longstanton (The Retreat, Fews Lane))

Councillor Heather Williams was in fact present but did not feel she had enough information on which to vote. Therefore, the word 'not' should be deleted and the text in brackets at the end of the minute reworded to read:

“(Councillors Henry Batchelor, Bradnam, Cahn, Fane, Hawkins, Heylings, Richard Williams, Wilson and Wright voted to discharge the Conditions. Councillor Heather Williams was present but felt she did not have enough information upon which to vote so did not vote. Councillor Roberts was not present during part of the consideration of this application and did not vote.)”

(Councillors John Batchelor and Brian Milnes had not been present on 13 January 2021 and were not part of the affirmation.)

Referring to Minute 11 (Enforcement Report), Councillor Nick Wright noted that, although his request for an update relating to Smithy Fen, Cottenham had been minuted, no such update had been included as part of the agenda for the current meeting. The Delivery Manager (Strategic Sites) assured Councillor Wright that a verbal update would be given later on in the meeting.

5. S/3921/19/FL - Little Abington (Bancroft Farm, Church Lane)

The case officer corrected two typographical errors in the agenda report. In paragraph 14 referred to comments from Little Abington Parish Council and not Great Abington Parish Council. In paragraph 154, the trees identified as T3 and T5 as good quality (Category B) rather than moderate to low quality (Category C).

Tony Orgee (objector), Jon Jennings (applicant's agent), Councillor Sheila Bolden (Little Abington Parish Council). And Councillor Henry Batchelor (a local Member) addressed the meeting.

Councillor Nick Wright supported development on former farm sites in principle but was not convinced by this proposal. He would have preferred to have seen a development of 'live / work' units.

Councillor Peter Fane agreed that 'live / work' units would have been better but observed that the current proposal still respected the former farmyard.

The following points were made and discussed:

- The importance of Policy NH/11
- Concerns about car parking notwithstanding its policy compliance
- Effect on the Little Abington Conservation Area
- Perceived harm to the Protected Village Amenity Area (PVAA)
- Concern at the removal of established trees
- Design

Councillor Dr. Martin Cahn suggested that, despite reservation about the loss of trees, the proposal might enhance views from the PVAA and prove itself to be an asset to Little Abington.

Speaking as the other local Member, Councillor John Batchelor invited Members to weigh up the benefits and planning harm. He said that the PVAA, Policies and heritage assets were all important considerations. In his view, the proposal neither preserved nor enhanced the Conservation Area. There was no evidence that the office units would be let, and no community benefit by way of a Legal Agreement under Section 106 of the Town and Country Planning Act 1990.

By seven votes to four, the Committee **refused** the application contrary to the recommendation in the report from the Joint Director of Planning and Economic Development. Members agreed the reasons for refusal as being:

Reason 1: PVAA Encroachment / Impact

The application site is located adjacent to, and partially within, a Protected Village Amenity Area which provides a significant contribution to the legibility of the village, maintaining an important area of open land at the centre of the village that supports the rural character, amenity and sense of tranquillity of Little Abington.

The proposed development, by virtue of its encroachment into this Protected Village Amenity Area, would undermine the undeveloped nature and rural character at the centre of the village, failing to preserve the local rural character, amenity and sense of tranquillity of the area or provide a place-responsive, and legible form of development. The proposal would therefore fail to accord with Policies S/7, HQ/1 and NH/11 of the South Cambridgeshire Local Plan 2018 and the provisions of the National Planning Policy Framework 2019, particularly paragraphs 127 and 130.

Reason 2: Character / Heritage Impact

The proposed development, by virtue of its siting, scale and massing would significantly

erode the relatively undeveloped nature of the application site and its rural quality, which contributes positively to the existing character of the Conservation Area. The siting of Plots 1 and 6, being located adjacent to the public highway, would represent an overly dominant and prominent form of development which would detract from the character and appearance of the conservation area.

Furthermore, by virtue of their siting, Plots 1 and 6 would be evident in street scene views to the south towards Church of St Mary the Virgin, a Grade II* Listed Building, impacting on its setting. When viewed from the east, along the public right of way, views of the Church would be further eroded due to the inappropriate scale and massing of the proposed development.

The proposal would therefore fail to preserve or enhance the character and appearance of the Conservation Area and setting of the Church of St Mary the Virgin. It is not considered that the proposal results in public benefits that would outweigh the harm to the significance of the Conservation Area and the Grade II* listed church.

The proposal is therefore contrary to Policies HQ/1 and NH/14 of the South Cambridgeshire Local Plan 2018 that require development proposals to sustain and enhance the significance of heritage assets, including their settings, as appropriate to their significance, the Council's Listed Building and Conservation Area Supplementary Planning Documents and the provisions of the National Planning Policy Framework 2019, chapter 16.

(Councillors Cahn, Fane, Hawkins, and Milnes voted to approve the application. Councillors John Batchelor, Bradnam, Daunton, Roberts, Heather Williams, Richard Williams, and Wright voted to refuse.)

6. 20/02833/FUL - Fulbourn (6 Pierce Lane)

David Cottee (Fulbourn Forum – objecting), Philip Gilbey (for the applicant company), and Councillor Dr. Claire Daunton (as a local Member and with dispensation) addressed the meeting.

While welcoming the broad aim of protecting South Cambridgeshire's sustainable villages, Councillor Nick Wright regretted that the current application lacked design quality, conflicted with Council policy, and would not prove sustainable. Some other Members agreed with him, and the loss of an employment site, and adverse impact on local character, were also of concern.

Other Members took an opposing view, highlighting potential benefits such as improving highway safety.

By six votes to four, with one member not voting, the Committee **approved** the application subject to the Conditions set out in the report from the Joint Director of Planning and Economic Development.

(Councillors John Batchelor, Bradnam, Cahn, Fane, Milnes, and Roberts voted to approve the application, Councillors Hawkins, Heather Williams, Richard Williams, and Wright voted to refuse. Councillor Daunton did not take part in the debate and did not vote.)

7. 20/04710/HFUL - Steeple Morden (8 Craft Way)

The Delivery Manager (Strategic Sites) confirmed that outstanding legal points had been

resolved and that Counsel had advised that the Committee could safely determine the application. The case officer summarised the application's history.

Richard Williams (objecting himself and on behalf of the other next-door neighbour) addressed the meeting. Richard Williams was not a District Councillor or Planning Committee member. A written statement from the applicants had been circulated to Members.

During the ensuing debate, the following points were raised and discussed:

- Adherence to the front building line
- Hours of working
- Massing affecting neighbour amenity
- The importance of ensuring that the annexe remained ancillary to the main dwelling

Members' attention was drawn to Conditions 3 and 4 relating to hours of work and the ancillary use of the annexe.

The case officer confirmed that policy H/12 (residential space standards) was not applicable to the proposed ancillary annex as this unit would not be defined as a 'new dwelling'.

Members accepted that there were no material grounds upon which safely to base a refusal and, therefore, 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.

(Councillor Heather Williams reiterated her non-pecuniary interest in that the proposal would have a visual impact on her father's home. Councillor Williams took no part in the debate and did not vote.)

8. 20/04089/HFUL - Shudy Camps (14 Main Street)

Members noted that this application had been presented to Committee because the applicant was an officer at South Cambridgeshire District Council.

Following an explanation that the differing ridge lines were intended to highlight the original building and the extension, and by ten votes to nil with one abstention, the Committee **approved** the application subject to the Conditions and Informatives set out in the report from the Joint Director of Planning and Economic Development.

(Councillor Cahn abstained)

9. 20/04223/HFUL - Fowlmere (20A Pipers Close)

The Delivery Manager (Strategic Sites) informed Members that it had been brought to the attention of officers that the incorrect ownership certificate had been signed because the applicant did not in fact own all of the land to which the application related. Given that circumstance, the applicant would be invited to submit a new ownership certificate, and a new consultation exercise would take place. The application would then be presented to the Planning Committee for determination.

Upon a proposal from Councillor John Batchelor, seconded by Councillor Anna Bradnam, and by affirmation, the Committee **deferred** the application.

10. **Enforcement Report**

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

The Delivery Manager (Strategic Sites) updated the Committee verbally on the work ongoing to resolve the issues at Smithy Fen, Cottenham. Councillor Nick Wright reminded those present that this matter had been outstanding for a long time and emphasised again that residents needed an assurance that a resolution was actively being sought.

In response to Councillor Heather Williams the Principal Planning Enforcement Officer explained that restrictions brought about by the COVID-19 pandemic had had a major adverse impact on the ability to close cases as promptly as otherwise would have been the case.

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

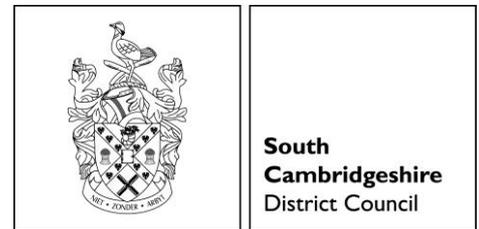
The Committee **received and noted** a report on appeals against planning decisions and enforcement action.

The Delivery Manager (Strategic Sites) reported verbally on a recent appeal decision at Bannold Road, Waterbeach where the Inspector had found against South Cambridgeshire District Council and ordered it to pay the appellant's costs.

In Appendix 3 to the report, the Delivery Manager (Strategic Sites) corrected the entry for S/0670/19/FL (Land rear of 24-27 Paynes Meadow, Linton) which should have stated 'refusal' rather than 'non-determination'.

The Meeting ended at 2.55 p.m.

Agenda Item 5



10 March 2021

Report to: South Cambridgeshire District
Council Planning Committee

Lead Officer: Joint Director of Planning and Economic Development

20/04010/FUL– Land South West of Milton Park and Ride

Proposal: One and two storey building containing offices, custody suite and associated facilities, new access, internal access roads, hardstanding, car parking areas, landscaping, drainage attenuation features, lighting and means of enclosure.

Applicant: Cambridgeshire Constabulary

Key material considerations: Principle of development
Green Belt
Loss of agricultural Land
Landscape
Layout
Scale
Appearance
Biodiversity
Flood Risk and Drainage
Highway Safety, Management of Roads and Parking
Residential Amenity
Other matters

Date of Member site visit: None

Is it a Departure Application?: Yes (advertised as such)

Decision due by: -

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

Officer Recommendation: Approval

Presenting officer: Lewis Tomlinson

Executive Summary

1. This application seeks approval of 5,131 sq m of floorspace in a part single and part two storey building to accommodate all the functions of a modern police service, including office, technical and support areas, welfare and custody rooms. The layout of the site includes the provision of access ways, parking, storage and circulation areas for vehicles, plant areas, landscaping, external lighting and surface water drainage areas.
2. The applicant is Cambridgeshire Constabulary. The proposed building would be the new Cambridgeshire Southern Police Station and all functions and services that are currently at Parkside will move to the proposed new police station. The current facilities at Parkside Police Station in Cambridge do not allow the Constabulary to fully respond to today's needs. There is limited room to meaningfully expand the existing station because it is in a built up area on a highly constrained site, there are too few cells, the location is subject to heavy traffic and the building doesn't meet modern standards.
3. The proposed site of the new police station is located outside of the development framework of Milton and therefore within open countryside. The site also falls within the Green Belt.
4. The proposed development is inappropriate development. Paragraph 143 of the National Planning Policy Framework (NPPF) states that inappropriate development is, by definition, harmful to the Green Belt and should not be approved except in very special circumstances.
5. Officers are satisfied that the applicant has demonstrated a case for very special circumstances and that the requirements of paragraph 144 of the NPPF are met and that harm to the Green Belt and all other harm arising from the proposal are outweighed by other considerations arising from the specific nature and requirements of the proposal to locate to this particular site and the wider public benefits arising. These benefits include the provision of a fit for purpose police station, appropriately located and fully equipped to serve an essential and strategic policing function for the surrounding communities of Cambridgeshire. Officers are therefore of the view that the proposal would accord with national and local policies in respect of Green Belt.
6. The design of the new building is responsive to the constraints of the site, with existing and enhanced landscaping incorporated to screen the development. The development incorporates enhancements to biodiversity and highway improvements for cyclists and pedestrians.
7. There are no technical objections to the proposed development from statutory consultees. Planning conditions are proposed to secure the precise details of matters including surface and foul water drainage, landscaping, biodiversity enhancements, highway improvements, contractor and construction arrangements and renewables.

8. The scheme has therefore been recommended for approval subject to planning conditions.
9. Under the Town and Country Planning (Consultation) (England) Direction 2009 there is a requirement for the application to be referred to the Secretary of State before any permission can be issued because of the size and location of the development in the Green Belt. The Secretary of State has the power to call-in the application for his own determination following any referral. The application will be required to be referred to the Secretary of State under this Direction if Members of the Planning Committee are minded to support the officer recommendation.
10. The recommendation is as follows:
 - a) Consultation with and confirmation from the Secretary of State that the application is not to be called in for his determination.

Relevant planning history

11. No relevant planning history

Planning policies

National Guidance

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

South Cambridgeshire Local Plan 2018

13. S/1 – Vision
S/2 – Objectives of the Local Plan
S/3 – Presumption in Favour of Sustainable Development
S/4 – Cambridge Green Belt
S/5 – Provision of New Jobs and Homes
S/7 – Development Frameworks
CC/1 – Mitigation and Adaptation to Climate Change
CC/3 – Renewable and Low Carbon Energy in New Developments
CC/4 – Water Efficiency
CC/6 – Construction Methods
CC/7 – Water Quality
CC/8 – Sustainable Drainage Systems
CC/9 – Managing Flood Risk
HQ/1 – Design Principles
NH/2 – Protecting and Enhancing Landscape Character
NH/3 – Protecting Agricultural Land
NH/4 – Biodiversity

NH/8 – Mitigating the Impact of Development in and Adjoining the Green Belt
SC/2 – Health Impact Assessment
SC/9 – Lighting Proposals
SC/10 – Noise Pollution
SC/11 – Contaminated Land
SC/12 – Air Quality
TI/2 – Planning for Sustainable Travel
TI/3 – Parking Provision
TI/8 – Infrastructure and New Developments
TI/10 – Broadband

South Cambridgeshire Supplementary Planning Documents (SPD):

14. Sustainable Design and Construction SPD – Adopted January 2020
Cambridgeshire Flood and Water SPD – Adopted November 2016
Health Impact Assessment SPD – Adopted March 2011
District Design Guide SPD - Adopted March 2010
Landscape in New Developments SPD - Adopted March 2010
Biodiversity SPD - Adopted July 2009
Open Space in New Developments SPD - Adopted January 2009
Trees & Development Sites SPD - Adopted January 2009

Consultation

15. **Milton Parish Council** – Objection.

We object to development on Green Belt land which is facing threats from a number of proposed developments which are also in planning, in particular where the development would reduce the separation between surrounding communities. The proposed development adds to the isolation of some parts of the Green Belt thereby reducing its effectiveness and also increases the probability of further development proposals being made for the adjacent green Belt areas. Note that in December 2009 a planning inspector emphasised the importance of even small areas of Green Belt in protecting Milton from coalescence with Cambridge. We understand that the existing strong protections for the Green Belt will be reinforced under the new proposals announced by Robert Jenrick MP which should be taken into consideration.

Concerns on the A10 bridge.

The footbridge has low parapets and no lighting. The surrounding area is poorly lit. There is potential for increased anti-social behaviour including drug dealing in Butt Lane/Coulson Close area similar to that currently experienced in the Parkside area, which could discourage pedestrian and cycling activity. We would expect S106 funding to be available for CCTV on the A10 bridge which should be monitored 24*7 to evaluate any need for further enhancements, improved surveillance at the Park & Ride, and other items beneficial to Milton residents. We would urge attention to improve pedestrian and cycling access to

and from the proposed facility avoiding the need to pass through Milton and mitigate the risk of cyclists using the A10 for faster access to Cambridge.

Drainage

We remain very concerned about drainage particularly the impact on the 13th Public Drain not least because of storm water surges which are becoming more frequent and less predictable. It would be essential to ensure that the 13th Public drain be kept clear in both directions. We are also concerned to note that one of the consultants involved in the project has concluded in a report that infiltration SuDS are not appropriate for the development yet the proposal includes use of shallow SuDS similar to systems on the P&R site which have already resulted in some flooding to parts of Milton and the College of West Anglia. The proposed development proposal focusses on maintaining current run-off levels. We believe that the goals should be revised to take the opportunity not just to meet the status-quo but to improve the current situation to mitigate the flooding risk to the Milton area especially given the Met Office guidance that extreme weather incidents are likely to increase including significant increases in rainfall.

Future development

We are concerned that the plans allow for significant further development on the site which would result in further impact on drainage and traffic issues.

16. **Cllr Hazel Smith** (comments received prior to the submission of the new drainage strategy)

In the Drainage Strategy part 1 on page 44 the outfall from Network B of the drainage is to a 'watercourse'. On the ground this doesn't seem to be a watercourse at all. It is full of water and seems to be a swale. The police station development should be draining to the southern branch of the 13th Public Drain, i.e. to the south of the site. The field drains in those fields all drain in that direction and it is the lie of the land. When the A10 was built, or possibly when the P&R was put in, it looks as though the drain beside the road was put in to drain the water off the A10 road surface, and these drains seem to be designed to run north, even where they crossed the award drain (according to maps)! The drain beside the A10 does not connect to the 13th PD. This is a big mistake. I have spoken to Pat Matthews about this, and I hope the drainage strategy will include putting in a new ditch beside the A10 to drain from the traffic lights area to the 13th PD before it runs east under the A10.

17. **Cambridge Past Present and Future** - Objects

We ask that permission be refused on the following grounds:

1. It is inappropriate development in the green belt and the case for "exceptional circumstances" has not been adequately proven. It will result in harm to the green belt. It is therefore contrary to national and local planning policy.
2. There is no evidence in the application that there will be a gain in biodiversity, contrary to national and local policy.

3. The development is predicated on car travel, contrary to national and local transport planning.
4. The excessive car parking and the unsympathetic and unnecessary high security landscaping will cause harm to green belt and is therefore contrary to national and local planning policy.

18. **S106 Officer** – comments in relation to the A10 bridge CCTV

A planning obligation may only constitute a reason for granting planning permission for the development if the obligation is -

- (a) necessary to make the development acceptable in planning terms;
- (b) directly related to the development; and
- (c) fairly and reasonably related in scale and kind to the development.

My view is that test (a) necessary to make the development acceptable in planning terms is capable of being satisfied. In *R v Herefordshire Council* [2013] EWHC 3947 (Admin) Mr Justice Hickinbottom stated that the matter of necessity was not a “but for” test but rather “What is acceptable in planning terms is dependent upon a complex web of policies and other material considerations, and a series of planning judgments”. However, significant questions remain. There is no quantified evidence on the impact of the proposal, that this impact requires mitigation and how the infrastructure will mitigate the impact in a functional sense (i.e. who is responsible for the CCTV that has been requested).

My view is that test (b) is satisfied by virtue that the CCTV and/or surveillance would be installed within a short distance of the site on or adjacent public highway linking the site to the village and/or serving the park and ride site. To my mind this is plainly directly related to the development.

My view is that test (c) fairly and reasonably related in scale and kind to the development is capable of being satisfied. Given the scale of development and likely cost of the modest infrastructure, such a request has potential to be considered fair and reasonable. However, no capital costs have been submitted in relation to the request. There are often maintenance costs associated with the inspection of such infrastructure. Furthermore the 24/7 monitoring of additional CCTV cameras would introduce new costs for the operator meaning commuted sums would also likely be required. The absence of such information means that it would not be possible to calculate the expected level of contribution that would be required meaning that this test has not been satisfied.

19. **Contaminated Land Officer** – No objection subject to a condition regarding unexpected contamination.
20. **Ecology Officer** – No objection subject to conditions regarding Construction Ecological Management Plan and Landscape & Ecological Management Plan
21. **Environment Agency** – No objection.

22. **Environmental Health Officer** – No objection subject to conditions regarding CEMP, piling, dust, noise insulation, external lighting and plant noise
23. **Highways England** – No objection
24. **Historic Environment Team (Archaeology – Cambridgeshire County Council)** – No objection subject to a condition regarding a written scheme of investigation.

Our records indicate that this site lies in an area of archaeological potential. Previous archaeological investigations have been undertaken in connection with the landfill site to the south and west and the Park & Ride to the north. These investigations demonstrate that the site is located within a landscape which was intensively settled and farmed in the Roman period with evidence of Bronze Age and Iron Age date also apparent (Cambridgeshire Historic Environment Record references ECB1092, ECB1385, ECB1386, 11669, CB15701, ECB2453, ECB3123, MCB18209). Cropmarks recorded within the vicinity of the site indicate the layout of enclosures of probable Late Iron Age and/or Roman date (CHER ref 08320). It is thought likely that important archaeological remains could survive within the development area which would be destroyed or damaged by the proposed development.

25. **Landscape Officer** – No objection.

Recommend Woodland Management Plan 06 Rev C & Biodiversity Enhancement Strategy 05 D be included as approved documents.

Insufficient soft landscape details submitted on landscape masterplan; soft landscape to be conditioned.

Recommend details of boundary treatment, lighting and cycle storage areas be conditioned.

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

The documents submitted demonstrate that surface water from the proposed development can be managed through the use of permeable paving, detention basins, bio-retention areas, a balancing pond and a below ground attenuation tank. This will restrict surface water to a rate of 3.5 l/s.

27. **Local Highways Authority Development Management Team** – No objection following the submission of the Stage 1 Road Safety Audit. Recommends conditions regarding traffic management plan, access construction, falls and levels, bound material, off-site improvement works.

28. **Local Highways Authority Transport Assessment Team** – No objection following the submission of the Transport Assessment Addendum dated January 2021. Recommends conditions regarding highway improvement works, signal timing review and a travel plan.

29. **Public Health England** – No comments to make.
30. **Sustainability Officer** – No objection subject to conditions regarding 10% carbon reduction from renewables, BREEAM design stage certificate and BREEAM post construction certificate.
31. **Sustainable Drainage Engineer** – No objection following the submission of additional information. Recommends a surface water drainage condition.
32. **Transport Assessment Team** – No objection.
33. **Trees Officer** – No objection.
34. **Urban Design Officer** – Support subject to conditions regarding materials.

Representations from members of the public

35. 3 representations have been received raising objections to the proposed development from the following addresses:
 - 15 Latham Road, Cambridge
 - 21 Bowers Croft, Cambridge
 - 45 The Oaks, Milton
36. Full redacted versions of these comments can be found on the Council's website. In summary the following concerns have been raised:
 - 30 cycle spaces are an under provision as Cambridgeshire Constabulary should be encouraging people to use sustainable transport
 - By limiting the amount of cycle spaces and having a large amount of car parking is sending the opposite message. The number of cycling spaces should be increased and the parking for staff should be reduced
 - People will be released from custody into the local area around Milton. There may be a fear of crime and safety due to this
 - People released from custody should be privately escorted to their home address and not use public modes of transport
 - The public facing offices should be in Cambridge city
 - Encroachment onto the Green Belt and lack of justification of why this site
 - An alternative non-Green Belt site should be selected
 - Questions over how the access arrangements will work when the park and ride is in use by parked cars
 - A single road leaves the potential for activists or terrorists to block the site
 - Communications strategy
 - The Police should set an example by being a gas free building

37. 2 representations have been received neither objecting to nor supporting the proposed development from the following addresses:
- 4 Bulteel Close, Milton
 - 22 Primrose Lane, Impington
38. Full redacted versions of these comments can be found on the Council's website. In summary the following comments have been raised:
- Questions over the correct release protocol of being that have been detained
 - Potential noise from sirens on police cars
 - The site will generate traffic
 - A10 will have traffic from Waterbeach New Town and North East Cambridge redevelopment
 - Climate change crisis means the building should only be approved if it has state of the art energy efficient and renewable energy generation. Support will be given if its near carbon neutral

The site and its surroundings

39. The site is located outside of the development framework boundary of Milton in the open countryside on land within the Cambridge Green Belt. The area of the planning application is 3.44ha on what is currently arable farmland. The northern and eastern boundaries of the site are marked by a hedgerow and the western boundary is marked by a dry ditch. To the south and west are the remainder of a larger arable field. The site is broadly flat and has no public rights of way running through it. The site sits to the west of the village of Milton and is separated by the A10 trunk road. The site is north east of the City of Cambridge. To the west and northwest of the site, beyond the established tree and hedge line is Milton Landfill waste tip which extends to the west and south of the site beyond the field in which the proposed development is located. To the north is the Milton Park and Ride site. 400m to the south is the A14 and its interchange with the A10.

The proposal

40. This application seeks approval of 5,131 sq m of floorspace in a part single and part two storey building to accommodate all the functions of a modern police service, including office, technical and support areas, welfare and custody rooms. The layout of the site includes the provision of access ways, parking, storage and circulation areas for vehicles, plant areas, landscaping, external lighting and surface water drainage areas.
41. The proposed building would be for a new Cambridgeshire Southern Police Station. Key elements of the proposal include:

- Two storey office building with attached single storey custody facilities including the provision of 24 cells (4614m² gross internal area and 3083m² at ground floor)
- Detached property store (431sqm) and detached Scene of crime office (SOCO) store (111 sqm)
- 303 car parking spaces
- 30 cycle parking spaces
- New access from A10/Milton Park and Ride
- Pedestrian access into the Milton Park and Ride which will also act as emergency vehicular access

Planning Assessment

Principle of Development

42. The site is located outside of the development framework boundary of Milton and falls within the Cambridge Green Belt. The key issue when considering the principle of development is the application of Green Belt policy.

Green Belt

43. Chapter 13 of the NPPF focuses on protecting Green Belt land.
44. Paragraph 133 of the NPPF states that the Government attaches great importance to Green Belts. The fundamental aim of Green Belt policy is to prevent urban sprawl by keeping land permanently open; the essential characteristics of Green Belts are their openness and their permanence.
45. Paragraph 134 of the NPPF states that Green Belt serves five purposes:
- a) to check the unrestricted sprawl of large built-up areas;
 - b) to prevent neighbouring towns merging into one another;
 - c) to assist in safeguarding the countryside from encroachment;
 - d) to preserve the setting and special character of historic towns;
 - e) and to assist in urban regeneration, by encouraging the recycling of derelict and other urban land.
46. Paragraph 143 of the NPPF states that inappropriate development is, by definition, harmful to the Green Belt and should not be approved except in very special circumstances.
47. Paragraph 144 of the NPPF states that when considering any planning application, local planning authorities should ensure that substantial weight is given to any harm to the Green Belt. 'Very special circumstances' will not exist unless the potential harm to the Green Belt by reason of inappropriateness, and any other harm resulting from the proposal, is clearly outweighed by other considerations.

48. Paragraph 145 of the NPPF states that a local planning authority should regard the construction of new buildings as inappropriate in the Green Belt, subject to several exceptions, none of which apply to the proposal.
49. Paragraph 146 of the NPPF states that certain other forms of development are also not inappropriate in the Green Belt provided they preserve its openness and do not conflict with the purposes of including land within it. These include material changes in the use of land (such as changes of use for outdoor sport or recreation, or for cemeteries and burial grounds). None of the other forms of development set out in para. 146 apply to the proposal.
50. At a local level, policy S/4 of the Local Plan 2018 states that a Green Belt will be maintained around Cambridge that will define the extent of the urban area. New development in the Green Belt will only be approved in accordance with Green Belt policy in the NPPF. The supporting text to Policy S/4 details that the fundamental aim of Green Belt policy is to prevent urban sprawl by keeping land permanently open and a specific function of some Green Belts, such as the one around Cambridge, is to preserve the setting and special character of historic towns. Policy NH/8 of the Local Plan also seeks to protect the rural character and openness of the Green Belt with particular reference to the need for appropriate landscaping provisions to mitigate visual impact.
51. In terms of national and local planning policy, the proposal is inappropriate development in the Green Belt by definition. As per paragraph 143 of the NPPF, the applicant must demonstrate very special circumstances for the proposed development to be on this site.

Background

52. The applicant has submitted a Planning Statement, Green Belt Assessment, a Business Case and a Site Search document. These documents have been taken into consideration along with the other documents submitted with the application.
53. The Cambridgeshire Constabulary set out the following requirements for the proposal within the Full Business Case:
 1. Provide a Southern Cambridgeshire Police Hub, which is integral to the delivery of the Police Operational Model.
 2. Location of the Southern Hub needs to ensure that travel from point of detention to any custody facility is kept to a minimum.
 3. Any location of a new hub must align with the Police Operational Model so that policing within the whole county is efficient and sustainable.
 4. The occupation of the new Southern Hub will align with that already adopted at Thorpe Wood (Peterborough).
 5. There are some operational improvements identified at Thorpe Wood and these should be improved at any new facility.
 6. Other functions to be located within this new facility are:

- i. Neighbourhood Policing team
 - ii. Scene of crime officers (SOCO)
 - iii. Storage facility accessible to the public
 - iv. Integrated Offender Management
 - v. Public Protection
 - vi. Abuse Investigation
7. The Custody facility needs to include:
- i. Minimum of 24 cells with the ability for future expansion, with a site size to achieve this.
 - ii. All Custody MUST be on the ground floor in accordance with Home Office design guidance
 - iii. Preferred radial design for custody, as this allows best view of site from the charge desk (rather than the racetrack design). This also allows space allocation for future expansion without major disruption to existing facilities or service delivery
8. Preferred model of office accommodation is 2 storey, 3 storeys would be acceptable if site size is limited
9. Car parking requirements
- i. Operations 68no. vehicles, including 10no. large spaces for vans
 - ii. Staff required 242 no. spaces – to allow for staff shift patterns
 - iii. Staff minimum nos. dependant on final location and what transportation links are available
 - iv. Visitors, partners, site contractors 15-20 spaces
10. Ease of access to the site from the areas of high arrest as well as ease of access/egress for detainees; families; custody support services (i.e. Solicitors, Doctors) and police
11. Sensitivity to neighbours especially with regards to release of detainees
12. Transport links to enable detainee journey home
13. Economically viable
54. The applicants set out that work has been undertaken regarding the services and provisions that Parkside Police Station provides. The main options were:
- 1. Do Nothing
 - 2. Refurbish/Remodel Parkside
 - 3. Relocate Custody only, and retain other functions at Parkside
 - 4. Relocate all functions from Parkside
55. Do nothing option: Major maintenance at Parkside would be required with no foreseen opportunities. To do nothing will not improve the current or future provision for policing in Cambridgeshire and would fail to meet the above objectives of Cambridgeshire Constabulary.

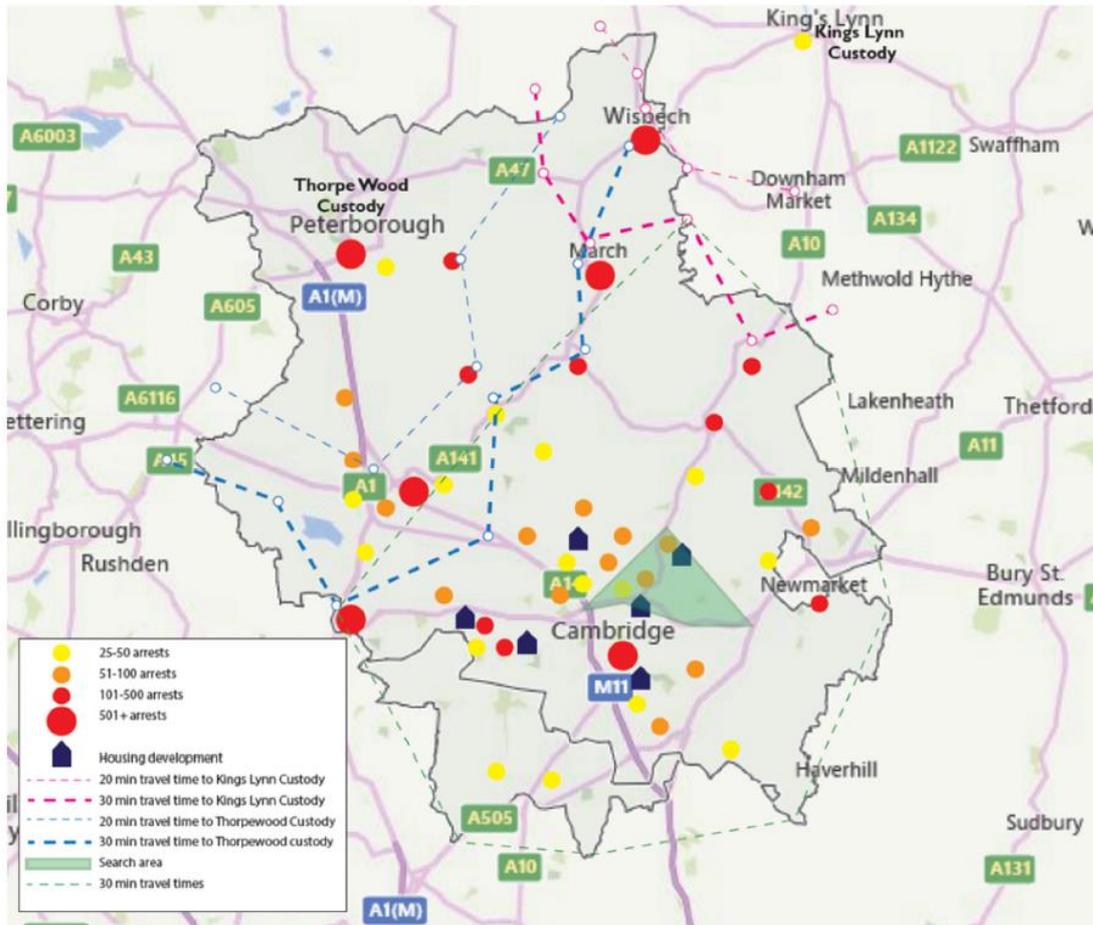
56. Refurbish/Remodel Parkside option: There is scope to complete a major refurbishment and remodelling works to Parkside including all the office accommodation and standalone CSI/Gymnasium block. However, the current site and building are limited in what could be achieved. The size of the custody facility will be limited and will still only provide 12 cells. Travel times from some areas within Cambridgeshire Police's southern operational area will be over 30mins as vehicles with detainees need to get to the congested centre of the city. There is also the fact that works would be very disruptive to the operation of the site and custody would need close while the works were carried out. Alternative custody provision and office space would be required. There are some improvements that could be gained from this option, but the extent of improvement of the facilities will be limited by the structure of the existing building and custody capacity could not be increased on the ground floor. This also fails to achieve many of the above objectives of Cambridgeshire Constabulary.
57. Relocate custody only option: While there are benefits of this option such as upgraded facilities, provision of cells and a longer life span, there are many downfalls to this option. Due to the location of Parkside being in the centre of Cambridge, a suitable site for custody would not be in close proximity to Parkside, land availability is limited, and land purchase costs would be high. Custody would therefore be located remotely from Parkside. Whilst custody provides a very specific function, it is not a standalone function. There is close liaison between the Child Abuse Safeguarding and Investigation Unit (CAISU) team, Neighbourhood team, response team and the investigation team. The remote distance between these functions if they were to stay at Parkside and a relocated custody facility, would entail additional travel for staff between Parkside and the new custody suite. This would increase operational costs as it is resource dependant. In addition, the time spent travelling between Parkside and the custody facility would impact on the limited detention time available to the police to carry out their investigations. This option requires a large capital investment whilst still retaining the costs associated with retaining Parkside. This is a major drawback of splitting the Custody from support functions – the potential efficiencies are lost and, in some cases, splitting the locations will give rise to new constraints. This option does not meet the aims and objectives of Cambridgeshire Constabulary.
58. Relocate all functions option: Similar to the custody relocation option, relocating all the current functions from Parkside to a new bespoke facility, would provide facilities with an expected lifespan of 50 years, with the assumption that due to the nature of the facility a full refurbishment may be required in 20 years. The facility would provide additional cells to the south of the county, which would be Home Office Design Guidance compliant, and would ensure that extended detainee travel times to another facility is not required. The office building would be designed to meet current and future Policing models, with open plan spaces to encourage collaborative working. This would both increase efficiencies and allow for flexibility to adapt to change. The flexibility provided by open plan office space more effectively future proofs the working environment as policing responds to changing crime, legislation, and processes. A town centre presence

would need to be maintained so that policing is accessible and available at a local level. This would be a far smaller facility than Parkside and could be co-located with a partner authority. The future use of Parkside is still to be considered but would not be required as a location for police functions. This option would meet all the objectives of Cambridgeshire Constabulary and is set out in detail within the Full Business Case. A public enquiry desk and an overseas registration function will also be retained in the city centre station.

Site Search Criteria and Area

59. Based upon the preferred option of relocating all of Parkside functions, a site search was undertaken to find a site that would meet all the objectives. Cambridgeshire Police employed Process Evolution in 2017 to look at location options for a replacement Parkside and location of response officers. The report concludes that a two centre custody model with a north/south split is the best solution for custody within Cambridgeshire, this reinforces the Constabulary's adoption of the Policing Delivery Model which proposes a two centre approach for policing in Cambridgeshire. The other centre currently in operation is located on the outskirts of Peterborough at Thorpe Wood.
60. The Operational requirements of Cambridge Constabulary has informed the best geographical location for the new facility, such requirements include:
 - Travel time from point of arrest
 - Where arrests are happening
 - Ease of access to main road network
 - Parking availability for operational vehicles and staff
 - Transportation links for detainee on release and staff travel to/from work
61. Although response time is of high importance, it is less likely that officers will be responding from the custody facility. An officer will attend to a call whilst on patrol or from the location of a previous call.
62. A key aspect that highlights the importance of minimal travel times is the safety of officers and detainees whilst in transit. Extended travel time and distance increases risk of potential harm during transfer from point of arrest to point of detention. Guidance dictates that an intoxicated detainee needs to be roused and spoken to at least every 30 minutes to check on their condition. This can be difficult during van transfers to custody. This risk needs to be kept to a minimum and a 30-minute maximum travel time can therefore be justified. Therefore, travel time in this situation is from the place of arrest to custody, rather than response time from custody.
63. The designated search area for the new site ensured that travel time from point of arrest to custody would be within the 30 minutes transfer time. Thorpe Wood Peterborough and Kings Lynn had their travel times mapped to display the area within a 30 minute travel zone. The area of site search was further mapped by identifying the locations of the County not within the Thorpe Wood/Kings Lynn 30 minute zone. This resulted in the triangular zone of search, which would

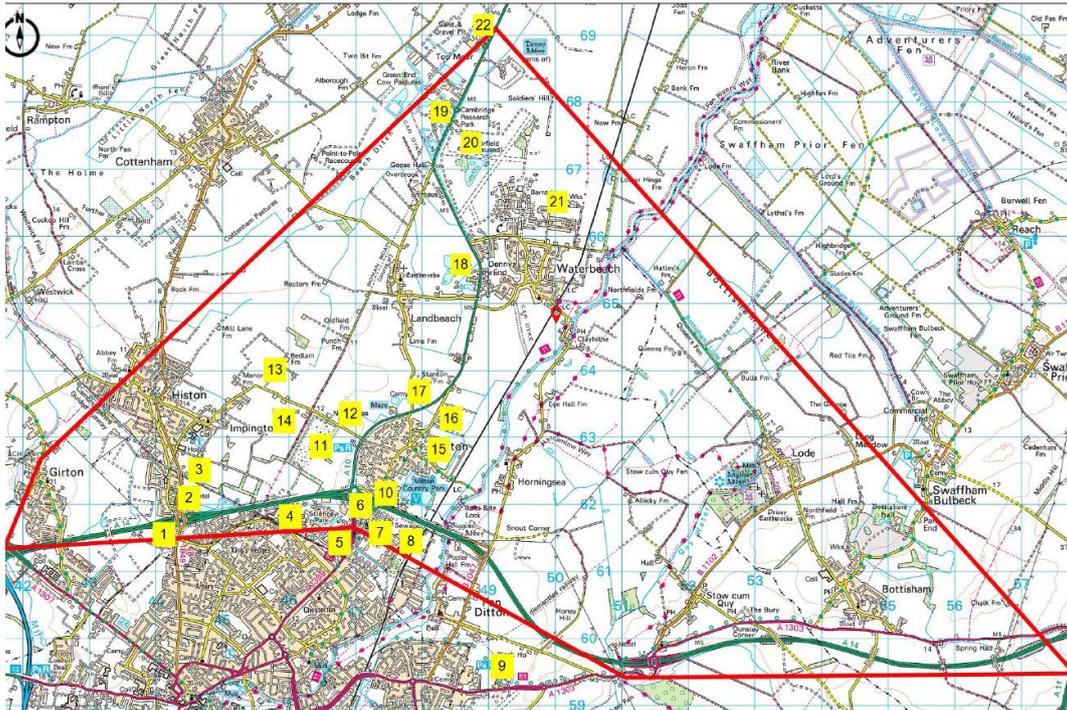
provide a location for any new custody facility, that would provide optimal coverage.



64. The above map is taken from the submitted Full Business Case. It is the defined search areas, based on travel time and arrest data. This search area is reinforced by looking at the arrest data for the two-year period October 2016-October 2018. Cambridge is an area of high arrest, but the map clearly shows many more arrests take place to the north and north/western areas of Cambridge. These are areas which are easily and quickly accessible from the site search zone. To further support the site search area, and potential additional demand, the new housing developments are shown to be to the north and west of Cambridge.

Site Search Outcomes

The below map identifies sites considered for the new police station within the triangular site search area.

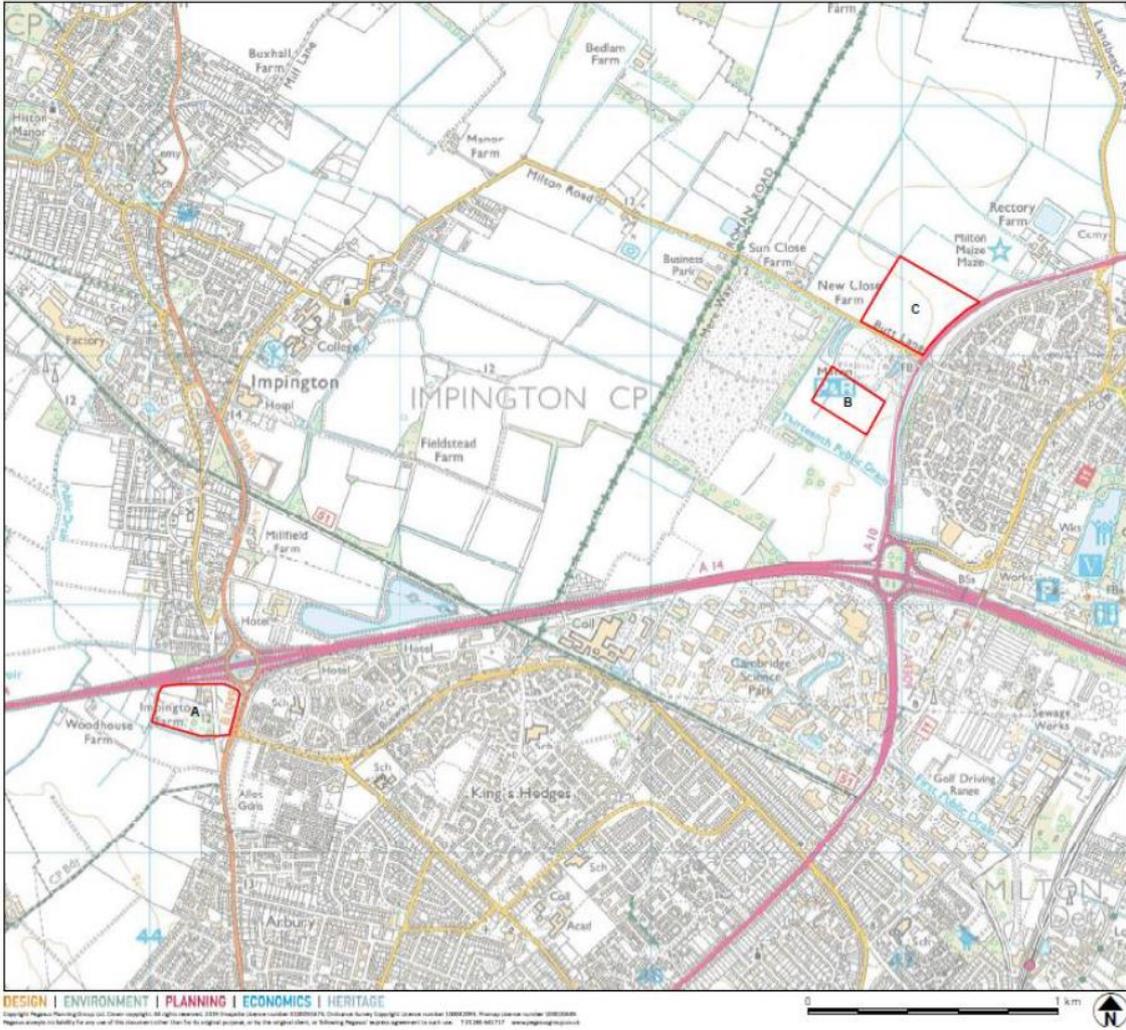


65. One of the key objectives is to minimise the detainee travel time and as such the search area was narrowed down to north/northwest of Cambridge City. A sequential, sieving approach was adopted to reduce the list of initially identified sites to ensure that only those that could deliver the objectives were carried forward. 22 sites in total were considered as shown above. Sites were ruled out on functional grounds and those remaining were tested for availability.

66. Cambridge Past Present and Future commented on the lack of information about why 6 sites were ruled out. The applicant has provided additional information regarding these sites:

- EMG, 379-381 Milton Road, Cambridge - This site was not previously identified as a possible site, however, on review the site is not of sufficient size and configuration to accommodate the operational requirements for the new station.
- Cambridge North East, Cowley Road, Cambridge – An approach to secure a suitable site was rejected.
- Cambridge North, Cowley Road, Cambridge – An approach to secure a suitable site was rejected.
- Wing Development, Newmarket Road, Cambridge – An approach to secure a suitable site was rejected.
- Evolution Business Park, Milton Road, Impington, CB24 9NG - The surplus land on the site is insufficient for the proposed scheme and remaining land is subject to current tenancies making acquisitions unaffordable and beyond reasonable timelines.
- Cambridge Research Park, Waterbeach - There is land availability, but this is earmarked for high value commercial development and approaches to Royal London have been rejected in the past.

- 67. Following the sieving process, this reduced the number of possibilities to just three sites, all of which stand in the Cambridge Green Belt (see map below).
- 68. Site A (Land west of Histon Road and south of the A14) - within the Inner Green Belt area, contributes to prevention of sprawl and a limited contribution to the character and setting of the City
- 69. Site B (the site proposed)– recognised as being of relatively low value in green belt terms because of the impact of adjoining uses, notably the raised area of landfill and its associated tree belt, the waste recycling facility and park and ride site.
- 70. Site C (land north of Butt Lane) - has a strong affinity with the flat and open agricultural character of the green belt to the north of Cambridge



Green Belt value of the site

- 71. The applicant has submitted the following document: *Cambridge Green Belt Assessment, Three sites North of Cambridge by Pegasus Group dated September 2020*. This document was undertaken to identify the relative

contribution to Green Belt purposes made by each of the above 3 sites to identify which would be the least harmful in Green Belt terms.

72. The submitted Green Belt Assessment concludes that the proposed site 'is the least sensitive due to its location next to the landfill site and context provided by the Milton Park & Ride. It's landscape and visual characteristic, and context also play a significant role in lowering the sense of openness one would associate with the open countryside around Cambridge'. Officers agreed with this assessment.

Conclusion

73. Both Milton Parish Council and Cambridge Past, Present and Future have raised concerns that the approval of this application could set a precedent for future development within the Green Belt on adjacent sites. Officers do not consider this to be the case. This proposal is assessed on its own merits and the very special circumstances that have been put forward by the applicant. A precedent would not be set.
74. The development proposal is inappropriate development in the Green Belt and outside the Development Framework boundary. The key consideration for members is whether very special circumstances which justify planning permission being granted have been put forward. In doing so, Paragraph 144 of the NPPF states that when considering any planning application, local planning authorities should ensure that substantial weight is given to any harm to the Green Belt. 'Very special circumstances' will not exist unless the potential harm to the Green Belt by reason of inappropriateness, and any other harm resulting from the proposal, is clearly outweighed by other considerations.
75. The applicant has put forward in the Planning Statement that very special circumstances have been demonstrated through a clear explanation of the Cambridgeshire Constabulary aims and objectives in the provision of a Cambridgeshire South Police Station. This has resulted in the identification for a site outside of the urban area of Cambridge. Officers consider the applicant has undertaken a robust assessment of the police force's operational needs which has led them to conduct an acceptable site search. It is considered that the site, south of the Milton Park and Ride, would result in the least harm upon the Green Belt and that the needs for this site are unique to the police force. Officers are therefore satisfied that the applicant has demonstrated a case for very special circumstances and that the requirements of paragraph 144 of the NPPF are met and that harm to the Green Belt and all other harm arising from the proposal (as set out and justified in the following paragraphs including the loss of agricultural land) are outweighed by other considerations arising from the specific nature and requirements of the proposal to locate to this particular site and the wider public benefits arising. These benefits include the provision of a fit for purpose police station, appropriately located and fully equipped to serve an essential and strategic policing function for the surrounding communities of Cambridgeshire. This is a significant public benefit arising from the proposal.

76. Officers consider that the application has demonstrated very special circumstances in accordance with paragraph 144 of the NPPF and policies S/4 and NH/8 of the Local Plan.
77. Planning decisions must be taken in accordance with the development plan unless there are material considerations that indicate otherwise (section 70(2) of the Town and Country Planning Act 1990 and section 38[6] of the Planning and Compulsory Purchase Act 2004). Whilst contrary to policy S/7 (there is no express policy supporting this type of development outside the framework boundary), material considerations including the operational need and advantages of this particular site, its landscape characteristics and value, immediate land use context and the public benefits that would arise, suggest that there are material considerations which weigh in favour of departing from the provisions of policy S/7 in supporting the proposal.

Loss of Agricultural Land

78. The applicant has submitted an Agricultural Land Classification document which contains the findings of an agricultural land classification survey for the site. The survey concludes that the agricultural land within the site is Grade 2 (2.9ha 85%) and subgrade 3a (0.4ha, 12%) quality.
79. Policy NH/3 (Protecting Agricultural Land) states that planning permission will not be granted for development which would lead to the irreversible loss of Grades 1,2 and 3a agricultural land unless:
 - a. Land is allocated for development in the Local Plan;
 - b. Sustainability considerations and the need for the development are sufficient to override the need to protect the agricultural value of the land.
80. Given the justification for the proposal that has been put forward by the applicant, officers consider the need for the development in this location and the public benefits arising are sufficient to override the need to protect the agricultural land which would be permanently lost as a result of the proposal. The proposed development is contrary to policy NH/3 but material considerations indicate that there is planning justification to support the loss.

Landscape Impact

81. As the site is located within the countryside and the Green Belt, the visual impact of the proposal on the surrounding landscape is a key material consideration. A Landscape and Visual Impact Assessment (LVIA) has been undertaken and submitted with the application. This has been assessed by the Landscape Officer. The site is located directly to the south of the Park and Ride, with the proposed building being sited close to the boundary. The building would be seen in the context of the landfill and the Park and Ride when viewed from the A10.
82. The Landscape Officer agrees with the applicant that following appropriate landscape mitigation works the site is capable of accommodating a

development without resulting in material harm to the surrounding countryside's landscape character and views from the wider and local area. The scheme proposes to retain the majority of the boundary vegetation, other than access requirements and also seeks to provide new boundary tree and hedge planting to integrate the development into the landscape. This additional planting will help ensure that views would be controlled and screened, and to help further reduce limited landscape character and visual effects particularly from the A10.

83. Undertaking the outlined landscape mitigation measures would then comply with policies HQ/1 and NH/2 to preserve or enhance the character of the local rural area and respond to its context in the wider landscape. The Landscaping would mitigate the appearance of the security fencing as the highest portions of fencing would be located close to the main massing of the building away from the edges of the site.
84. The Landscape officer confirms that if the landscape principles outlined in sections 7 & 8 of LVIA are secured, then the development would have a limited effect upon the rural character and openness of the Green Belt in compliance with policy NH/8. Conditions regarding further landscape detail and management are recommended in line with the Landscape Officer's request.

Layout, Scale and Appearance

Layout

85. The development site is relatively level, sloping gently down from the northern corner towards the south west corner. The building has been positioned centrally to the front of the site to allow visitor parking areas to be located towards the front of the building and close to the public entrances. The orientation of the building results in the main elevation facing north east so it is clear where the public entrance to the building is when entering the site from the north east. Staff and operational parking are wrapped around the rear and sides of the building to the south east and west of the building respectively. Staff and operational parking are located behind a secure fence line providing security control of these areas. A café terrace area is located to the south west of the building which would be a semi-enclosed space for staff.
86. A property store is located at the north west part of the site within the public realm of the site. The custody suite is located to the rear of the building to allow for maximum security and also privacy for those in custody. The arrival of detainees to the custody suite would be visible from the public domain at the front of the building due to this layout.
87. There are a number of strict functional considerations that have had to be taken into account when designing the scheme. The proposed layout of the custody suite must strictly follow the Home Office design guidance which states that all custody suites must be on the ground floor. This has resulted in the radial layout of the custody suite allowing maximum visibility of the cell corridors from the charge desk and allows for possible expansion in the future if required.

88. Due to the proposed use of this building and its location, to ensure the safety of staff and visitors, there needs to be a security strategy in place which involves securing the inner and outer perimeters of the site. There is a requirement for different levels of security fencing dependant on the risk to the building, people and property. The 3 types of fencing required for this site are set out within the Design and Access Statement and indicated on the site plan. To need for and height of the fencing types are set out below:
1. Custody area (High security) – to ensure a safe and secure area for the transfer of detained persons being transported to or from the custody block and reducing the opportunity of escape. Proposed fencing - Weldmesh security fencing (black) 4m in height with electronic, access controlled sliding gate, with fob access for staff and audio/visual call button controlled within the custody block.
 2. Police vehicle car park (Medium security) – To reduce the incidents of damage or sabotage to police vehicles, reduce the opportunity of theft of the vehicles or police property from them. Proposed fencing - Weldmesh security fencing (black) 2m in height, access controlled sliding gate, with fob access for staff.
 3. Staff vehicle car park (Low to medium security) – To reduce the incidents of damage to police staff personal vehicles and ensure the safety of personnel when leaving the station at all times of the day and night. Proposed fencing - Jacksons Barbican Vertical Bar security fencing (black) 1.8m in height, access controlled sliding gate with fob access for staff.
89. In addition to the security fencing, the scheme also includes external lighting and strategically placed CCTV cameras to ensure the site is covered. Further protection would be provided to the building by installing bollards in the public area outside the building that would maintain physical security against motor vehicles but will still allow greater visual permeability around the building.
90. The proposed building and its associated property/SOCO stores would only cover circa 11% of the site. The proposal has aimed to create the most functional layout for the site while maintaining necessary security, operational needs and privacy. The Urban Design Officer and Landscape Officer both support the proposed layout. For these reasons it is considered the proposed layout of the site is acceptable and legible.

Scale

91. Following pre-app advice from officers, the scheme submitted has been reduced down in bulk and size and represents the minimum possible development to meet the operational requirements of the police force. The proposed building would be of a two storey scale with an attached single storey custody suite. When viewed from across the approach road and from the A10, the building would maintain a low and articulated profile. The visual impact would be lessened when viewed from the North and East because of the

elevated landfill site adjacent. The scale of the building would be further mitigated by existing and proposed planting which would soften and limit views.

92. The applicant has designed the building so the required plant on the roof is hidden behind the proposed parapet. Where air handling units are likely to exceed the parapet level, louvered screens are set back from the roof edge to act as discreet screens.
93. The proposed scale of the building has been reduced down to its core needs. Both Landscape and Urban Design Officers are satisfied with the proposed scale of the building. The scale of the building is acceptable.

Appearance

94. The building would be constructed mostly of 'Cambridge Cream' brickwork to help reflect existing building finishes in the surrounding area and the wider Cambridge area. This type of brickwork would also help ensure the building appear lighter in its surroundings. In order to provide some articulation to the elevations, a blue brick plinth feature at ground level to emphasise the ground floor of the projecting entrance area is proposed. The entrance area, which projects from the front elevation of the building, would have gold coloured cladding panels introduced at first floor level, surrounding full-height glazing, to provide a clear contrast to the brickwork to signify that it is the public entrance for people attending the site.
95. The building would also consist of significant areas of glazing which would further lighten the mass of the building. Generally the glazing is contained in frames which span across the intermediate floor zones and where appropriate extends to the ground to allow the inclusion of door openings for fire escapes and access to external areas. Vertical glazing panels are also proposed which help shape the building. The appearance of the building is supported by the relevant consultees and the planning officer.

Overall

96. The layout, scale and appearance of the building are all appropriate and of high quality. The proposal is in accordance with policy HQ/1 of the Local Plan.

Biodiversity

97. The site consists of an arable field, with a linear row of trees to the centre of the site, and large wooded buffer planting to the west and south. There are no non-statutory protected sites in the vicinity that are likely to be impacted by this application. Species records show amphibians, barn owls and other breeding birds, flowering plants, reptiles, bats, brown hare, badger, and hedgehog have been recorded locally.
98. The application is supported by an Ecological Impact Assessment (The Landscape Partnership, July 2020). The report has found minimal ecological constraints on site, as the site is predominantly arable habitat. There are some

recommendations for avoidance and mitigation strategies which are considered to be acceptable following consultation with the Council's Ecology Officer who is in general agreement and support of the ecological details submitted. Conditions regarding a Construction Ecological Management Plan (CEcMP) and a Landscape and Ecological Management Plan (LEMP) are recommended. The proposal is therefore in accordance with policy NH/4 of the Local Plan.

Flood Risk and Drainage

99. The application site is in Flood Zone 1 and is therefore considered as having a low probability of flooding and suitable for development in terms of flood risk. The application is supported by a Drainage Strategy Report and plan outlining the proposed offsite ditch. Following comments received from the Parish Council and Cllr Hazel Smith, the applicant has sought to address this through the inclusion of a new ditch that would run parallel to the A10.
100. The Lead Local Flood Authority (LLFA) and the council's Drainage Officer have been consulted as part of the application and following the submission of additional information, both the Lead Local Flood Authority and Drainage Officer support the proposal in terms of flood risk and drainage.
101. The submitted documents demonstrate that surface water from the proposed development can be managed through the use of permeable asphalt across parking areas. A swale network is proposed along the southwest and eastern boundary of the site, with an attenuation basin on the north-west boundary to receive flows from the parking areas. Runoff from the impermeable highway areas is proposed to drain into this swale network through a dropped kerb arrangement. The site is split into two outfalls, one to the east at a rate of 3.1 l/s and one to the north-west at 6.1 l/s, both through Hydrobrake flow controls. A new ditch is proposed from the eastern outfall to convey water suitably to the 13th Public Drain. The surface water drainage network for the development will be maintained by a private management company.
102. The Parish Council has raised an objection on flood risk and drainage grounds:

'We remain very concerned about drainage particularly the impact on the 13th Public Drain not least because of storm water surges which are becoming more frequent and less predictable. It would be essential to ensure that the 13th Public drain be kept clear in both directions.'

We are also concerned to note that one of the consultants involved in the project has concluded in a report that infiltration SuDS are not appropriate for the development yet the proposal includes use of shallow SuDS similar to systems on the P&R site which have already resulted in some flooding to parts of Milton and the College of West Anglia.

The proposed development proposal focusses on maintaining current run-off levels. We believe that the goals should be revised to take the opportunity not just to meet the status-quo but to improve the current situation to mitigate the flooding risk to the Milton area especially given the Met Office guidance that

extreme weather incidents are likely to increase including significant increases in rainfall.'

103. Neither the LLFA nor the Drainage Officer have raised concerns about the impact of the development on the 13th Public Drain. The maintenance of the 13th public drain, which is an awarded watercourse, is the responsibility of the Council.
104. The development is not relying on infiltration for disposing of surface water as groundwater levels are too high. The Drainage Officer has confirmed that non-infiltrating SuDS features can almost be identical to those used for infiltration. This is because these provide best practice designs but they can be utilised in different ways. In this particular case, they are not for infiltration but attenuation and conveyance.
105. The LLFA have not raised betterment as a factor and they are the body that oversee this type of flood risk in the strategic sense. It is to be noted that the Drainage Officer has also not requested betterment and has accepted that the development will be maintaining the status quo.
106. Officers accept the advice of the LLFA and the Drainage Officer. For these reasons, it is considered that the proposal complies with policies CC/7, CC/8 and CC/9 of the Local Plan. The development would not lead to an increased risk of flooding, would protect water quality and be subject to an appropriate means of SuDS drainage given the site characteristics. Subject to appropriate conditions regarding a detailed surface water drainage scheme and a long-term maintenance arrangement, the scheme is acceptable.

Sustainability

107. The applicant has submitted a Sustainability and Energy Statement, BREEAM pre-assessment and BRUKL output document which has been assessed by the Sustainability Officer. This estimated carbon data demonstrates that the measures included in the report could see the new building achieve a carbon saving in excess of 20% from the inclusion of renewables and low/zero carbon technologies. This would make the development compliant with the requirements of Local Plan Policy CC/3. The applicant has provided a full BREEAM pre-assessment report which suggests that measures will be included in the new building to achieve a score of 55.90%, achieving a 'Very Good' rating. This report also gives details of how the building will achieve 2 credits from WAT01, for water conservation, making the proposed building compliant with Local Plan Policy CC/4.
108. The Sustainability Officer supports the application. Conditions regarding 10% carbon reduction from renewables, BREEAM design stage and post construction stage certificates are recommended in order to ensure compliance with the submitted information and local plan policies.

Highway Safety, Traffic and Parking

Car Parking

- 109. Policy TI/3 of the Local Plan does not provide specific parking standards for this type of proposed development. While no specific standards are identified, the policy makes clear that the applicant must provide clear justification for the level and type of parking proposed in the Design and Access Statement and/or Travel Plan, and will need to demonstrate they have addressed highway safety issues.
- 110. The applicant has submitted a Transport Assessment which outlines the operational needs of the police and uses a first principles approach to calculate expected car parking demand. The new police station will employ 388 existing staff who are currently employed at existing stations. The number of staff could increase by 122 officers through recruitment prior to the opening of the building. Police shift patterns have informed the parking requirements. A 10% reduction factor has been applied to account for sickness/leave/training. An 80% factor has been applied based on anticipated staff modal split as suggested by the results of a travel survey completed by existing staff.
- 111. Therefore, the minimum number of staff employed on site could be 388 plus any growth that has happened prior to opening, increasing to a maximum of 510 after growth has been completed. The number of staff expected to be on site at any one time is 183 prior to growth, and 246 after growth. The maximum parking demand is expected to be 146 prior to growth, and 196 after growth.
- 112. The proposal would provide 303 car parking spaces in total. In addition to staff parking for the site, car parking spaces must also be provided for operational police vehicles, Scenes of Crime Officers (SOCO) and visitors. Please see the below table for the break down.

Parking:	
Operations:	68
SOCO spaces	8
General visitor spaces:	10
Custody visitor spaces:	10
Staff:	153
Overflow parking:	54
Total parking:	303

- 113. The 153 staff parking spaces exceeds the initial anticipated parking demand of 146 spaces. Following anticipated growth in officer numbers the staff parking demand is anticipated to grow from 146 spaces at opening to a maximum of 191 spaces in future. The overspill parking area ensures that this demand can be accommodated on site as it increases the maximum staff parking provision from 153 spaces to 207 spaces, 16 more than demand. The Transport Assessment states that the growth in parking demand represents a worst case scenario with the exact future parking demand depending on the actual growth in officer numbers at the new site, and the accuracy of assumptions regarding

staff sickness/ leave/ training and modal split. The overspill parking area therefore provides flexibility in responding to future parking demand and ensuring that future capacity requirements are captured in the submitted design of the site.

114. Third party representations have questioned why the Police Station couldn't rely on the Park and Ride to accommodate the parking requirements. The Park and Ride is not within the control of the applicants. The site needs to be self-sufficient in parking in case things change in the future to ensure the development is future proof.
115. Taking the above into account, officers consider the applicant has provided clear justification for the level and type of parking proposed as part of the application in accordance with policies TI/3 and HQ/1.

Cycle Parking

116. The proposal would provide 30 cycle parking spaces at the site comprising 15 covered and secure Sheffield Stands. The proposed development will also provide changing facilities including showers and lockers. Visitor cycle parking is sited at the front of the site and staff cycle parking is sited within the staff car parking area to ensure security.
117. Residents have raised concerns that the amount of cycle parking proposed is too low. The cycle parking for the proposed development has also been calculated using a first principles approach, similar to that which was applied to the car parking provision. As part of the travel survey, it was identified that 15% of staff intend to travel to the site by bicycle. This represents a high mode share for cycle travel given the site's location and it is therefore a robust figure upon which to base the cycle parking provision.
118. It should be noted that the applicant has outlined in the Travel Plan that additional cycle parking will be provided should the demand from staff increase. The site plan identifies an area of car parking that is designated for future cycle parking if required. Taking the above into account, officers consider the proposed level and type of cycle parking proposed as part of the application to be in accordance with policies TI/3 and HQ/1.

Traffic

119. The proposed development is located immediately south of Milton Park-and-Ride which is itself located immediately west of the A10. The proposed development will be accessed via a new junction from the existing Park & Ride access road. This junction will be located approximately 50m west of the A10 and will provide a 20m right turn 'pocket' for vehicles turning right into the site providing sufficient length for four cars to wait to turn right into the site. The right turn lane has been achieved by adjusting the lane widths and reducing the size of the existing island in this location. The proposed police station will employ 388 total staff of which a maximum of approximately 202 are expected to be on

site at any one time during a peak shift change. The shift changes are considered to fall outside of the peak times on the A10.

120. The Transport Assessment Team and Development Management Team at the Local Highway Authority has assessed the submitted Transport Assessment, its addendum and the findings of the Stage 1 Road Safety Audit. This sets out the trip generation for the proposed development. This methodology is accepted by the Transport Assessment Team. The development is anticipated to generate 46 vehicular movements in the network AM peak and 67 vehicular movements in the network PM peak. A traffic impact analysis has been undertaken by the applicant in regard to the A10/Butt Lane/Park & Ride signalled network and the Butt Lane/Park & Ride priority junction. The assessment demonstrates that the Butt Lane/Park and Ride priority junction is anticipated to operate within capacity.
121. Residents have raised questions about how the access arrangements will work when the Park and Ride is in use by parked cars. The access is located away from the parking bays within the Park and Ride. The Transport Assessment Team have recommended the applicant undertake signal timing review works in coordination with the County Council across the A10/Park and Ride signal network with the aim to reduce queues on the Park and Ride to ensure this runs smoothly and doesn't result in blocking or delays. The Transport Assessment Team agree with the conclusions that the development will not cause detriment to the capacity at the A14 interchange.

Mitigation

122. As part of the proposals, the applicant will deliver the following:
- A 3.0m wide shared footway/cycleway connecting the proposed development to the existing shared footway/cycleway along Butt Lane
 - A 2.0m wide footway connecting the proposed development to the existing Park & Ride terminal
 - 30 sheltered and secure cycle parking spaces
 - Travel Plan
 - Signal timing review works to be undertaken by the applicant in coordination with the County Council prior to occupation of the development. Such works are essential to mitigate queues on the P&R arm from blocking back and preventing access to the right turn box into the CSPA site.
123. The Travel Plan aims to reduce the number of staff commuting to and from the proposed development site by single occupancy car.
124. Comments have been raised about the low parapet wall on the A10 bridge. The Transport Assessment Team have not raised any concern about this, neither have they requested any improvements to this bridge in order to make the development acceptable in planning terms.
125. Subject to the recommended conditions, officers are satisfied that the development is acceptable in highway safety terms and would accord with

policies HQ/1 and TI/2 of the Local Plan and paragraphs 108 and 110 of the NPPF.

Residential Amenity

Fear of crime

126. Milton Parish Council and residents have raised concerns about the fear of crime: 'The surrounding area is poorly lit. There is potential for increased anti-social behaviour including drug dealing in Butt Lane/Coulson Close area similar to that currently experienced in the Parkside area, which could discourage pedestrian and cycling activity.'
127. The existing police station at Parkside in the centre of Cambridge and the proposed station on the outskirts of Milton are not equally comparable due to differences in context. No evidence has been provided to substantiate claims of drug dealing near the Parkside Police Station nor that it is caused directly by the presence of Parkside Police Station. No evidence has been submitted to demonstrate the new police station will attract such behaviour.
128. The fear of crime is centred around the release of people from custody into Milton, particularly after public transport has stopped running and these concerns are understandable. The applicant has submitted a Statement of Community Involvement and a document titled 'Introduction to Police Custody' which attempts to address these concerns.
129. These supporting documents set out that all detainees that are released from police custody are subject to a risk assessment prior to release. Where a person is classed as vulnerable, it is often the case that the person is released in the company of friends, family, legal advisors, appropriate adults or other people responsible for their on-going welfare. Those remanded in custody as a result of appearing at a virtual court will be transported directly to prison or other secure accommodation by a contracted private security company, should they be further remanded by the courts.
130. The risk assessment will ask whether detainees have the ability to get home and the police create a travel plan with them – either through friends/family etc or via public transport. If there is no option to be picked up, or if public transport is not running, the police examine as to whether a taxi is possible. If there is no way for them to safely get home and there is a concern about their safety, the risk assessment would consider direct transport by the police to a safe location, however this would be in exceptional circumstances.
131. With the growing use of virtual courts, it will sometimes be the case that those remanded in custody will be released directly from the new hub. This is already the case at Thorpe Wood and at Parkside, where people are released directly into the community – however, these detainees will undergo the same risk assessments.

132. Therefore, no one will be released unless they have been subject to a pre-release risk assessment to mitigate any further risk to themselves or the wider community. Once they have left custody, however, the police have no power to enforce their chosen route home.
133. The proposed police station would operate 24 hours a day, resulting in more movements to and from the site at times when the Park and Ride is currently very quiet. This would introduce a level of surveillance that does not exist at present. It is expected that a police presence in the local area should act as a deterrent for crime. If any crimes were committed or this fear of crime came to fruition, that would be a police matter for investigation.
134. Officers acknowledge and understand the concerns raised by Milton Parish Council and residents, however, taking the above into account, officers do not consider that fear of crime warrants a refusal of the application as per paragraph 91 of the NPPF or local plan policy HQ/1 (o).

CCTV contributions

135. The Parish Council consultation response requests for CCTV on the A10 bridge which should be monitored 24*7 to evaluate any need for further enhancements, improved surveillance at the Park & Ride, and other items beneficial to Milton residents. No details have been provided in relation to what other items Milton Parish Council requests this to be funded from section 106 contributions.
136. The CIL regs for S106 contributions sets out 3 statutory tests a planning obligation may only constitute a reason for granting planning permission for the development if the obligation is –
- (a) necessary to make the development acceptable in planning terms;
 - (b) directly related to the development; and
 - (c) fairly and reasonably related in scale and kind to the development.
137. The S106 Officer has considered this request and comments that such a request could satisfy (a) subject to material planning considerations, could satisfy (b) and/or surveillance would be installed within a short distance of the site on or adjacent public highway linking the site to the village and/or serving the park and ride site but currently fails to satisfy (c) as no capital costs have been submitted in relation to the request. There are often maintenance costs associated with the inspection of such infrastructure. Furthermore the 24/7 monitoring of additional CCTV cameras would introduce new costs for the operator meaning commuted sums would also likely be required. The absence of such information means that it would not be possible to calculate the expected level of contribution.
138. The S106 Officer also raises a number of questions such as:
- Precisely where would such CCTV infrastructure be located
 - Who is the owner of that land and/or infrastructure

- What is their view as to the request
- Who would be responsible for delivery
- Who is responsible for maintenance
- Who would be responsible for monitoring the CCTV camera's
- Methodology for calculating any financial contribution

139. Given the conclusions reached above in regards to the fear of crime, officers consider that additional CCTV coverage is not necessary to make the development acceptable in planning terms and therefore fails to satisfy part (a) of the 3 statutory tests of the CIL regs for S106 contributions. If members were to conclude that additional CCTV coverage is necessary, officers would ask for delegated powers to further ascertain whether such mitigation is technically capable of being carried out and maintained with third party agreement on land outside the control of the applicant and within reasonable cost parameters and that the securing or not of this mitigation via condition or S106 is also delegated.

Noise

140. The Transport Assessment states that vehicles are only very rarely anticipated to need to leave the new police station under a blue light as the majority of incidents are responded to by vehicles which are already on patrol.

Conclusion

141. While officers acknowledge the concerns raised by residents and the Parish Council, officers consider the proposal to accord with policy HQ/1 of the Local Plan which requires development to protect the health and amenity of occupiers and surrounding uses from development.

Other matters

Public facing offices

142. Concerns have been raised about the retention of public facing offices for the police not remaining in the city. Cambridgeshire Constabulary have confirmed they will retain a city centre station to deal with such enquiries. The location of this is yet to be decided and further details will be provided in the future.

Blocking of the access road by activists/terrorists

143. Concerns have been raised about how the single access road leaves the potential for activists/terrorists to block the site. The pedestrian access into the Park and Ride will also act an emergency vehicular access if such a situation arose.

Communications strategy

144. No communication masts are proposed as part of the development.

Conclusion and Planning Balance

145. Planning decisions must be taken in accordance with the development plan unless there are material considerations that indicate otherwise (section 70(2) of the Town and Country Planning Act 1990 and section 38[6] of the Planning and Compulsory Purchase Act 2004). Whilst contrary to policy S/7 (there is no express policy supporting this type of development outside the framework boundary), material considerations including the operational need and advantages of this particular site, its landscape characteristics and value, immediate land use context and the public benefits that would arise, suggest that there are material considerations which weigh in favour of departing from the provisions of policy S/7 in supporting the proposal.
146. Officers consider the applicant has undertaken a robust assessment of the police force's operational needs which has led them to conduct an acceptable site search. It is considered that the site south of the Milton Park and Ride would result in the least harm upon the Green Belt compared to the shortlisted sites. Officers consider that the application has demonstrated very special circumstances necessary to outweigh the 'inappropriateness' in accordance with paragraph 144 of the NPPF and policy S/4 of the Local Plan. Other harm that arises from the loss of agricultural land and limited landscape harm including direct conflict with policy S/7 are outweighed by the public benefits arising from the proposal which include an improved police service:
- Local Policing Review objectives
 - Modernising police services
 - Meeting operational imperatives
 - Deliverability due to site availability
 - Securing sustainable development
147. The development is acceptable in terms of appearance, landscape, flood risk and residential amenity impacts. The proposed parking provision has been robustly justified and the traffic impact is considered to be acceptable. The scheme would be built in accordance with BREEAM principles.
148. For the reasons set out in this report, officers have considered the planning balance and recommend that the Planning Committee approves the application subject to conditions.
149. Under the Town and Country Planning (Consultation) (England) Direction 2009 there is a requirement for the application to be referred to the Secretary of State before any permission can be issued because of the size and location of the development in the Green Belt. The Secretary of State has the power to call-in the application for his own determination following any referral. The application will be required to be referred to the Secretary of State under this Direction if Members of the Planning Committee are minded to support the officer recommendation.

Recommendation

150. The recommendation is to **APPROVE** the proposal subject to:

- a) Consultation with and confirmation from the Secretary of State that the application is not to be called in for his determination; and
- b) The planning conditions as set out below

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 No development above ground level, other than demolition, shall commence until details of all the materials to be used in the development, including brickwork, cladding, ground surface finishes details and samples of all materials and finishes shall be submitted to and approved in writing by the Local Planning Authority prior to the construction. The development shall be carried out in accordance with the approved details.

Reason - To ensure the appearance of the building is acceptable in accordance with Policy HQ/1 of the Local Plan

- 4 No development above ground level, other than demolition, shall commence until full details of both hard and soft landscape works have been submitted to and approved in writing by the Local Planning Authority. The works shall be carried out as approved. These details shall include proposed finished levels or contours; means of enclosure; car parking layouts, other vehicle and pedestrian access and circulation areas; hard surfacing materials; minor artefacts and structures (e.g. furniture, refuse or other storage units, signs, lighting). Soft Landscape works shall include planting plans; written specifications (including cultivation and other operations associated with plant and grass establishment); schedules of plants, noting species, plant sizes and proposed numbers/densities where appropriate and an implementation programme.

Details specific to this condition shall also include:

- a) Outdoor cafe terrace
- b) Refuse storage

- c) Street furniture
- d) Attenuation basin
- e) Headwalls and culverts
- f) SOCO storage
- g) Substation
- h) Main store

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 by the Local Planning Authority. The maintenance shall be carried out in accordance with the approved schedule. Any trees or plants that, within a period of five years after planting, are removed, die or become in the opinion of the Local Planning Authority, seriously damaged or defective, shall be replaced as soon as is reasonably practicable with others of species, size and number as originally approved, unless the Local Planning Authority gives its written consent to any variation.

Reason: In the interests of visual amenity and to ensure that suitable hard and soft landscape is provided as part of the development. (Cambridge Local Plan 2018 policies 55, 57 and 59)

- 5 Prior to first occupation or the bringing into use of the development, hereby permitted, a landscape management plan, including long term design objectives, management responsibilities and maintenance schedules for all landscaped areas, other than small privately owned domestic gardens, shall be submitted to and approved in writing by the Local Planning Authority. The landscaped areas shall thereafter be managed in accordance with the approved details.

Reason: In the interests of visual amenity and to ensure that suitable hard and soft landscape is maintained as part of the development. (Cambridge Local Plan 2018 policies 55, 57 and 59)

- 6 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.

7 A Landscape and Ecological Management Plan (LEMP) shall be submitted to, and approved in writing by, the local planning authority prior to the commencement of 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 a minimum of 10% in biodiversity net gain 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 LEMP shall also include details of the legal and funding mechanism(s) by which the long-term implementation of the plan will be secured by the developer with the management body(ies) responsible for its delivery. The plan shall also set out (where the results form monitoring show that conservation aims and objectives of the LEMP are not being met) contingencies and/or remedial action will be identified, agreed and implemented so that the development still delivers the fully functioning biodiversity objectives of the originally approved scheme. The approved plan will be implemented in accordance with the approved details.

8 No demolition/development shall commence until the applicant, or their agents or successors in title, has implemented a programme of archaeological work which has been secured in accordance with a written scheme of investigation (WSI) which has been submitted to and approved by the local planning authority in writing. For land that is included within the WSI, no demolition/development shall take place other than under the provisions of the agreed WSI, which shall include:

- a) the statement of significance and research objectives;
- b) The programme and methodology of site investigation and recording and the nomination of a competent person(s) or organisation to undertake the agreed works;
- c) The timetable for the field investigation as part of the development programme;

d) The programme and timetable for the analysis, publication & dissemination, and deposition of resulting material

Informatives:

Partial discharge of the condition can be applied for once the fieldwork at Part c) has been completed to enable the commencement of development.

Part d) of the condition shall not be discharged until all elements have been fulfilled in accordance with the programme set out in the WSI.

Reason - To ensure that the significance of historic environment assets is conserved in line with NPPF section 16

- 9 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.
- 10 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.
- 11 No development shall commence until a noise assessment and a scheme for the insulation of the building(s) and/or associated plant / equipment or other attenuation measures including any renewable energy provision sources such as any air source heat pump, 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. Any assessment of impacts on residential properties from externally mounted plant and equipment must be carried out in accordance with BS:4142 (2014) or as amended.

Reason - To protect residents from noise disturbance in accordance with Policy SC/10 of the Local Plan

- 12 The external lighting scheme as detailed in the External Lighting Environmental Strategy, Cambridge Southern Police Station, Cambridgeshire

Constabulary (Ref: DMN/ADD/RBR/200684/17-2/R001, Issue Number 01, dated September 2020) and the Cambridgeshire Southern Police Station, External Lighting, Lighting Plots for Planning (Drawing No. 200684-PEV-ZZ-ZZ-DR-E-0801, Job No. 200684 and dated 20th August 2020) prepared by Pick Everard Engineers shall be installed, operated and thereafter retained in accordance with the details / measures submitted.

Artificial lighting on and off site must meet the Obtrusive Light Limitations for Exterior Lighting Installations contained within the Institute of Lighting Professionals Guidance Notes for the Reduction of Obtrusive Light - GN01:2011 (or as superseded).

Reason -To minimise the effects of light pollution on the surrounding area in accordance with Policy SC/9 of the Local Plan

- 13 If during the development contamination not previously identified is found to be present at the site, such as putrescible waste, visual or physical evidence of contamination of fuels/oils, backfill or asbestos containing materials, 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 Policy SC/11 of the adopted South Cambridgeshire Local Plan 2018.

- 14 No gas fired combustion appliances shall be installed until details demonstrating the use of low Nitrogen Oxide (NOx) combustion boilers, (i.e., individual gas fired boilers that meet a dry NOx emission rating of $\leq 540\text{mg/kWh}$), have been submitted to and approved in writing by the local planning authority.

If the proposals include any gas fired Combined Heat and Power (CHP) System, the details shall demonstrate that the system meets the following emissions standards for various engines types:

- (i) Spark ignition engine: less than or equal to 150 mg NOx/Nm^3
- (ii) Compression ignition engine: less than 400 mg NOx/Nm^3
- (iii) Gas turbine: less than 50 mg NOx/Nm^3

The details shall include a manufacturers Nitrogen Oxides (NOx) emission test certificate or other evidence to demonstrate that every appliance installed meets the emissions standards above. The approved appliances shall be fully installed and operational before the

development is occupied or the use is commenced and retained as such.

Reason : To protect local air quality and human health by ensuring that the production of air pollutants such as nitrogen dioxide and particulate matter are kept to a minimum during the lifetime of the development in accordance with policy SC/12 of the South Cambridgeshire Local Plan 2018.

- 15 No construction works shall commence on site until a construction traffic management plan has been submitted to and agreed in writing by the Local Planning Authority. Development shall be carried out in accordance with the approved details.
- (i) Movements and control of muck away lorries (all loading and unloading shall be undertaken off the adopted highway)
 - (ii) Contractor parking, for both phases all such parking shall be within the curtilage of the site and not on the street.
 - (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 functioning of the adopted public highway.

Reason: in the interests of highway safety

- 16 Prior to the commencement of the first use the vehicular access where it crosses the public highway shall be laid out and constructed in accordance with the Cambridgeshire County Council construction specification.

Reason: In the interests of highway safety and to ensure satisfactory access into the site.

- 17 The access hereby approved shall be constructed using a bound material for the first 6m from the back of the adopted public highway, to prevent debris spreading onto the adopted public highway. Once constructed the access shall thereafter be retained as such.

Reason: In the interests of highway safety.

- 18 The access hereby approved shall be constructed so that its falls and levels are such that no private water from the site drains across or onto the adopted public highway. Once constructed the access shall thereafter be retained as such.

Reason: To prevent surface water discharging to the highway, in the interests of highway safety

- 19 Prior to the commencement of the use hereby permitted the off-site highway improvement works as shown on drawing number:1003.0003.001 Rev E shall be completed to the satisfaction of the Local Planning Authority in consultation with the Highway Authority.

Reason: to ensure that the highway network is adequate to cater for the development proposed.

- 20 Prior to occupation of the development, the applicant shall undertake physical signal improvement works in coordination with the County Council across the A10/Milton Park & Ride signal network including the Butt Lane junction. Signal works shall broadly involve re-cutting and re-configuring the detector loops on the side road to match any changes in lane positions from the physical works. Works to be undertaken by the applicant. The applicant shall also undertake a MOVA signal timing review in coordination with the County Council across the A10/Milton Park & Ride signal network including the Butt Lane junction when the development is within a sizable number of trips generated; such threshold to be agreed with the County Council.

Reason - In the interest of highway safety

- 21 Prior to occupation of the development, the applicant shall be responsible for the provision and implementation of a Travel Plan to be agreed in writing with the Local Planning Authority. The Travel Plan shall include the provision of cycle discount vouchers and/or bus taster tickets. The plan is to be monitored annually, with all measures reviewed to ensure targets are met.

Reason - To reduce car dependency and to promote alternative modes of travel in accordance T1/2 of the Local Plan

- 22 No development hereby permitted shall be commenced until a Detailed Design stage surface water drainage scheme for the site, based on sustainable drainage principles and in accordance with local plan policies, has been submitted to and approved in writing by the local planning authority. The scheme shall subsequently be implemented in accordance with the approved details before the development is occupied.

The scheme shall be based upon the Outline Design stage principles within the agreed Drainage Strategy Report prepared Pick Everard, Rev 02, dated 18/09/2020 Updated to Revised Site Layout plus revised outfall arrangements into a new swale CSCP2-PEV-XX-XX-DR-C-0550 and shall also include:

- a) Details of the existing surface water drainage arrangements including runoff rates for the QBAR, 3.3% Annual Exceedance Probability (AEP) (1 in 30) and 1% AEP (1 in 100) storm events;
- b) Full results of the proposed drainage system modelling in the above-referenced storm events (as well as 1% AEP plus climate change) , inclusive of all collection, conveyance, storage, flow control and disposal elements and including an allowance for urban creep, together with a schematic of how the system has been represented within the hydraulic model;
- c) Detailed drawings of the entire proposed surface water drainage system, including levels, gradients, dimensions and pipe reference numbers;
- d) A plan of the drained site area and which part of the proposed drainage system these will drain to;
- e) Full details of the proposed attenuation and flow control measures;

- f) 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;
- g) Full details of the maintenance/adoption of the surface water drainage system;
- h) Measures taken to prevent pollution of the receiving groundwater and/or surface water
- i) Formal agreement from a third party for discharging into the proposed new ditch including long term maintenance arrangements.
- j) 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

23 10% Carbon Reduction from Renewables

The approved renewable/low carbon energy technologies (as set out in the Sustainability & Energy Statement) shall be fully installed and operational prior to the occupation of the development. Full detailed design stage SEBM calculations shall be submitted demonstrating that a 10% reduction in CO2 emissions below the Target Emission Rate of the 2013 edition of Part L of the Building Regulations has been achieved, via the installation of the approved technologies, and shall include the following details:

- Levels of carbon reduction achieved at each stage of the energy hierarchy;
- A summary table showing the percentage improvement in Dwelling Emission Rate over the Target Emission Rate for each proposed unit
- A schedule of proposed on-site renewable energy technologies, their location, design, and a maintenance program

Where grid capacity issues subsequently arise, written evidence from the District Network Operator confirming the detail of grid capacity and a revised Energy Statement to take account of this shall be submitted to and approved in writing by the local planning authority. The revised Energy Statement shall be implemented development and thereafter maintained in accordance with the approved details

Reason: In the interests of reducing carbon dioxide emissions in accordance with Policy CC/3 of the South Cambridgeshire Local Plan 2018 and the Greater Cambridge Sustainable Design and Construction SPD 2020.)

24 BREEAM

Within 6 months of commencement of development, a BRE issued Design Stage Certificate shall be submitted to, and approved in writing by, the Local Planning Authority demonstrating that BREEAM 'Very Good' as a minimum

will be met. Where the certificate shows a shortfall in credits for BREEAM 'Very Good', a statement shall be submitted identifying how the shortfall will be addressed. If such a rating is replaced by a comparable national measure of sustainability for building design, the equivalent level of measure shall be applicable to the proposed development.

(Reason: In the interests of reducing carbon dioxide emissions and promoting principles of sustainable construction and efficient use of buildings (Greater Cambridge Sustainable Design and Construction SPD 2020)).

25 BREEAM – Post construction

Prior to the use or occupation of the development, a BRE issued post Construction Certificate shall be submitted to, and approved in writing by the Local Planning Authority, indicating that the approved BREEAM rating has been met. In the event that such a rating is replaced by a comparable national measure of sustainability for building design, the equivalent level of measure shall be applicable to the proposed development.

(Reason: In the interests of reducing carbon dioxide emissions and promoting principles of sustainable construction and efficient use of buildings (Greater Cambridge Sustainable Design and Construction SPD 2020)).

Background Papers

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

- South Cambridgeshire Local Plan 2018
- South Cambridgeshire Supplementary Planning Documents (SPDs)

Report Author:

Lewis Tomlinson – Principal Planner
Telephone: 07704 018413

Agenda Item 6



Report to: Planning Committee

10 March 2021

Lead Officer: Joint Director of Planning and Economic Development

Enforcement Report

Executive Summary

1. On 26 February 2021 there were 235 open cases.
2. Details of all enforcement investigations are sent electronically to members on a weekly basis identifying opened and closed cases in their respective areas along with case reference numbers, location, case officer and nature of problem reported.
3. Statistical data is contained in Appendices 1 and 2 to this report.

Updates to significant cases

Updates are as follows:

Croudace Homes Ltd Site, Land off Horseheath Road, Linton.

The developer has failed to discharge the surface water drainage condition prior to commencement of the development and the latest application to discharge the condition has been refused. A Temporary Stop Notice was served on the site on 24/02/21 and all work has stopped for 28 days. Planners are in discussions with the developer to rectify the issues. The site is to be monitored to ensure compliance with the notice.

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. Enforcement Notice served on 9th July 2020. Compliance visit to be carried out after 7th October. Late Appeal rejected by PIN's. Stephen Kelly in talks with owner to re-site playground on suitable land. Site visited by Enforcement and Environmental Health Officers 16th December. No agreement reached consideration to be given to prosecution for failing to comply with the enforcement notice.

Partial compliance with notice following joint site visit with Environmental Health. Consideration still being given to prosecution. Owner is considering whether to submit a new application to include acoustic fencing. Agent chased up for application.

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. Confirmation from Legal that case will not proceed on 01 September. Advised that courts are starting to list cases with firm dates. Advised by legal that defendants have written to the court entering a guilty plea. Court date fixed for 19th October at Cambridge Magistrates. CMC 19th October, owners found guilty in their absence, fined each £100, costs each £250, VSC each £32. Total £764.00.

Work has now started to comply with the Breach of Condition Notice.

Revisit scheduled for week commencing 08/03/21.

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.

Appeals resulted,

Appeal A, allowed on ground (f), the appellant now has three options, (i) Demolish completely, (ii) Demolish to brick plinth level and rebuild as S/2126/18/FL or (iii) Remove exterior render finish and replace with brick tiles to match existing and construct roof as approval S/2126/18/FL.

Appeal B, planning permission should be allowed for development as built, dismissed.

Compliance date 30th December 2020.

Site visit carried out on 18/01/21, notice has not been complied with.

Further Site visit 25/02/21, no change observed. Authorisation requested to proceed to prosecution.

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

Date: 26/02/21

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Enforcement Cases Received and Closed

Month – 2021	Received	Closed
January 2021	34	43
October 2020	60	75
November 2020	30	10
December 2020	24	18
1 st Qtr. 2020	123	84
2 nd Qtr 2020	101	60
3 rd Qtr 2020	135	33
4 th Qtr 2020	114	103
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
2021 - YTD	34	43
2020 - YTD	473	190
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 in January 2021

Type of Notice	Period	Calendar Year to date
	January 2021	2021
Enforcement	0	0
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

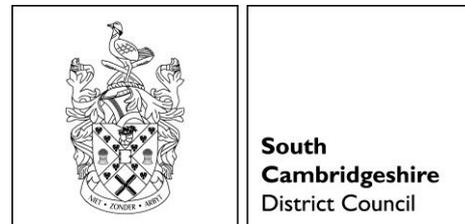
2. Details of Notices served in January 2021

Ref. no.	Village	Address	Notice issued

Date: 26/02/21

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Agenda Item 7



Report to: Planning Committee

10 March 2021

Lead Officer: Joint Director of Planning and Economic Development

Appeals against Planning Decisions and Enforcement Action

Executive Summary

1. This report informs Members about appeals against planning decisions and enforcement action, and proposed hearing and inquiry dates, as of 22 February 2021. Summaries of recent decisions of importance are also reported, for information.

Appendices

Appendix 1: Decisions Notified by the Secretary of State

Appendix 2: Appeals received

Appendix 3: Local Inquiry and Informal Hearing dates scheduled

Report Author:

Ian Papworth
Telephone Number:

Technical Support Officer (Appeals)
01954 713406

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Appendix 1

Decisions Notified By The Secretary of State

Reference	Address	Details	Decision	Date	Planning Decision
20/01076/OUT	Land Off Branch Road Comberton	Outline planning permission with some matters reserved except for access for the demolition of stables and erection of 3 dwellings and existing access to be widened (Re-submission of S/1325/19/OL)	Dismissed	29/01/2021	Refused
S/3655/19/LB	4 Challis Green Barrington	Demolition of existing single-storey rear extension and replacement with two-storey tiled extension (Resubmission of S/2018/19/LB)	Dismissed	03/02/2021	Refused
S/4744/18/FL	Land to east of Cody Road and north of Bannold Road Waterbeach	Proposed residential development for 21 dwellings including affordable houses with associated access landscaping open space garages and one self-build/custom build plot	Allowed with costs	04/02/2021	Refused

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Appeals Received

Reference	Address	Details	Date Appeal lodged
20/04410/HFUL	Fieldside Thriplow Road Fowlmere SG8 7QT	Proposed two storey side and single rear extensions and additional half first floor, with first floor rear box dormer and secondary site access from Thriplow Road.	10/02/2021

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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
Nil	Nil	Nil	Nil	Nil

- **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
S/0670/19/FL	Hundred Houses Society	Land Rear Of 24-27 Paynes Meadow Linton	Non Determination	25.2.2021 (Virtual Hearing)
20/03254/OUT	Mr Andy Brand, The Abbey Group (Cambridgeshire) Limited	Land At And To The Rear Of 30 & 32 New Road	Non Determination	TBC
S/3696/19/FL	Station Yard Meldreth Limited	Former Stables Building Station Yard High Street Meldreth	Planning Decision	21.04.2021 Provisional date

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