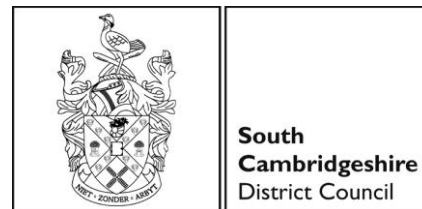


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1 June 2021

To: Chair – Councillor Pippa Heylings
Vice-Chair – Councillor Henry Batchelor
All Members of the Planning Committee - Councillors Dr. Martin Cahn,
Peter Fane, Geoff Harvey, Dr. Tumi Hawkins, Judith Rippeth,
Deborah Roberts, Heather Williams, Dr. Richard Williams and
Eileen Wilson

Quorum: 3

Substitutes Councillors Nick Wright, Sue Ellington, Grenville Chamberlain,
if needed: Mark Howell, Dr. Shrobona Bhattacharya, Graham Cone,
Dr. Claire Daunton, Anna Bradnam, Brian Milnes and Jose Hales

Dear Councillor

You are invited to attend the next meeting of **Planning Committee**, which will be held in the **Council Chamber, South Cambs. Hall (but see below)** on **Wednesday, 9 June 2021 at 10.00 a.m.** **A weblink to enable members of the press and public to watch 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

Important information for public speakers and those wishing to observe proceedings

Following the end of temporary legislation allowing for public meetings to be conducted entirely virtually, it is now possible for public speakers to attend a meeting and speak in person. However, because we still need to follow government advice on indoor gatherings and social distancing, the seating available for members of the public will be severely restricted. We therefore would urge you to observe proceedings or participate remotely if possible. If you feel you really need to be present in person, please contact Democratic Services and request a place. Seats might only become available when other people leave the meeting.

Please read the Protocol on physical meetings held before 21 June 2021 – weblink at the top of the webpage displaying the online version of this agenda.

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 note that the minutes of the meeting held on 26 May 2021 will be presented to the meeting on 14 July 2021.

5. S/2896/19/FL - Duxford (Imperial War Museum, Royston Road) 1 - 62

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

6. 20/05250/OUT - Linton (35 Balsham Road) 63 - 74

Outline planning application for the erection of a single self-build dwelling with all matters reserved.

- | | | |
|------------|---|------------------|
| 7. | 21/00512/FUL - Bassingbourn-Cum-Kneesworth (The Limes Community Centre, High Street) | 75 - 84 |
| | Change of use to a village hall including social activities and as a base for the parish council. Ancillary uses include as a community library and for health, education and indoor exercise | |
| 8. | 20/05404/HFUL - Histon (24 Manor Park) | 85 - 90 |
| | Single-storey rear extension and part conversion of redundant garage to form utility room | |
| 9. | Proposed diversion of part of Melbourn Public Footpath no. 6 and stopping up of Melbourn Public Footpath no. 8 | 91 - 126 |
| 10. | Enforcement Report | 127 - 134 |
| 11. | Appeals against Planning Decisions and Enforcement Action
The next report will be presented as part of the agenda for the Planning Committee meeting on 14 July 2021. | |

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

GUIDANCE NOTES FOR VISITORS TO SOUTH CAMBRIDGESHIRE HALL

Notes to help those people visiting the South Cambridgeshire District Council offices (but please also read the note at the beginning of the agenda page)

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- **Do not** use the lifts to leave the building. If you are unable to use stairs by yourself, the emergency staircase landings have fire refuge areas, which give protection for a minimum of 1.5 hours. Press the alarm button and wait for help from Council fire wardens or the fire brigade.
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Disturbance by Public

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

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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 5

SOUTH CAMBRIDGESHIRE DISTRICT COUNCIL

REPORT TO: Planning Committee

9 June 2021

AUTHOR/S: Joint Director of Planning and Economic Development

Application Number:	S/2896/19/FL
Parish(es):	Duxford
Proposal:	Construction of a 168 bedroom hotel with ancillary facilities, associated access, gates, car parking (including reconfigured conference centre car parking), cycle parking and landscaping.
Site address:	Imperial War Museum, Royston Road, Duxford, Cambridge, Cambridgeshire, CB22 4QR
Applicant(s):	Propiteer Hotels Duxford Limited
Recommendation:	Delegated Approval subject to a Section 106
Key material considerations:	Principle of Development Character and Appearance of the Area Heritage Assets Trees and Landscaping Biodiversity Highway Safety Flood Risk Neighbour Amenity Safety
Committee Site Visit:	-
Departure Application:	No
Presenting Officer:	Karen Pell-Coggins, Senior Planning Officer
Application brought to Committee because:	This application has been referred to the Committee on the basis of officer's current assessment of the sensitivity or significance of the proposals and it is of Local Interest
Date by which decision due:	May 2021

Executive Summary

1. This application was originally granted delegated approval by Members at the planning committee meeting on 25 June 2020 subject to the completion of a Section 106 agreement to secure a commuted sum towards maintenance of the keep clear markings on the M11 Junction 10 roundabout required by a condition of the consent along with the conditions and informatives referred to in the report plus additional

wording added to the materials condition in relation to the use of toned down colours and the landscaping condition to secure a hedge along the eastern boundary adjacent to the M11 slip road.

2. Following that meeting, it was brought to officer's attention that a member of the public had not been notified of the planning committee meeting. The application was due to be reconsidered at the planning committee meeting on 12 August 2020. However, a representation was received prior to that meeting that raised significant issues that required further consideration. The application was therefore deferred.
3. The representation has now been considered and the applicant has submitted additional information. The information has been fully consulted upon with Duxford, Whittlesford and Thriplow Parish Council and all consultees. Neighbours and third parties have also all been notified.
4. The proposal seeks the erection of a 168 bedroom hotel on the Duxford Imperial War Museum site which is a special policy area that is located outside of any village framework and in the countryside. The site is situated within the conservation area and comprises a number of listed buildings. It is considered the finest and best preserved example of a fighter base representative of the period up to 1945 in Britain.
5. The primary aim of the hotel development is to generate income for investment back into the site through the expansion and development of the business in terms of the visitor attraction, conference centre, and the existing and new businesses based on the site. It would also provide accommodation for the local market.
6. The development, as amended, is on balance considered to reflect the particular needs and opportunities of the site and is considered to be complementary to the character, vitality and sustainability of the site as a branch of the Imperial War Museum in terms of it supporting the site as a tourist attraction together with the use of the site for conferences and events. The development is not considered to adversely affect the character and appearance of the countryside and landscape character, trees and landscaping, biodiversity, highway safety, flood risk, or neighbour amenity. The development would result in less than substantial harm to heritage assets, but the public benefits of the scheme are considered to outweigh this harm. The development is considered to have a limited impact upon the viability of existing businesses. However, this would be outweighed in this case by the need to ensure that Duxford IWM is preserved for the future due to it being a major visitor and tourist attraction in the national interest.
7. Members are therefore recommended to support the application.

Planning History

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

Environmental Impact Assessment

9. The application has been screened and the development would not exceed the thresholds set out under Schedule 2, Section 10b Urban Development Projects of the Town and Country Planning (Environmental Impact Assessment) Regulations 2017 in

that it would be less than 1 hectare of urban development with an overall development area of less than 5 hectares.

National Guidance

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

Development Plan Policies

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

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

Consultations

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

It originally raised concerns as follows: -

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

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

i) Improve the motorway junction for pedestrians / cyclists, as very dangerous presently.

ii) Improve the motorway junction vehicular access to IWM.

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

15. **Thriplow Parish Council** – Has no objections.

16. **Business and Economic Development Manager** – Supports the application. Comments that as a key employer, contributor of GVA and cultural enhancement to our region, ensuring that such an iconic, social fabric and economic contributor as IWM can continue to evolve and thrive is a must. With this comes the need not only for general business expansion, but also the expansion of supporting infrastructure (such as the proposed hotel) to further assist growth.

A quality hotel near the M11 and close to proposed business developments would be a positive net contributor to the rebound of our hospitality industry that has been so hard hit due to the pandemic. Not only will it provide direct, local employment, but increased ancillary spend in our region as visitors come to Greater Cambridgeshire region for multi-day visits. A conference facility to attract businesses and corporate expenditure from further afield, indeed globally, can but further aid our overall visitor economy. However, of course, the final approval has to come from the Planning Committee.

IWM's already vibrant start-up community comprising world-class entrepreneurship such as Faradair can further support and catalyse a wider and faster rebound for our local economy that extends not only to Greater Cambridge, but more broadly across the Innovation Corridor and the Ox-Cam Arc, all whilst assisting a greener, clean-tech led recovery. Having on-site accommodation can very much further support the inward investment appeal for and into companies such as Faradair.

Having said that, the hotel will impact other hotels and B&B's but it is believed the accommodation needs at the Genome Campus/Huawei will more than offset this impact i.e. heightened demand will benefit all.

Councillor Peter McDonald, Duxford Member and Lead Cabinet Member for Business says "supporting the proposed exciting developments at IWM Duxford is a natural modern development for the Museum. As our economy starts to move from the response to the recovery stage, having shining examples of ambition, innovation and long-term sustainable growth in our area can only be a positive thing. Duxford can and will very much set the standard for what good economic development looks like".

We acknowledge the additional housing proposed in the call for sites by Gonville & Caius is still to be considered, and this is a separate consideration which will be evaluated during the summer 2021.

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

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

The Council adopted the South Cambridgeshire Local Plan in September 2018. The Council has an adopted Economic Development Strategy that anticipates slower growth in local high-tech clusters / research and development as the sector matures. However, other sectors are expected to account for a higher proportion of growth including tourism and leisure, (paragraph 8.4).

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

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

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

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

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

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

Outside development frameworks, development to provide overnight visitor accommodation, holiday accommodation and public houses will be permitted by the

change of use / conversion / replacement of suitable buildings and by small scale new developments appropriate to local circumstances.

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

4. The proposed roof design and white cladding?

The concerns regarding the roof design of the proposed structure are still considered to be relevant, as the structure would assume an air of prominence over the existing buildings on the site, not only the Airspace building, but also the listed structures including the Grade II* listed hangars to the west. This impact is further exacerbated by the use of 'brilliant white' cladding, which would be out of keeping with the muted and characteristic colour scheme elsewhere on the site. The proposed structure would not sit comfortably within the landscape of the wider setting of the heritage assets but would instead appear highly prominent and visually discordant in its context, actively competing with the existing structures on the site.

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

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

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

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

Originally commented on the application as follows: -

The application in question seeks consent for a new 168-bedroom hotel on the Duxford Airfield site; also known as the Imperial War Museum. The site is a nationally

significant and features several listed buildings, including three Grade II* listed hangars, an Operations Block and several Grade II listed ancillary structures, including Control Tower, Officer's and Sergeants' mess's, Officers' houses and stores.

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

Existing site

The Heritage Statement has a useful resume of the development of the site and notes about the heritage assets located there. It also suggests that the CA can be divided into zones and refers to the site of the proposed hotel as being the Eastern Zone and describes this as a more 'modern' area somewhat away from the Historic Core.

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

Proposed scheme

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

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

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

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

Another difficulty arises from the attempt to introduce a design 'gesture' onto the given hotel form; the 'ski-jump' roof element doesn't reflect the quasi-industrial and functional form of hangars, which are simply designed to enclosure volume. It therefore fails to respond positively to the character of the Conservation Area and setting of adjacent listed buildings. The strips of windows could be said to have a certain early-C20 flavour and the suggestion that the glazed top floor relates to the Control Tower has some merit. However, the scale and height of the building is excessive and distracts visually from the 'Airspace' museum and adjacent restoration hangars, which is clearly seen in the CGIs. The use of 'brilliant white' cladding in the walling, that is not profiled-metal sheet, will also contrast excessively from the predominantly 'drab' military colour palette characteristic of the other larger buildings on the site, At night the interior lighting will also clearly depart from the overall character and atmosphere of the Conservation Area, and would be a highly visible and notable alteration from the public realm.

Conclusion

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

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

In response to this, whilst it is acknowledged that there would be a degree of public benefit arising from the scheme, insufficient information has been provided to evidence clear and convincing justification for the proposed siting and related harm

and the application does not demonstrate that the benefit would outweigh the long-term harm arising from the scheme.

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

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

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

Officers previously raised a concern that the current main entrance, due to the proposed orientation of the building, is accessed from the opposite direction of the main entrance to the site which may raise legibility issues. As a response to this, Officers suggested introducing a public art element to help create a more legible entrance. Unfortunately, this is not achieved yet and Officers still believe that replacing the tree in the middle of the turning area with this element can help achieve better visual quality and sense of space (See Policy HQ/2: Public Art and New Development of the 'South Cambridgeshire Local Plan' (2018).

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

Recommends a condition in relation to details of materials.

Originally commented on the application as follows: -

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

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

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

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

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

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

Positive aspects of the scheme

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

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

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

Issues the scheme needs to address/clarify

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

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

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

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

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

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

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

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

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

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

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

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

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

Boundary treatment – to be conditioned.

Originally commented on the application as follows: -

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

Landscape, visual and visual amenity effect

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

i) Incorporate chalk grassland species – typical national landscape characteristic

ii) Trees to be planted between buildings to camouflage small structures – typical local characteristic

iii) Improve the landscaping of the car park to the east to configure a distinct approach for business and commercial users as recommended within the masterplan.

iv) The small bank to the east and north of the site to be strengthened with low level native shrubs, tree planting and rough grassland – typical of the local landscape characteristics.

v) New build to be reflect the existing and adjacent modern buildings. To be contemporary in design, ridge height to be lower than Airspace, simple in structure and materials

vi) Street lighting to be low level to respect the rural character

Items have not been addressed by the applicant within the detailed landscape proposals. Applicant to amend.

Green Belt

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

Additional comments / concerns

Layout – A disappointing layout.

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

Access – Although the applicant has indicated vehicle access and parking to the hotel, it is unclear how pedestrians are directed to the main entrance practically when entering the site from the A505. Design and Access Statement page 10 indicates visitors walking on the grass towards the site which is unacceptable. Applicant to confirm.

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

Parking layout - The proposed car parking spaces will be laid out with small clusters interspersed by the retention of the existing trees on site and proposed new high-quality hard landscaping and additional planting. (Planning Statement). This has not been achieved and at present car parking dominates the overall layout with little soft landscaping. This is unacceptable and needs to be addressed by the applicant.

Existing electric substation – applicant to confirm new location within the site

Hotel – The applicant has indicated that the new hotel will have a ‘unique’ feature allowing views of the IWM airfield from the sixth floor. However, the building ridge height is below the Airspace and its location is set back into the site. Views of the airfield and the landing strip will therefore be limited and disappointing.

Secondary access – applicant to confirm how direct access will be achieved to the adjacent building. At present visitors must meander around parked cars.

Parking – Cycle parking – I welcome cycle parking. Details of the cycle shelter to be provided.

Electric charging points – 14 no. electric charging points to be indicated upon the plan.

Landscaping – Outdoor space for employees – applicant to confirm if any outdoor recreational space will be provided for employees.

All landscaping works within the red line boundary are to be provided. At present the applicant has only provided information around the new hotel and has excluded landscape enhancements along the access road and the strip to the south of the Airspace.

Hard landscape details have not been provided. Applicant to forward details.

Street furniture and lighting details to be provided.

Refuse / bin storage areas – details have not been provided.

Soft landscape details – I welcome the use of native species to encourage biodiversity. However, ‘enhancements include new native species-rich hedgerow around the north site boundary to strengthen connectivity around the site and within the wider landscape’ have not been included as outlined within the Planning Statement. Applicant to amend.

Native species typical of the local landscape character should include the following: Hedgerows - Hawthorn, hazel, blackthorn, field maple, dog rose, and occasional wild privet and wayfaring tree.

Trees in Hedgerows - Beech, field maple - Tree planting within the site is very disappointing and the bare minimum. I would expect more tree planting to compliment the new build, to create interest and appropriate in scale.

Trees planted in structural soils or 3D cellular confinement systems to be defined upon the landscape drawing. Where services are close to street trees, a suitable root barrier (such as root deflectors) are to be provided, to protect against damage to services, cables and pipes.

Due to its location, seed mixes to be calcareous seed mixes.

Welcomes both the gravel gardens and fighter pens within the layout which reflects the local landscape character of the IWM site. Applicant to integrate the gravel gardens with SUDs details. Details of Fighter Pens to be confirmed indicating treatment of compacted soils for tree / shrub planting

Planting plan 01 631/01 – Applicant to confirm the location of ‘typical bund detail’.

Size of wall and bund to be confirmed.

Planting plan 02 631/02 – text upon the drawing is missing. Applicant to amend Gravel planting specification to be included.

Landscape Strategy 631/SK03 – Singular trees planted within parking bays are unlikely to survive. Applicant to amend and provide sufficient planting beds with ornamental planting.

Landscape design - workbook – Details of Masterplan to be provided to understand aspirations of the applicant for the whole site and its future development.

Boundary treatment – No details have been provided. Presumes security measures will be required to restrict public access to the museum around the site.

Summary

Insufficient information has been supplied by the applicant particularly within the red line boundary.

With a carefully designed landscape strategy the proposal can respect and enhance the local character and distinctiveness of the local landscape and of the individual National Character Area in which is it located. However, at present this has not been achieved by the applicant and contrary to Policy NH/2: Protecting and Enhancing Landscape Character.

21. **Trees and Landscapes Officer** – Has no arboricultural or hedgerow objections to this application, as amended but has some concerns over the proposed landscaping. Trees on or adjacent site have a level of protection through the Conservation Area, and/or have no statutory protection. From a quick desk study, it is likely that hedgerows on or adjacent site may qualify as ‘important hedgerows’ under the Hedgerow Regulations 1997, and/or have no statutory protection.

Tree and hedgerow information has been provided. An Arboricultural Impact Assessment Report (signed and dated July 2019) has been submitted. This is sufficient for this application.

With regard to the proposed landscaping:

- i) Not clear on the presence and location of tall lighting columns or CCTV points and how they relate to trees,
- ii) Disappointed with the lack of additional planting on the service road/entrance and no green roof,
- iii) The watering specification is insufficient (631-02 IWM Duxford Hotel - Planting Plan 02.pdf) even for these little trees. There needs to be a fixed watering programme stating start and stop dates in the season, frequency of watering and volume to water for the first three years. Nurseries publish suggested watering volumes etc for different sized trees,
- iv) Support the use of a green carparking surface in the overflow carpark,
- v) Support the use of Root Cell tree planting pits but require the dimensions of pit for each pit/trench,
- vi) Concerned about the over reliance on Highways England M11 tree planting - this is superficial tree planting,
- vii) Concerned about establishing a hedgerow on a 1m tall bund – concerned with species choice,
- v) Concerned with planting horse chestnut (bleeding canker), oak (OPM in areas of unavoidable dwell) and *A. buergerianum* (not a sheltered site). It's worth noting that the trees on site are not flourishing and therefore perhaps different species are required.

22. **Ecology Officer** – Has no objections, as amended, subject to conditions.

The applicant has provided a statement from Claire Wiggs (BSG Ecology, October 2019) in response to the original objections. The statement confirms that the extended redline boundary (including foul drainage) does not contain any sensitive habitats and poses only a small residual risk to potential protected species in the area. Any such risk can be managed through non-licensable mitigation which should already be included within any CEcMP condition.

In accordance with NPPF paragraph 170, 174, and 175, and the Adopted South Cambridgeshire District Council Local Plan Policy NH/4, where applications should look to enhance, restore and add to biodiversity. Opportunities should be taken to achieve a net gain in biodiversity through the form and design of development. This should include the incorporation of bat and bird nesting boxes in the development, use of native planting mixes and wild grasses, the inclusion of green and brown roofs, the inclusion of green walls, or the inclusion of features such as log piles, insect hotels and hedgehog connectivity. Using tools such as the DEFRA Biodiversity Impact Assessment Calculator can help to clearly show that the development is creating a positive gain in biodiversity.

Requires conditions in relation to a Construction Ecological Management Plan (CEcMP) to include the following: -

- a) Risk assessment of potentially damaging construction activities.
- b) Identification of “biodiversity protection zones”.
- c) Practical measures (both physical measures and sensitive working practices) to avoid or reduce impacts during construction (may be provided as a set of method statements).
- d) The location and timings of sensitive works to avoid harm to biodiversity features.

- e) The times during which construction when specialist ecologists need to be present on site to oversee works.
 - f) Responsible persons and lines of communication.
 - g) The role and responsibilities on site of an ecological clerk of works (ECoW) or similarly competent person.
 - h) Use of protective fences, exclusion barriers and warning signs if applicable.
- and a Landscape and Ecological Management Plan (LEMP) to include the following.
- a) Description and evaluation of features to be managed.
 - b) Ecological trends and constraints on site that might influence management.
 - c) Aims and objectives of management, including how positive gains in biodiversity will be achieved.
 - d) Appropriate management options for achieving aims and objectives.
 - e) Prescriptions for management actions.
 - f) Prescription of a work schedule (including an annual work plan capable of being rolled forward over a five-year period).
 - g) Details of the body or organisation responsible for implementation of the plan.
 - h) Ongoing monitoring and remedial measures.

The plan shall also set out (where the results from monitoring show that conservation aims and objectives of the LEMP are not being met) contingencies and/or remedial action will be identified, agreed and implemented so that the development still delivers the fully functioning biodiversity objectives of the originally approved scheme.

Originally commented on the application as follows: -

The Ecological Appraisal (BSG Ecology, July 2019) is welcomed. The surveyed redline boundary as shown in Figure 1 differs from Site Context Plan Drawing 653-002; in particular, the proposed foul drainage has not been included. Although the footprint of the drainage work appears likely to be of low ecological value, a statement from a suitably qualified ecologist is required to confirm whether or not there are likely to be any additional impacts on important habitats or protected and notable species within this area. Please re-consult me once this information has been submitted.

In general, I am satisfied that the proposals will comply with UK and EU legislation. The Ecological Appraisal report should state that if any nesting birds are found, nests will be retained and protected until chicks have fledged.

In accordance with NPPF paragraph 170, 174, and 175, and the Adopted South Cambridgeshire District Council Local Plan Policy NH/4, applications should contribute to enhancing and restoring biodiversity. Opportunities should be taken to achieve a measurable net gain in biodiversity through the form and design of development. This should include the incorporation of bat and bird nesting boxes in dwellings within the development, use of native planting mixes and wild grasses, the inclusion of green and brown roofs, the inclusion of green walls, or the inclusion of features such as log piles, insect hotels and hedgehog connectivity measures. A net gain metric such as Defra V2.0 has not been submitted with the application. In addition, proposed landscaping provides little in the way of ecological beneficial habitats. The 'semi-native' shrub mixes should comprise native species of local provenance. A hedgerow should also be included along the northern boundary to meet the recommendations provided in Section 6 of the Ecological Appraisal.

Conditions will need to be attached to any consent granted for ecological mitigation measures as set out in the Ecology report and details of a scheme of ecological enhancement to be secured.

23. **Environmental Health Officer** – Has no objections in principle subject to conditions in relation to the hours of use of site machinery and construction related deliveries during construction, pile driven foundations and mitigation measure with regards to noise and vibration, measures to minimise the spread of dust, a construction programme, burning of waste on site, noise impact assessment relating to plant and equipment serving the development, a scheme for the protection of the development from road noise, a lighting assessment and a waste management and minimisation strategy.

24. **Contaminated Land Officer** – Has no objections subject to conditions in relation to any contamination found on site during the development. Comments that though the site is not being developed into a sensitive end use, it does have a potentially contaminative historical usage associated with the Duxford Airfield.

The assessment within the Phase 2 report identified elevated soil concentrations of some PAH's which exceed the assessment criteria for a commercial land use. However, the location of this is isolated and coincides with an area of made ground proposed for car parking. It is anticipated that some of this made ground will be removed during construction and, in addition, resurfacing as a car park further reduces any risk. With the removal of the contaminant pathway, no further assessment is considered necessary.

Further to my memo dated 17th September 2019, a Preliminary Risk Assessment report has been submitted and is satisfied with the conclusions of the Phase 2 report in relation to risks to human health.

25. **Air Quality Officer** – Has no objections and suggests a condition in relation to the submission of a Low Emission Strategy to demonstrate that adequate measures for sustainable transport are considered.

26. **Sustainability Officer** – Has no objections subject to conditions. Comments that the applicant appears to have a good understanding of the requirements of the energy and carbon reduction policies in the current local plan and suggests the following measures will be incorporated into the proposed development:

- i) U-values the same or better than Building Regulations
- ii) Predominantly light-weight thermal mass
- iii) Mechanical ventilation with heat recovery
- iv) 100% low energy lighting
- v) 100kW Combined Heat and Power Unit (CHP)

The applicant has presented two sets of BRUKL Output documents, one excluding the CHP unit and one without and these demonstrate the following carbon emissions reductions:

Target Emissions Rate: 48.2kgCO₂/m²/annum

Building Emissions Rate (no CHP): 49.7kgCO₂/m²/annum

% Carbon Reduction: 3.02% increase

Building Emissions Rate (with CHP): 41.3kgCO₂/m²/annum

% Carbon Reduction: 14.31% reduction

Based upon these figures, the proposed development will achieve an overall carbon reduction of 14.31%, of which over 10% has been achieved via the installation of the combined heat and power unit. This would make the development compliant with the requirements of local plan policy CC/3.

The applicant has proposed a number of water efficiency measures for the proposed development, including:

- i) Low flow fixtures and fittings
- ii) Rainwater harvesting for external irrigation
- iii) Water meters and leak detection system

The above mentioned measures will all have a positive impact on reducing water use but the applicant must be aware that local plan policy CC/4 requires the development to achieve a minimum of 2 water credits from BREEAM, and the development as a whole must look to achieve an overall BREEAM rating no less than 'Very Good'.

To ensure the appropriate standards are achieved and the development is policy compliant, conditions in relation to precise details of the proposed renewable energy measures and improved levels of water efficiency are required.

27. **Highways England** – Has reviewed the transport assessments undertaken to understand the impact of this proposed development on the Strategic Road Network and in particular the M11 and its connection with the local road network at Junction 10. The conclusion of this review is that it is likely there will not be a significant impact on the operation of the junction. However, it should be noted that due to significant congestion on the A505 at peak times, traffic blocks back onto the circulatory carriageway at M11 J10. This causes traffic on the M11 southbound off slip to queue back onto, or near to the main line carriageway. Trips arising from the development albeit a small number may exasperate this situation increasing the safety risk of collisions occurring on the M11/slip road.

To minimise the risk of this occurring, it is requested that suitable keep clear road markings are provided on the circulatory carriageway where it connects with the M11 southbound off slip. This will help reduce the amount queuing of traffic on the slip road and associated safety concerns.

Given the level of congestion of traffic at the junction in peak hours, it is also requested that any construction management plan associated with this development looks to minimise unnecessary traffic movements through the junction at this time of day. Appropriate conditions are set out below

- i) Prior to the beneficial occupation of the hotel, Keep Clear road markings or an equivalent measure shall be installed on the circulatory carriageway of M11 junction 10 where it connects with the M11 southbound off slip to the satisfaction of the planning authority in consultation with the local highway authorities.
- ii) Prior to construction of the hotel and ancillary work, a construction management plan shall be agreed in writing with the planning authority. The plan should include measures to minimise traffic movements through the M11 Junction 10 at peak times Reason - To ensure that the M11 motorway and connecting roads at Junction 10 continue to serve their purpose as a part of a national system for through traffic in accordance with Section 10 of the Highways Act 1980, and to satisfy the reasonable requirements of road safety.

Previously commented on the application as follows: -

Further assessment required.

Highways England has is the highway authority, traffic authority and street authority for the Strategic Road Network (SRN). The SRN is a critical national asset and as such we work to ensure that it operates and is managed in the public interest, both in respect of current activities and needs as well as providing effective stewardship of its long-term operation and integrity.

Whilst it appears from the documentation that there will not be a significant impact on the highway network; however, there has been no specific review of the performance of the M11 J10 as a result of the impact of the development.

In particular, we need to ensure that there is no risk as a result of the development of traffic queuing back on to the M11 mainline. Standing or slow-moving traffic on the exit to the motorway has a high safety risk of rear shunt type collisions.

Therefore, the applicant needs to provide sufficient analysis of the junction including predicted slip road queue lengths. This assessment should include weekend flows, as whilst mainline motorway flows may be less, the proximity of the nearby Duxford attraction can result in significant flows using the junction.

28. **Cambridgeshire County Council Transport Assessment Team** – Has no objections, as amended, subject to mitigation in the form of a commuted sum for maintenance of the new keep clear area on the M11 Junction 10 roundabout and a condition to agree a travel plan with the County Council prior to occupation which shall be implemented and shall include the provision of a staff shuttle bus.

TEMPRO: Agreed

Site Access / A505 Signalised Junction: Acceptable

M11 Junction 10 Roundabout: Acceptable

Mitigation: To be agreed:

Transport Assessment Review

TEMPRO

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

Site Access / A505 Signalised Junction

Scenario 10- 2025 Baseline AM Peak

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

Scenario 9- 2025 Baseline PM Peak

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

Scenario 8- 2025 Baseline + Development Trips PM Peak

In this scenario the development traffic has been added on top of the 2025 baseline. The maximum DoS recorded is 89.0% on the A505 East (WB) ahead arm which is just under capacity by 1%. The development contributes to this by increasing the degree of saturation by 0.2% to 89.02% which very close to being considered over capacity. Other arms of the junction are also considered to be close to capacity, the

IWM (NEB) right arm has a DoS of 80.5% and the A505 West (NEB) right arm has a DoS of 81.4%. The development does have an impact in the 2025 future year scenario with the largest increase seen on the IWM (NEB) right arm increasing the DoS by 20.3%. The IWM (NEB) right arm shows an increase in queuing once the development is added. The queue increases from 68.2 (s/pcu) to 91.3 (s/pcu).

Scenario 7- 2025 Baseline + Development Trips AM Peak.

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

To conclude the summary of the outputs of the IWM Site Access / A505 Signalised junction, the evidence provided suggests the junction is working just under its maximum capacity within the 2025 future year scenario with the development traffic added. The development's impact on the junction's capacity can be seen to be small and not expected to have a severe impact. The Highway Authority recognises that there is an existing capacity issues on the A505 which can be reduced by effective travel planning.

M11 Junction 10 Roundabout

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

Queuing Observations

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

M11 Junction 10 Roundabout Modelling

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

Demand scenarios

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

Model Results

2019 Baseline AM Peak

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

2019 Baseline PM Peak

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

2020 Baseline AM Peak

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

2020 Baseline PM Peak

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

2020 Baseline + Development AM Peak

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

2020 Baseline + Development PM Peak

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

2025 Baseline AM Peak

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

2025 Baseline AM Peak

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

2025 Baseline + Development AM Peak

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

2025 Baseline + Development PM Peak

As shown by the 2025 baseline PM peak scenario the A505 Westbound arm of the junction is working over capacity before the development is added. Once the development is added the RFC increases from 0.92 to 0.96. It is noted that the

relative impact of the development on the junction is small but the increase in traffic does increase the demand and the queueing on the roundabout.

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

Previously commented on the application as follows: -

The below issues related to the Transport Assessment will need to be addressed before the transport implications of the development can be fully assessed.

TEMPro: Methodology is required for a review of the 2025 growth figures

Junction Modelling: Not acceptable

Accident Risk: Accident Cluster identified; further junction models required to justify that the development will not have a severe impact on the accident risk.

Car Parking

As requested by the highway authority the applicant has provided updated information regarding the proposed provision of car parking on the site. In addition to the car parking already proposed, the applicant has confirmed that it has been agreed with the conference centre that there will be additional parking available to the hotel to use in busy periods. This will provide 18 additional spaces for weekdays and 53 additional spaces for weekends. The developments parking provision now equates to 218 spaces which is in accordance with South Cambridgeshire District Councils parking standards.

TEMPro

The applicant has used TEMPro to calculate the growth figures for the future year scenarios.

The TEMPro growth factors for 2018 to 2019 and 2019 to 2020 are acceptable for use. A review of the 2020 to 2025 design scenario has been undertaken. The figures used by the applicant are lower than the growth figures calculated by the Highway Authority. The applicant needs provide the methodology used to ensure the growth figures are correct.

Flow Diagrams

As requested by the Highway Authority the applicant has updated the distribution flow diagrams to include the circulatory flows on the M11 Junction 10 roundabout. The flow diagrams are acceptable for use subject to the review of the 2020 to 2025 TEMPro growth figure. An error was noticed on the September 2018 Survey AM Peak Hour (PCU) flow diagram, the circulator flow arrow at the southern side of the roundabout states the flow is 414 vehicles, this should be 1,414 vehicles.

Junction Modelling

As agreed with the Highway Authority the applicant has updated the Linsig model at the site.

Access / A505 signalised junction to include all of the committed developments and the pedestrian phase is called every other stage.

The Linsig model is currently under review from the CCC modelling team, a review will be submitted to LPA once completed.

The applicant has provided a range of future year scenarios to show the developments impact on the signalised junction. The modelling results show:

Scenario 1- 2019 Baseline AM Peak

The 2019 AM Peak baseline shows that all arms of the junction are working within capacity, the maximum degree of saturation shown is 69.7% on the A505 West (EB) ahead arm. The maximum average delay recorded is 49.9 (s/pcu) on the IWM (NEB) left arm.

Scenario 2- 2019 Baseline PM Peak

The 2019 PM Peak baseline shows that all arms of the junction are working within capacity, the maximum degree of saturation shown is 79.5% on the A505 East (WB) ahead arm. The maximum average delay recorded is 49.9 (s/pcu) on the IWM (NEB) left arm.

Scenario 3- 2020 Baseline AM Peak

The 2020 AM Peak baseline shows that all arms of the junction are working within capacity, the maximum degree of saturation shown is 79.5% on the A505 West (EB) ahead arm. The maximum average delay recorded is 49.9 (s/pcu) on the IWM (NEB) left arm.

Scenario 4- 2020 Baseline PM Peak

The 2020 PM Peak baseline shows that the junction is working very close to its capacity with no development traffic added to the scenario. The maximum degree of saturation shown is 84.4% on the A505 East (WB) ahead arm. The maximum average delay recorded is 63 (s/pcu) on the IWM (NEB) right arm.

Scenario 5- 2020 Baseline + development trips AM Peak

Scenario 5 shows the 2020 baseline + development trips added to the junction. The modelling output shows no change to the maximum degree of saturation with the A505 West (EB) arm of the junction still operating at 79.5% capacity. However, the development does cause an impact on other arms of the junction, increasing the IWM (NEB) right arm by 31.9% to a degree of saturation of 33.6%. In addition to this the development increases the average delay per PCU to 54.2 s/pcu on the same arm. Despite this increase the junction is still working under capacity and the development does not impact the A505 through traffic.

Scenario 6- 2020 Baseline + Development Trips PM Peak

The junction modelling output shows no change to the maximum degree of saturation with the A505 East (WB) arm remaining very close to its capacity at 84.4%. The development does cause an impact on other arms of the junction, the largest increase is seen on the IWM (NEB) right arm of the junction with an increase of 20.3% to an overall degree of saturation of 77%. It should be noted that this arm is working under capacity, but it's close to being considered over capacity. The development also increases the average delay per PCU to 82.2 s/pcu on the same arm. Despite this

increase the junction is still working under capacity and the development does not impact the A505 through traffic.

Please note, all of these comments are subject to the linsig model review by the CCC Modelling Team.

2025 Scenarios

In point 2.12 of the technical note, the applicant sets out the scenarios to be tested for the future year junction modelling. The 2025 scenario is: 2025 design scenario (2020 development scenario + background traffic TEMPro Growth)

Like the 2020 scenarios the applicant needs to provide a 2025 baseline scenario and then a 2025 baseline + development scenario. This allows the developments impact to be seen on the junction. Currently Scenarios 7 and 8 only show the overall capacity of junction meaning it is impossible to accurately determine the developments impact. The Highway Authority will continue the review of the 2025 scenarios once the applicant submits the 2025 baseline scenarios.

M11 Junction 10

During the pre-application stage the Highway Authority advised the applicant that: The boundary for traffic modelling as set out in figure 2 is acceptable. Further junction modelling may be required depending on the trip impacts and distribution. These should be agreed once the developer has identified the distribution and associated peak flows.

Comments submitted Highways England on the application present a holding objection, this is due to the possibility of an increased accident risk on the M11 Junction 10 roundabout and slip roads. The Highway Authority has completed further investigation into the possible accident risk of the M11 Junction 10 roundabout. This search expands the accident data search completed by the applicant in appendix B of the original Transport Assessment. Following the investigation an accident cluster has been identified located on the M11 Junction 10 Roundabout. Due to this the Highway Authority requests the applicant completes modelling junction assessment of the M11 Junction 10 roundabout. The assessment is to justify that the development will not cause severe impacts at the roundabout in terms of capacity issues, increased queue lengths and increased accident risk.

The developer should assess the junction using the same future year scenarios as the Site Access/A505 signalised junction. Like the site access junction, the applicant is advised to include a with and without development scenario for 2020 and 2025 future year scenarios.

Travel Plan

The travel plan measures presented by the applicant are acceptable for use.

Previously commented on the application as follows: -

Policy Context

The policy context is acceptable for use.

Local Highway Network

The description of the local highway network is acceptable for use. It is noted that the applicant has identified an opportunity to improve the cycling route between the development site and the Whittlesford Parkway train station.

Committed Developments

As requested by the Highway Authority, the applicant has included the Babraham Research Campus as a committed development within the assessment. Flows from the July 2014 transport assessment have been used showing that 6% of Babraham Research Campus' traffic will impact on the study area. This agreed.

Trip Generation

As requested by the Highway Authority the applicant has excluded Greater London sites from the TRICS assessment. The updated trip generation shows an overview increase of 6 vehicles in each of the peak hours. The total vehicle trip generation of the site is:

- AM Peak Arrivals – 38 trips
- AM Peak Departures – 59 trips
- PM Peak Arrivals – 45 trips
- PM Peak Departures -38 trips.

The trip generation is acceptable for use.

Car Parking Numbers

The applicant has provided clarity over the number of car parking spaces available for the proposed development to use. There are 515 spaces car parking currently available on the site, of which 80 are reserved for the conference centre only, this leaves 435 spaces available for the IWM. The car parking surveys show that the IWM does not use their full allocation of parking, the additional capacity is proposed to be used by the development.

Table 1 overviews the possible car parking allocation available to the development based on the July 2019 car parking surveys. It has been noted that these surveys were undertaken during the IWM busiest periods and are considered a worst-case scenario.

Table 1: IWM Hotel Car Parking Provision

Weekday Weekend

Unused IWM spaces 80 spaces Unused IWM spaces 45 spaces

IWM Hotel Capacity 90 spaces IWM Hotel Capacity 90 spaces

IWM Hotel overspill 30 spaces IWM Hotel overspill 30 spaces

Total available 200 spaces Total available 165 spaces

As shown by Table 1 the maximum weekday allocation is 200 spaces and the maximum

weekend allocation is 165 spaces. South Cambridgeshire District Council's car parking

standards set out that 13 car parking spaces should be provided per 10 guest bedrooms. SCDC standards state that the development must provide 218 (rounded from 218.4) spaces to meet the minimum car parking standards. The current proposals do not meet these standards. The applicant is advised to address this issue.

Traffic Surveys

As requested, the applicant has provided clarity over the traffic surveys. The baseline conditions have been calculated using data from the 4th and 5th September which are normal school days and within a neutral month.

The applicant has also provided a comparison between the survey flows and flows used by other committed developments in the area. The comparison shows that the September 2019 traffic flows are robust against committed developments. The September surveys are now acceptable for use.

Distribution

It is noted that 100% of the arrivals will come from the A505 westbound carriageway and the M11. It is noted that there is no right-hand turn into the site from the eastbound carriageway. The applicant has updated their distribution to include the M11 junction 10 roundabout. The updated distribution provides more of an understanding of where the development traffic will impact on the highway network. The results show:

- M11 Northbound – 53%
- M11 Southbound – 30%
- A505 Westbound – 12%
- A505 Eastbound- 5%

The current flow diagrams are difficult to follow as the applicant has not included any of the right-hand movements from any of the arms of the M11 Junction 10 roundabout, a review is required.

The applicant has not included future year flow diagrams as requested by the highway authority. These need to be included to understand the developments impact in the future year. The applicant also needs to include the TEMPro growth figures used.

Junction Modelling

The applicant has not updated to the Linsig model to include the new trip generation figures and the addition of the Babraham Research Campus as a committed development. Full details including the Linsig model need to be submitted to the Highway Authority for review.

Travel Plan Measures

It is noted that the proposal of a staff minibus will be decided once the addresses of the employees are known.

A commitment to financial measures to encourage sustainable travel should be made at this stage, this ensures commitment to completing travel plan measures.

29. **Local Highways Authority** – Has no objection subject to the provision of a footway/cycleway link along Royston Road adjacent the A505 to the site entrance under a Section 106 to improve pedestrian/cycle connectivity to the proposed development from Whittlesford Station in order to reduce the use of motor vehicles and promote more sustainable modes of transport.

30. **Cambridgeshire County Council Flood and Water Team** – Has no objections as amended subject to conditions. Comments that the submitted documents demonstrate that surface water from the proposed development will infiltrate into the ground through soakaways. On site infiltration test results in line with BRE DG 365 standards have now been provided to support this strategy. The LLFA is supportive of the use of soakaways as they provide water quality treatment which is of particular importance when infiltrating into the ground.

The site is located entirely in Flood Zone 1 and is considered to be at low risk to surface water flooding. In addition, groundwater was encountered approximately 7 metres below ground level meaning the site is unlikely to be at risk of groundwater flooding.

Water quality has been adequately addressed when assessed against the Simple Index Approach outlined in the CIRIA SuDS Manual.

Requires a condition in relation to a detailed surface water drainage scheme for the site based upon based upon the principles within the agreed Surface Water Design Statement prepared by DJP Consulting Engineers Limited (ref: 19053) dated 25th September 2019 and shall also include:

- a) Full calculations detailing the existing surface water runoff rates for the QBAR, 3.3% Annual Exceedance Probability (AEP) (1 in 30) and 1% AEP (1 in 100) storm events.
- b) Full results of the proposed drainage system modelling in the above-referenced storm events (as well as 1% AEP plus climate change) , inclusive of all collection, conveyance, storage, flow control and disposal elements and including an allowance for urban creep, together with an assessment of system performance;
- c) Full details of the proposed soakaways.
- d) Details of overland flood flow routes in the event of system exceedance, with demonstration that such flows can be appropriately managed on site without increasing flood risk to occupants.
- e) Full details of the maintenance/adoption of the surface water drainage system.
- f) Measures taken to prevent pollution of the receiving groundwater and/or surface water

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

Also requires a condition to provide details for the long-term maintenance arrangements for the surface water drainage system (including all SuDS features). The submitted details should identify runoff sub-catchments, SuDS components, control structures, flow routes and outfalls. In addition, the plan must clarify the access that is required to each surface water management component for maintenance purposes.

31. **Environment Agency** – Has no objections. Welcomes the revisions to the Preliminary Risk Assessment in response to its previous comments. Has reviewed the scope of Phase 2 Intrusive Ground Investigation works and has no further comments at this stage.

32. **Anglian Water** – Comments that there are assets owned by Anglian Water or those subject to an adoption agreement within or close to the development boundary that may affect the layout of the site. Requests an informative with regards to the assets.

The foul drainage from the development is within the catchment area of the Duxford Water recycling centre that will have available capacity for the flows.

It is noted that the site falls within a Source Protection Zone and have assessed that there is no risk to the potable water source.

The sewerage system at present has capacity for the flows. Requests informatives with regards to the sewerage connection.

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

33. **Historic England** – Has no objections. Comments that the Duxford Airfield is an historic place of remarkable significance. From its creation as a training station during the First World War, the site has continued to develop and expand, with buildings of numerous dates, both relating to its history as a defence airfield, and its subsequent role as a national museum. Many of the structures are listed, including the Grade II* designation of the remaining early hangers, and the inter-war Control Room. The complete site is included in the conservation area.

In recent years the site's operators, the Imperial War Museum, have engaged Historic England in their evolving Masterplan, and we have been a partner in this vision document for the future management and development of the airfield. The current proposals, for an hotel adjacent to the (modern) perimeter of the site, is in line with the masterplan. We were consulted earlier in the year regarding the evolving hotel design and raised no concerns.

National policy as set out in the NPPF makes clear the government's commitment to sustainable development (para 7 & 8). Heritage assets are an irreplaceable resource and should be conserved in a manner appropriate to their significance (para 184).

When considering the impact of a proposed development on the significance of a designated asset, great weight should be given to the asset's conservation (para 193). Harm should be weighed against the public benefits of the proposal, including, where appropriate, securing its optimum viable use (para 196).

34. **Cambridgeshire County Council Historic Environment Team** – Has no objections. Although this site lies in an area of archaeological potential, situated to the south-east of extensive areas of Roman settlement south of Chronicle Hills which are designated of national importance as a Scheduled Monument (National Heritage List for England reference 1006794), it is thought that an evaluation of the proposed development area, constrained as it is by the motorway and by the airfield development - and likely subject to associated truncation - is unlikely to yield substantial new information relating to the development of former settlement and land use in this area. A condition of planning permission is not considered to be necessary in this instance, and there are no further requirements for the development as proposed.
35. **Civil Aviation Authority** – No reply (out of time).
36. **Ministry of Defence** – Has no safeguarding objections.
37. **Natural England** – Has no objections. Comments that the development is unlikely to have any significant effects upon statutorily protected nature conservation sites or landscapes.

38. **Crime Prevention Officer** – Supports the application as security has been considered. The counter terrorism security advisor has good contacts with the site there are no other concerns at this stage.
39. **Cambridgeshire Fire and Rescue Service** – Requires a condition in relation to the provision of fire hydrants.
40. **Visit East of England** – Supports the application. Comments that Tourism is already the largest sector and biggest employer in the region, worth over £10bn a year and with more than 250,000 jobs, but there is potential to increase that, in particular by developing the year-round visitor economy and attracting more international visitors.

In light of the Government's 2019 Tourism Sector Deal and its bolstering in the upcoming DCMS Tourism Recovery Plan, there are huge opportunities to achieve these ambitions in this region.

A key element of the DCMS plan is the introduction of Tourism Zones. These will focus on a geography that is an easily marketable proposition to domestic and inbound tourists. For us, that is Cambridge, east and south Cambs, Norfolk, Suffolk and north Essex and we will put in a bid in due time.

Some of DCMS's key objectives in the Sector Deal/Tourism Recovery Plan are:

- Increase the number of bed spaces in England;
- Attract more international visitors;
- Convert day trippers to stay visitors;
- Attract/develop more business conferences, events and exhibitions.

Clearly, IWM Duxford's proposal, complementing their already excellent year-round offering, fulfils these criteria.

We are also in dialogue with VisitBritain about their Explore GB event which annually attracts more than 300 international buyers and operators to this country. We would like to make a bid for the East of England to host this event. With a hotel, Duxford would play a key part in that bid, along with Cambridge city itself and, of course, using London Stansted. This would be a great opportunity for the Gateway Airport to the East of England beginning to level up with Heathrow, which currently has 57% of all inbound visitors to the UK. Those visitors invariably stay in London and west of London – the Cotswolds, Bath, Oxford, Shakespeare's Country.

Interestingly, the most popular day trip for north Americans staying in London is to Cambridge, but we need to develop ways to make them stay overnight. IWM Duxford as a multi-day visitor hub would help achieve that.

41. **Camcycle** – Requests that accessibility is improved to the site for cycles in the form of the repair, widening and resurfacing of the path adjacent to the A505 from Heathfield to the M11 and M11 to Whittlesford, evaluation of the byways between Thriplow and Heathfield, provision of toucan crossings at M11 ramps or a bridge over the M11, and review and update signage.

Representations

42. Ten letters of representation have been received that raise concerns to the application on the following grounds: -
- i) Visual impact- height and size of building dominant, design of building.

- ii) Impact upon historic site- listed buildings and conservation area, not complementary to character.
 - iii) Need for hotel on the site- lack of information and justification for scale proposed, viability and sustainability of project- market demand and feasibility study, data for conference events, data for room nights filled, evidence that would support economic growth, would not serve or benefit passing trade.
 - iv) Location of hotel close on operational side of site- should be restricted for uses associated with the airfield or museum, better location to the north of the A505
 - v) Safety - hazard to airplanes.
 - vi) Traffic impact- increase in traffic in congested area, survey times, need to consider transport review of A505 first, lack of on-site parking, decrease in parking for visitors, lack of access by public transport
 - vii) Security and privacy of adjacent business on the airfield.
 - viii) Security risk to airfield from terrorism.
 - ix) Impact upon local businesses, loss of jobs, economic hardship, competition for staff- no assessment of need or impact.
 - x) Outside defined settlement boundary.
 - xi) Policy conflicts- S/2, S/7, NH/14, E/7, E/20, SC/3, NPPF paragraphs 85-90.
 - xii) Need to demonstrate enabling development.
43. An Assessment of the Evidence Relating to the Need for Hotel Development report has been submitted by a consultant on behalf of one of the third parties. The following concerns have been raised in relation to the need and viability for a hotel on the site of the scale proposed and the impact it would have on local businesses: -
- i) A full copy of the Masterplan and the 2017 report referenced in the 2020 applicants report has not been submitted.
 - ii) No detail on the breakdown of events by type, size, or seasonality.
 - iii) The average number of delegates/banquet & drinks reception covers for 2018 was just 83 per event (total 27,000) for around 326 events.
 - iv) The largest room for a daytime theatre style conference is 200 people (Conservation Hall) and some of the larger spaces are only available in the evenings as they are museum exhibition areas in the daytime.
 - v) No projections of the expected conference events and banqueting events.
 - vi) The report shows a local sample of 400 rooms. The new hotel would add 42% to this supply.
 - vii) The report does not factor in the proposed hotel and other hotels opening in the area with 214 bedrooms (Holiday Inn Express Cambourne and Premier Inn Saffron Walden).
 - viii) The report shows that the days the hotels were full was 20%.
 - ix) The projected occupancy at the IWM hotel of 80.5% would equate to more than 49,000 bedrooms sold. From the report, this would represent 42% of the rooms sold in 2019.
 - x) There is not any numerical evidence to demonstrate the need in order to achieve occupancies of at least 80%.
 - xi) A hotel with 80 rooms would generate the need to serve IWM Duxford.
44. One letter of representation has been received that supports the application as clients at the services offices would be able to offer multi-day training courses.

Site and Surroundings

45. Duxford Imperial War Museum (IWM) is a major tourist / visitor attraction, educational and commercial facility based on the historic Duxford airfield. It is located to the north west of Duxford village, south west of Whittlesford village, south of Thriplow village and east of Heathfield. It also situated immediately adjacent to Junction 10 of the M11

motorway and to the north and south of the A505 road. The area to the south of the A505 comprises the airfield, operational buildings, the main exhibit hangers and the conference centre. The area to the north of the A505 comprises storage buildings for the museum and ancillary facilities such as offices. IWM is outside of any village framework, in the countryside and designated as a Special Policy Area. It is situated in the conservation area and comprises a number of listed buildings including three grade II* listed hangers 3, 4 and 5 (buildings 78, 79 and 84) and the grade II listed Control tower (building 204). It also lies within Flood Zone 1 (low risk). Green Belt land lies to the north.

46. The site itself is located to the south of the A505 on the eastern part of the airfield mainly between the Airspace Building and Partner hangers. It currently comprises the access road to the conference centre, the conference centre parking area, an area of grassland (partly raised by approximately 1 metre) and an energy building and electricity substation. There are a number of small trees and landscaping on the site along the boundaries with the A505 and M11 and a few small trees on the site.

Proposal

47. The proposal seeks the erection of a 168 bedroom hotel with ancillary facilities, associated access, gates, car parking, cycle parking and landscaping. It would be associated with the existing use of the site as a museum and conference centre and also be open to the general public. The hotel is required to ensure the viability of the site as a national tourist attraction. It would employ 40 staff.
48. The hotel would be sited centrally within the area of grassland to the east of the conference centre parking area and to the north of the energy centre. It would have an L-shape plan form and be six storeys in height (max. 22 metres). The bedrooms would be on the ground to fourth floors, a lobby and gym would be on the ground floor, and the reception area and the bar lounge and dining area would be on the top floor together with an external terrace.
49. The design of the building would comprise features such as the roof, horizontal glazing, top storey and entrance canopy to reflect the features of a plane and the use of the site as an airfield.
50. The materials of construction would be grey metal cladding and white metal cladding with dark grey aluminium panels and glazing for the walls and a light grey metal standing seam roof. There would be a blue brise soleil on the southern elevation and grey louvres to the plant areas.
51. A secondary entrance from the conference centre and a cycle store and refuse storage area would be provided to the northern side of the hotel.
52. Access to the hotel would be via the existing internal access road to the south of the A505 and north of the visitor car park. A new gate would be installed near the entrance that would be controlled by the hotel outside museum operating hours.
53. 89 vehicle parking spaces would be provided to the north and west of the hotel along with a turning area. 30 vehicle parking spaces would be provided within an overflow area to the south of the hotel. 60 vehicle parking spaces would be provided to the south east for the conference centre.
54. 11 trees would be removed from the main site area with the remaining 36 trees alongside the access road retained. New landscaping in the form of native trees and

planting is proposed along the boundaries of the site with the M11 and within car parking area on the site. The areas immediately adjacent to the hotel bedrooms would have gravel gardens with shrubs. The main roadway would be tarmac, the parking areas would be paved, and the overflow parking area would be grasscrete.

Planning Assessment

55. The key issues to consider in the determination of this application relate to the principle of the development and the impact of the development upon the character and appearance of the area, heritage assets, trees and landscaping, biodiversity highway safety, flood risk and neighbour amenity.

Principle of Development

56. The site is located outside of any village framework and in the countryside. Duxford IWM is identified as a Special Policy Area.
57. Policy S/7 of the Local Plan states that outside development frameworks, only allocations within Neighbourhood Plans that have come into force and development for agriculture, horticulture, forestry, outdoor recreation and other uses which need to be located in the countryside or where supported by other policies in this plan will be permitted.
58. Policy E/7 of the Local Plan states (amongst other criteria): -
1. The Imperial War Museum site at Duxford Airfield will be treated as a special case as a museum which is a major tourist / visitor attraction, educational and commercial facility.
 2. Proposals will be considered with regard to the particular needs and opportunities of the site and any proposals involving the use of the estate and its facilities for museum uses or non-museum uses must be complementary to the character, vitality and sustainability of the site as a branch of the Imperial War Museum.
59. Paragraph 7 of the National Planning Policy Framework (NPPF) states that the purpose of the planning system is to contribute to the achievement of sustainable development. At a very high level, the objective of sustainable development can be summarised as meeting the needs of the present without compromising the ability of future generations to meet their own needs.
60. Paragraph 8 states that the planning system has three overarching objectives, which are interdependent and need to be pursued in mutually supportive ways (so that opportunities can be taken to secure net gains across each of the different objectives):
- a) an economic objective – to help build a strong, responsive and competitive economy, by ensuring that sufficient land of the right types is available in the right places and at the right time to support growth, innovation and improved productivity; and by identifying and coordinating the provision of infrastructure;
 - b) a social objective – to support strong, vibrant and healthy communities, by ensuring that a sufficient number and range of homes can be provided to meet the needs of present and future generations; and by fostering a well-designed and safe built environment, with accessible services and open spaces that reflect current and future needs and support communities' health, social and cultural well-being; and
 - c) an environmental objective – to contribute to protecting and enhancing our natural, built and historic environment; including making effective use of land, helping to

improve biodiversity, using natural resources prudently, minimising waste and pollution, and mitigating and adapting to climate change, including moving to a low carbon economy.

61. Paragraph 80 states that planning policies and decisions should help create the conditions in which businesses can invest, expand and adapt. Significant weight should be placed on the need to support economic growth and productivity, taking into account both local business needs and wider opportunities for development. The approach taken should allow each area to build on its strengths, counter any weaknesses and address the challenges of the future. This is particularly important where Britain can be a global leader in driving innovation, and in areas with high levels of productivity, which should be able to capitalise on their performance and potential.
62. Paragraph 83 states that planning policies and decisions should enable:
 - a) the sustainable growth and expansion of all types of business in rural areas, both through conversion of existing buildings and well-designed new buildings;
 - b) the development and diversification of agricultural and other land-based rural businesses;
 - c) sustainable rural tourism and leisure developments which respect the character of the countryside; and
 - d) the retention and development of accessible local services and community facilities, such as local shops, meeting places, sports venues, open space, cultural buildings, public houses and places of worship.
63. Paragraph 84 states that planning policies and decisions should recognise that sites to meet local business and community needs in rural areas may have to be found adjacent to or beyond existing settlements, and in locations that are not well served by public transport. In these circumstances it will be important to ensure that development is sensitive to its surroundings, does not have an unacceptable impact on local roads and exploits any opportunities to make a location more sustainable (for example by improving the scope for access on foot, by cycling or by public transport). The use of previously developed land, and sites that are physically well-related to existing settlements, should be encouraged where suitable opportunities exist.
64. The NPPF Glossary defines 'main town centre uses' as follows: - retail development (including warehouse clubs and factory outlet centres); leisure, entertainment and more intensive sport and recreation uses (including cinemas, restaurants, drive-through restaurants, bars and pubs, nightclubs, casinos, health and fitness centres, indoor bowling centres and bingo halls); offices; and arts, culture and tourism development (including theatres, museums, galleries and concert halls, hotels and conference facilities).
65. Paragraph 86 states that local planning authorities should apply a sequential test to planning applications for main town centre uses which are neither in an existing centre nor in accordance with an up-to-date plan. Main town centre uses should be located in town centres, then in edge of centre locations; and only if suitable sites are not available (or expected to become available within a reasonable period) should out of centre sites be considered.
66. Duxford Imperial War Museum has been identified as a Special Policy Area as a result of its national significance. The supporting text to Policy E/7 states the following: -

The Imperial War Museum Duxford (IWM Duxford) is an integral element of the

multi branch Imperial War Museums and is a major tourist / visitor attraction, educational and commercial facility based on a long established airfield. It is established as the European centre of aviation history together with restoration, conservation, storage and research functions. There is a working airfield and the visitor offer is unique in combining static and dynamic aircraft exhibits through its own activities and those of its onsite partners. IWM Duxford receives some 440,000 visitors per annum and has a key remit to provide a substantial educational programme for both formal and informal learners. The site also includes a memorial to honour soldiers from the Royal Anglian Regiment who have lost their lives since 1959. Duxford is regarded as the finest and best-preserved example of a fighter base representative of the period up to 1945 in Britain, with an exceptionally complete group of First World War technical buildings in addition to technical and domestic buildings typical of both inter-war Expansion Periods of the RAF. It also has important associations with the Battle of Britain and the American fighter support for the Eighth Air Force. Development proposals will need to consider the impact on this nationally important heritage asset, in accordance with the National Planning Policy Framework (NPPF) and Policy NH/14. IWM Duxford sees its long term future as a vibrant, sustainable and effective visitor attraction, education provider and commercial venue with jobs and investment beyond the direct effects of the museum and its partners.

67. The applicants have submitted a substantial amount of information including a copy of their masterplan, letters setting out their arguments to support the application, copies of hotel feasibility reports from 2017 and 2020, and an economic benefits statement. The following paragraphs 68-102 are sourced from this information.

68. The new hotel proposal forms part of the Masterplan of Duxford IWM 2016 that has the aim to make the site a leading UK visitor attraction by increasing visitor numbers, protecting the heritage of the site and creating a unique public offer and visitor experience. The Masterplan has been submitted with the application. The key objectives are as follows: -

- Enabling the planned increase of day to day visitors from 300,000 to 500,000 annually by 2030.
- Protecting the site's heritage and placing the historic site at the heart of the visitor experience.
- Sustaining an internationally unique public offer and visitor experience.
- Ensuring the long-term viability of the site and airfield by evolving our business model.
- Making efficient use of the buildings and grounds and addressing key operational issues.
- Maximising the site's commercial potential without impacting on the visitor experience
- Engaging with the environmental, social, and economic context in which IWM Duxford sits

Flying operations are fundamental to the historic importance of IWM Duxford and for its commercial value. The need to protect IWM Duxford as a living airfield is a key component of the Masterplan.

69. The Masterplan identifies a range of principles to meet the objectives as follows: -

- Transform the visitor experience and journey with distinct character zones.
- Position the historic core at the heart and start of the visitor experience.
- Establish a new arrival and approach to the public site integrating the domestic site as part of the visitor offer.

- Enhance the historic setting and use significant structures and spaces to enrich the visitor experience.
 - Deliver an appropriate landscape setting for the American Air Museum and exploit orientation for spectacular viewing of the airfield.
 - Enable the sustainability and vitality of the airfield as the centre stage of the site.
 - Support the long term storage strategy for the home of IWM collections.
 - Support planned growth of visitor numbers.
 - Enable a changeable public offer aligned with relevant audiences throughout the year.
 - Provide spaces to maximise large scale indoor and outdoor events for museum and business users.
 - Maximise the operational use of commercial potential of the site.
 - Optimise the use of the site distinguishing between public and non-public activities.
 - Pragmatic use of existing buildings and spaces whilst identifying operational opportunities to maximise the potential of the unique site.
70. The eastern zone of the site has been identified as the modern part of the site and the commercial zone due the existing visitor entrance and parking area, large exhibition hanger, the conference facilities, and airfield partners buildings. The hotel is proposed in this location.
71. Imperial War Museum (IWM) is a part publicly funded charity that generates approximately 70% of its revenue from visitor attractions, retail, catering and other commercial activities. It is a challenging financial model that has recently become even more difficult due to Covid.
72. The primary aim of the hotel development is to generate the maximum income for investment back into the site through the expansion and development of the business in terms of the visitor attraction, conference centre, and the existing and new businesses based on the site.
73. The hotel is crucial to the conference centre operation and attraction of new businesses to the site which would consequently support the visitor attraction and enables the visitor offer to be increased and improved that adds vitality to the site. Without this income, IWM would have to reassess its investment in the Duxford site to ensure sustainability of its broader operation. Without the prospect of increasing and diversifying revenues on the site, the recovery of the business is likely to be slow and planned projects to increase public amenity on the Duxford site within the endorsed Masterplan, will not be able to be delivered in the next five years.
74. The size of the hotel is dependent upon local demand for accommodation, IWM's business need and the physical space available and is based on an assessment of commercial viability from 2023 onwards when visitor activity increases. IWM believes a large hotel would be sustainable by 2025 but a smaller hotel than this will not meet expected demand and optimise cost benefit opportunities. The policy does not require the submission of quantitative information to demonstrate the viability of a hotel of the scale proposed as it is considered to reflect the overall needs and opportunities of the site.
75. Duxford IWM had 391,352 visitors in 2017, 394,053 visitors in 2018, and 401,287 visitors in 2019. It was ranked in the top 100 attractions in the UK, 4th in the East of England, and the most visited attraction in Cambridgeshire in 2019 (Visit Britain). The

day to day visits generated 290,305 visitors in 2018 and the airshows generated 107,000 visitors in 2018 (Masterplan Summary).

76. The visitors to the museum would be likely to generate demand itself. It is a large site and accommodation would increase the time spent at the site and reduce the need to travel and its associated time and costs between places of accommodation and the site.
77. The conference facilities already host a considerable number of events. In 2018, 326 events were held with 27,000 delegates. These were limited mainly to one day events as the site cannot currently cater for residential conferences and events.
78. The hotel would provide accommodation in connection with conferences and all types of events on the site. It is planned to introduce multi day conferences and events that last more than one day. 30 multi day conferences are proposed annually in 2022 and beyond. These conferences are likely to generate 30 to 40 capacity nights per year.
79. In addition, events that are likely to be held regularly throughout the year on the site that would be likely to contribute significantly towards the demand for hotel accommodation on the site includes exhibitions (General Aviation Expo, Annual CAA Safety, trade), events (air shows, flying days, remembrance weekend, corporate events, film productions, festivals, car shows, weddings, dinners, Christmas parties), and experiences (spitfire). At least 60 events are proposed annually in 2022 and beyond. These events are considered to require more than 50% capacity of the proposed hotel.
80. The airfield and the external areas on the site comprise a large external space for events. The conference centre is one of the largest in the region and comprises a wide range of internal spaces for conferences and events. The spaces available are set out below along with details of the potential uses and capacity: -

Conference Centre

	Theatre	Boardroom	U shape	Classroom	Seated Lunch/ Dinner	Dinner/ Dance	Reception
Marshall Auditorium	200	-	-	-	-	-	-
Concorde Suite	110	40	44	40	-	-	-
Airside Suite	90	30	-	-	70	70	90
Meteor Room	18	14	12	8	-	-	-
Vulcan	36	16	16	16	-	-	-
Boxkite	36	16	14	12	-	-	-
Spitfire	36	12	14	12	-	-	-
Comet Room	30	18	14	12	-	-	-
Meteor Room	18	14	12	8	-	-	-
Lightning Room	-	10	-	-	-	-	-

	Theatre	Seated Lunch/Dinner	Dinner/Dance	Reception
Conservation Hall	200	600	600	1000
Airspace Aircraft Hall	-	500	500	1000
American Air Museum	-	500	500	1000

<https://www.iwm.org.uk/commercial/venue-hire/iwm-duxford>

81. The details above show that there is considerable capacity for conferences and events to be held at the site to generate demand for the hotel.
82. There were 28 other businesses on the site in 2017/18 and new businesses have moved to the site. The hotel would provide benefits to these businesses and their clients and guests. In addition, there are plans for the airfield to become an aviation centre of excellence and particularly with regards to advanced air mobility. Faradair is the first business to move to the site who design bio electric hybrid aircraft.
83. There are a number of existing business parks in the area such as The Genome Campus in Hinxton, Granta Park in Great Abington, the Babraham Research Campus, and the Cambridge Biomedical Campus. There are also business parks that have permission to expand significantly in the future such as The Genome Campus in Hinxton and existing sites with new businesses moving into the area such as Huawei in Sawston. In addition, there is likely to be further economic growth from large scale strategic projects including the Oxcam Arc and important transport infrastructure projects such as the Cambridge Autonomous Metro and East/West Rail.
84. A Feasibility Study that was carried out in 2017 and a Local Market Performance Update Report carried out in 2020 has been submitted with the application.
85. The 2017 study considered that a 120 bedroom hotel on the site would be viable after 2-3 years. In coming to this view, a trend report was commissioned from STR. The report considered four hotels in the area that were similar to that proposed. These were Premier Inn, Cambridge City East, Travelodge Cambridge Fourwentways, Holiday Inn Express Cambridge Duxford M11 Jctn. 10, and Premier Inn Cambridge North Girton. The hotels had a total of 285 rooms.
86. The results from 2016 showed that the hotels had an average annual occupancy rate of 81.1% with an average daily rate of £71.83. This was an increase from 2015. The result from January to July 2017 showed further growth from the same period in 2016 with an average occupancy of 81.3% (compared to 80.5%) and an average daily rate of £73.69 (compared to £72.24). This was above the regional UK market average.
87. From August 2017 to July 2017, the hotels also achieved an average daily room occupancy of 80% Monday to Thursday and 82% Saturday. There were 130 nights over this period that an occupation of at least 90% which include 35 nights that had an occupation of 95%.
88. In 2020, a new Trend report was commissioned from STR. The report considered the same hotels together with a new hotel Holiday Inn Express Cambridge. The hotels had a total of 401 rooms.

89. The results from 2020 show that the hotels average annual occupancy rate decreased slightly in 2018 to 80.4% with an average daily room rate of £77.70. In 2019, it decreased further to 79.9% with an average daily room rate of £73.84. The decrease in was considered to be the result of new hotels opening and a greater supply. However, the actual room nights sold has increased from 115,185 in 2015 to 117,000 in 2019 notwithstanding an additional 4000 rooms.
90. From April 2019 to March 2020, the hotels achieved an average daily room occupancy of 78.8% to 84.4% Monday to Thursday and 81.7% Saturday. There were 74 nights over this period that had an occupation of at least 90%.
91. An annual occupancy of 75% is considered in the industry to imply that a local market can accommodate additional supply. The evidence above demonstrates that there is strong demand for hotels within the local market, there is an unsatisfied demand, and it has the ability to absorb supply.
92. The Covid pandemic in 2020 has had a significant impact upon the tourism and leisure industry in the UK. International travel stalled and domestic travel was limited until the summer of 2020 when the national lockdown was lifted before another lockdown in December 2020. Where markets reopened last summer, it showed that the demand was returning with occupancies and rates increasing. In July 2020, the occupancy for the month was 52%. This rose to 67% in August 2020.
93. The market now appears to be opening up again due to the introduction of vaccines. It is estimated that the recovery will increase in the second part of 2021 with rates returning to those in 2019 by late 2022/early 2023. The Covid impact is considered temporary.
94. The evidence shows that it is likely that budget and midscale hotels in secondary provincial towns are likely to return before luxury hotels in prime cities such as London, Manchester and Edinburgh.
95. Given that the hotel will take approximately 18 to 24 months to construct, the market is likely to have recovered by that time.
96. The businesses on the site and in the area would therefore contribute towards demand for hotel accommodation in the area.
97. The Cambridgeshire & Peterborough Local Industrial Strategy (July 2019) seeks to maximise the strength of the local economy and remove barriers to ensure it is sustainable for the future.
98. It identifies a number key priorities with regards to life sciences, agri-tech, digital and information technologies, and advanced manufacturing and materials. However, it also identifies the visitor economy and business tourism as an important supporting sector along with logistics, health and social care, education, and construction.
99. The area has a number of visitor attractions such as the city of Cambridge and Ely Cathedral which make a significant contribution to the local economy together with natural assets such as Wicken Fen. The local strengths outside the city reduce the burden from the city and form the basis to create business growth and increase the sustainability of the local economy further across the region.
100. An Economic Benefits Statement has been submitted with the application that shows that the development would result in economic growth in the district and region. This

report takes into consideration the socio economic profile of the local economy and the existing visitor attractions that include Duxford IWM, Wimpole Hall, and the American cemetery at Madingley.

101. During the construction period (18 months), the development would provide 60 full time jobs. £16.8 million would be invested in the development during construction which would provide an output of £11 million to include £9.3 million in South Cambridgeshire.
102. During the operational period, the development would provide 40 full time jobs. The output would be £2.4 million to include £1.6 million in South Cambridgeshire. It would generate £310,000 of business rates. An additional leisure and business visitors 59,200 will be accommodated each year (based on average of 80.5% occupancy) with an expenditure of £2 million on tourism, retail and travel, and 12 additional jobs in tourism, retail and travel.
103. From the information submitted by the applicant, detailed above, it is clear that there is a need and opportunity for a hotel at the site to enable expansion of a wide range of different elements of the business to ensure the future sustainability of the site. It would be complementary to the character, vitality and sustainability of the site as a branch of the Imperial War Museum in terms of it supporting the site as a tourist attraction together with the use of the site for conferences and events.
104. It should be noted that a 120 bed hotel was granted planning permission on the northern part of the Duxford Imperial War Museum site in 2003 that comprised extensions and conversion of the Officers Mess. However, this scheme was not implemented due to the costs of the conversion works. The building is now used as serviced offices.
105. The hotel would be located within the eastern commercial zone that has existing modern developments and is a significant distance away from the main historic core and airfield. This location is considered to retain the original integrity of the airfield and be complementary to the character of the site. This matter will be discussed further under the character and appearance of the area and heritage assets sections of the report.
106. The development would provide additional visitor accommodation in the area. Whilst the site is in the countryside, and the development is not considered to represent a new small-scale development, it is considered to relate specifically to local circumstances as it is required to support the museum.
107. The Cambridge area is an international tourist destination with a significant number of visitors particularly in the summer. The museum provides a unique attraction for visitors to the area.
108. Whilst there is a significant amount of hotel accommodation within the city of Cambridge, it is understood that there is an increased need for hotel accommodation in the district since the research carried out for the latest Local Plan that did not allocate any site for visitor accommodation. In addition, there is a limited amount of accommodation in the immediate area of Duxford IWM that consists of a Holiday Inn Express 70 bed hotel close to Whittlesford Parkway Station and approximately 12 small hotels/ guesthouses including the Red Lion Hotel, Whittlesford and The Lodge, Duxford.

109. The hotel would also provide accommodation to cater for visitors to the Cambridge area. This would contribute to the need and demand for accommodation in the area and reduce the need to travel from other accommodation to the site.
110. Notwithstanding the above, the hotel would promote economic growth by providing 40 new jobs in the local area.
111. A report has been submitted from a consultant on behalf of one of the third parties. This considers the impact upon hotels in the immediate area. The nearest hotels to the site at the Holiday Inn Express Duxford (73 beds), the Red Lion Hotel Duxford (18 beds) and Duxford Lodge (15 beds). However, there are also smaller bed and breakfasts and accommodation at public houses in the area that may be impacted.
112. The report shows that there is a total of 506 bedrooms in the immediate area and that the proposed hotel would add a 33% increase to the supply. The hotels had a room occupancy of 79% in 2017 and 2018 which reduced to 77% in 2019. The average daily room rate was £87 in 2017, £90 in 2018 and £88 in 2019.
113. The results show that there was a decline in 2019 and similar occupancy levels to the sample from the applicant's report. However, the average daily room rates are lower. The hotels in the area had a 3.7% decline whereas hotels in the applicant's report had a 1.3% growth.
114. The number of bedrooms sold were 401 per day in 2017 and 389 per day in 2019, which resulted in an overall loss in revenue of almost £500k from the numbers of bedrooms. 165 nights were more than 85% full in 2017 which has decreased to 143 nights in 2019.
115. The opening of new hotels and the subsequent increase in supply is likely to be the cause of these losses. The proposal would contribute further to the increase in supply along with any other new hotels opening.
116. The number of nights at the Holiday Inn Express Duxford and Red Lion Duxford occupied by visitors to the three airshows in May, July and September at Duxford IWM was 723 in 2017, 692 in 2018 and 1204 in 2019. 2019 had the additional Daks over Normandy airshow. The airshows do not fill all of the rooms and there was an occupancy level of 74-95%. There was not a large number of requests for rooms being declined.
117. There is no existing evidence of significant room nights generated by conferences at Duxford IWM and the conference market is competitive.
118. Taking the above information into account, it is clear that the proposed hotel would be likely to have some impact upon the viability of local businesses. However, this impact is likely to be limited as although there are a significant number of existing conferences and events held on the site, the plans to introduce multi-day conferences and events of the scale predicted for the future would be likely to generate strong demand for accommodation on the site. In addition, the existing and new businesses on the site and within the area would also be likely to generate considerable demand.
119. The need and opportunities of the site to ensure that the business is sustainable in the future is considered to justify the proposal and ensure that it would continue to be one of the most important visitor and tourist attractions in the region and the UK. The development is considered to add to the vitality of the site and be complementary to the character of the site as a branch of the Imperial War Museum in terms of it

supporting the site as a tourist attraction together with the use of the site for conferences and events. Whilst there would be some impact upon local businesses, this is considered to be outweighed by the significance of the site in the national interest.

120. It is noted in the third-party objections that there is concern that the need and viability for a hotel on the site of the scale proposed has not been justified. Officers consider that policy E/7 does not require the submission of quantitative information to justify the specific scale and viability of the proposal. It is considered to reflect the overall needs and, importantly, the opportunities of the site in ensuring that IWM retains its position of national significance as a branch of the Imperial War Museum and as a significant visitor attraction.
121. The competition with local businesses is not a planning consideration that can be taken into account in the application decision-making process.
122. The development is not considered to result in the loss of a village service with reference to policy SC/3 of the Local Plan. A hotel is not defined as a community use.
123. The development is not required as enabling development to secure the future conservation of a heritage asset.
124. The proposal would therefore comply with Policies S/2, S/7 and E/7 of the Local Plan. Whilst the proposal would not comply with Policy E/20 of the Local Plan, it is considered acceptable as a departure to this policy given that Policy E/7 allows Duxford IWM to be considered as a special case with regards to new development.
125. The development is not considered to conflict with paragraph 86 of the NPPF as it is in accordance with an up-to-date plan.

Character and Appearance of the Area

126. The site is located outside of any development framework and in the countryside. Duxford IWM to the south of the A595 comprises a central historic area that has the three grade II* listed hangers and a number of other listed and older buildings. The outer areas that contain modern buildings such as Airspace, Hanger 4 and the Partner hangers to the east and American Air Museum and Land Warfare Hall to the west. The airfield runway lies to the south.
127. The grade II* listed hangers and the modern buildings are significant in scale whereas the other listed and older buildings along with the modern visitor centre are lower in scale.
128. The larger and modern buildings on the site have fairly simple plan forms, a design appropriate to their uses, and use light metal cladding materials. The exception is the hangers that have painted brick materials. The smaller buildings are more complex in their plan form, have a more detailed design appropriate to the time, and use red bricks and slate tiles for the roofs.
129. The hotel would be sited within an existing complex of modern buildings to the eastern part of the site. It would have a simple L shape plan form and be set back behind the existing Partner hangers to the south and approximately in line with Airspace building to the west. It would be significant scale being six storeys in height and higher than the existing hangers but approximately 0.5 metres lower than the Airspace building with a sloping roof to the western wing. The plan form of the

building would have two wings that measure 58 metres and 43 metres in length. The footprint of the building would be similar to the footprint of the hangers but much smaller than the size of the Airspace building.

130. Whilst it is noted that the building would infill an existing fairly open gap between two buildings to the east of the site, it is not considered to result in a visually prominent building that would block important countryside views, adversely affect the landscape character of the area and be out of keeping with the character and appearance of the local area. This is due to the close views of the airfield from the M11 and M11 slip road being limited due to the site levels, level of the road and direction of traffic to the north and the close views from the roundabout at junction 10 of the M11 being dominated by the Airspace building. The building would be read within the context of existing buildings and landscaping in longer distance views from the M11, the eastern section of the A505 and Grange Road in Duxford.
131. When visitors would enter the site from the A505, the view would be of Airspace building and the visitor car park with signs alongside directing visitors along the access road to the hotel. Public art has been encouraged to be provided on the site close to the main access to aid legibility. However, it is considered that public art could detract from the main entrance feature to the IWM visitor car park and signs would be acceptable.
132. When visitors would enter the hotel site from the main access road, the view would be of a grass area with feature planting and signs directing visitors to the main car park. The vehicle parking would be beyond this planting area and dispersed with trees. The access to the hotel car park would have a view of the cycle parking and bin enclosure with an area of grass, but it is considered that views would be drawn to the roof of the building that slopes down to create a distinctive feature and the feature concrete turning area beyond that has a focal point tree. Public art has also been encouraged in this area, but it is considered that planting would be better in order to soften the impact of the development and enhance its visual quality. The layout is therefore considered satisfactory.
133. The building would have an L shape plan form where the eastern wing would run at right angles to the Airspace building and the western wing would run parallel to the Airspace building.
134. The design of the building would be modern and contemporary. It would be fairly simple in its overall character and appearance but would comprise additional features to reflect a plane and the use of the site as an airfield. These include a curved roof and end to reflect the curves of the adjacent hanger, an entrance canopy to reflect a wing of a plane, horizontal glazing to reflect the windows of a plane and a fully glazed top floor to reflect the design of a control tower.
135. The materials of construction would comprise metal cladding in a palette of greys along with glazing and elements of blue on the brise soleil. The type of materials and colours would replicate the colours found on the Airspace building adjacent and are considered to be in keeping with the character and appearance of the modern buildings on the airfield.
136. The scheme was presented at the Design Enabling Panel at the pre-application stage and is now considered to address the original concerns. It is not considered necessary to present the application for a second time.

- 137. A condition would be attached to any consent to agree samples of materials to ensure that the development reflects existing palette of materials on the site.
- 138. The scheme is considered to be of high-quality design and make a positive contribution to the visual amenity of the area.
- 139. The proposal would therefore comply with Policies NH/2, HQ/1 and HQ/2 of the Local Plan.

Heritage Assets

- 140. The site is situated in the conservation area and comprises a number of listed buildings.
- 141. The Duxford Airfield was designated as a conservation area on 4 June 2007. It was designated as it is regarded as the finest and best preserved example of a fighter base representative of the period up to 1945 in Britain, with an exceptionally complete group of First World War technical buildings in addition to technical and domestic buildings typical of both inter-war Expansion Periods of the RAF. It also has important associations with the Battle of Britain and the American fighter support for the Eighth Air Force.
- 142. Its first use as a landing field for military flying was during the Military Manoeuvres of 1912. After the first German bomber raids on London in 1917 was apparent that the distribution of airfields away from the coast to form a defensive arc around the capital would be required. Construction of the Training Depot Station at Duxford started in October 1917 with the first units, including Americans, arriving in March 1918.
- 143. The central historic core of the site is considered the most significant part of the conservation area as it comprises three grade II* listed hangers that face the airfield to the south and the grade II listed Control Tower. In addition, it also includes the grade II* listed operations room along with 15 other grade II listed buildings.
- 144. The three grade II* listed World War 1 Hangers are described as follows: -

Group of three hangers built in 1917-18 to the War Office's Directorate of Fortifications and designed by Lieutenant-Colonel BHO Armstrong of the Royal Engineers.

They are listed for the following reasons: -

Architectural interest:

* as a rare First World War Hangar which remains largely unaltered since it was built as part of the original layout and design of the Training Depot Station;

* it was designed by Lieutenant-Colonel BHO Armstrong, considered to be the most important War Office architect of the First World War;

* its Belfast roof truss exemplifies the high standard of design achieved against the constraints in cost, efficiency and utility as demanded by the Air Ministry;

* the undivided interior allows for the full impact of its space and construction to be appreciated, with the military experience still being readily captured;

* the inter-war alterations to the annexes are significant in themselves as they illustrate how the hangar was modified to meet the threat posed by Germany's increasing air strength.

Historic interest:

* as an integral component of Duxford Airfield the finest and best-preserved example of a fighter base representative of the period up to 1945 in Britain;

* for Duxford's important association with the Battle of Britain and the American fighter support for the Eighth Air Force.

Group value:

* for its strong group value with the uniquely complete group of First World War technical and domestic buildings typical of both inter-war Expansion Periods of the RAF;

* for the surviving spatial and functional relationship between the hangar and the flying field which it served.

145. The grade Control Tower is described as follows: -

An airfield control tower, dating to 1942 and built by the Air Ministry's Directorate of Works and Buildings.

It is listed for the following reasons: -

Architectural interest:

* in spite of later alterations the tower continues to reflect its 1942 design.

Historic interest:

* it is one of the key buildings on Duxford Airfield which forms important physical evidence of the historic use of the airfield and more generally of the military forces deployed within the United Kingdom during the Second World War.

Group value:

* it is part of the important surviving ensemble of military airfield structures at Duxford airfield.

146. The American Air Museum to the west of the historic core has recently been grade II* listed. It is described as follows: -

Museum exhibition hall, built in 1995-1997 to the designs of Sir Norman Foster and Partners, with Ove Arup and Partners as consulting engineers and John Sisk and Son as main contractor. A contemporary war memorial sculpture entitled 'Counting the Cost' by Renato Niemis lines the ramped walkway leading to the main entrance.

Architectural interest

* Architect: as an outstanding, later-C20 building by one of England's most significant

and internationally acclaimed modern architects, one which illustrates how the practice put aside the exposed structural framing of its earlier work in favour of a curvilinear form which anticipates some of its later buildings;

* Technological innovation: its simple form belies the fact that it deploys an innovative construction geometry which, based on the rationalisation of a torus, allowed for the creation of a very efficient structure which was simple to manufacture and build;

* Design: as a powerful and striking design which illustrates Foster's devotion to the principles of architecture as an art form and his passion for flight; the curved concrete roof derived from the stressed skin structure commonly employed in aircraft construction, its toroidal geometry resembling the cockpit of a modern fighter jet and its buried form reminiscent of a Second World War blister hangar truly encapsulate his aeronautical metaphors in a dramatic but refined symbolic quality;

* Skilful planning: its internal planning and effective layout illustrates how Foster revolutionised the building's function to maximise the space available for exhibits and allow for a unique user experience;

* Landscape relationship: the use of the Second World War blister hangar metaphor is a significant contextual design feature for this historic airfield site, creating a wholly new yet recognisable building form that successfully connects the museum to its landscape setting.

Historic interest:

* for successfully combining an acknowledgement of the emergence and dominance of United States air power during the C20 with a powerful and evocative tribute to all the American servicemen who served out of British bases during the Second World War along with the 30,000 airmen who lost their lives, as exemplified by Renato Niemis' 'Counting the Cost' war memorial;

* as a purpose-built museum which was designed to accommodate the Imperial War Museum's collection of American combat aircraft, regarded as the most impressive group outside the United States;

* for Duxford's important association with the United States Army Air Forces Eighth Air Force 78th Fighter Group.

Group value:

* for its strong group value with the buildings and structures at former RAF Duxford, recognised as the finest and best-preserved example of a fighter base representative of the period up to 1945 in Britain, with four buildings listed at Grade II* and 38 at Grade II.

147. The Airspace Building to the north east of the site is not a listed building.
148. The siting of the development in the eastern zone of the site within the complex of existing modern buildings is considered appropriate as siting within the historic core of the site would result in substantial harm to the most significant part of the conservation area as part of the military experience of the Museum and the secure site. There are also no existing buildings on the site in an appropriate location outside the historic core that would be viable to use for this purpose.

149. The eastern part of the airfield has already been significantly altered by the construction of the M11 that is a modern intervention and separates the site from the surrounding countryside. This area comprises a number of more modern buildings including Airspace, Hanger 2, the Partner hangers and the Visitor Centre.
150. The main public views into the eastern part of the conservation area are from the M11, A505, Hunts Road and Grange Road.
151. When travelling along the M11 northbound, the existing long-distance views comprise the airfield and historic hangers to the west and a group of modern buildings to the east. The Airspace building dominates the view due to its siting closer to the road. The development would result in the loss of the eastern part of the Airspace building in this view as the new development would be sited to the eastern side of this building and behind the existing hangers. However, the original west elevation facing towards the airfield would be retained.
152. When travelling along the M11 northbound, the existing close views are mainly of the Partner hangers. The Airspace building is obscured from views until you are nearly level with that building and this is screened by a tree belt and views towards the airfield and countryside beyond are limited to very small section of the slip road. Whilst it is acknowledged that the development would be highly visible in these views, it should be noted that the views are passing views where you would need to turn away from the road and not main focal point views. The development is not considered to significantly change views into the conservation area across to the airfield and countryside beyond due to the limited nature of the view and direction of travel.
153. Views from the M11/A505 roundabout would also be very limited with the eastern elevation of the Airspace building representing the most dominant structure due to its siting and scale.
154. When travelling along the M11 southbound, views would be dominated by the Airspace Building.
155. When travelling along the A505 westbound, the existing long-distance views comprise the Airspace building, Partner hangers tree screening and countryside to the south. The Airspace building dominates the view. The development would result in the loss of the western part of the Airspace building in this view as the new development would be sited to the western side of this building to the side of the existing hangers. However, the original east elevation facing towards the road would be retained.
156. When travelling along the A505 westbound, the existing close views are mainly of part of the eastern elevation of the Airspace building, Partner hangers and tree screening. The development would have limited visibility from these views.
157. From Hunts Road leading to Duxford to the east, the mid-distance views are of the Airspace building and partner hangers. This is the view of the site where the development is considered to have the greatest impact. The hotel would be visible between the existing buildings and obscure the existing south elevation of the Airspace building. However, views of the eastern elevation would be retained. These views would not result in the loss of views into the conservation area of the airfield and countryside. Whilst it is acknowledged that the development would be fairly dominant in these views, it should be noted there is some screening along the road

and it would be passing views where you would need to turn away from the road and not a focal point.

158. From Grange Road in Duxford to the south, the long-distance views are of the whole airfield. The historic core is lower in scale than the American Air Museum and future large objects store at the western end and at the Airspace building at the eastern end. The development would result in the loss of the eastern part of the Airspace building from this view. However, the western elevation facing the airfield would remain along with views of the historic core of the site.
159. Consequently, the development is considered to result in less than substantial harm to views into the conservation area from surrounding public viewpoints.
160. Views from the historic core of the site in the conservation area and the setting of the listed buildings are currently towards Hanger 2, the visitor centre, the northern and western elevations of the Airspace building and Partner hangers.
161. The development would be sited a distance of 460 metres from the historic core of the conservation area and the grade II* listed Hanger 3 and separated by the non-listed Hanger 2 and part of the Airspace building. It is considered that very limited views of the development would be seen from the central part of the airfield and that the Airspace building would dominate the view. However, it is noted that views would become more apparent the further you travel to the east notwithstanding that these views would consist of the existing group of modern buildings. The development would not be visible from the American Air Museum that lies to the west of the historic core.
162. Consequently, the development is considered to result in less than substantial harm to views from the most significant part of the conservation area in the historic core and within the setting of the listed buildings. Views from the less significant part of the conservation area to the east and the listed Control Tower are less important and would not interrupt the most significant historic settings of these buildings towards the airfield and the relationship with the wider context of the site. This is likely to result in less than substantial harm.
163. The building would be sited back from the west elevation of the Airspace building when viewed from the airfield so this would be retained as the most visually prominent building in this part of the site. The scale of the building would also be subservient in height and footprint to the adjacent Airspace building.
164. Whilst it is acknowledged that the design of the building is more complex in terms of its design than the existing buildings on the airfield, it would replicate features commonly found within airfields to reflect the historic use of the site. It would not be possible to design a hotel without features such as glazing and subsequently some artificial lighting in order to ensure that it has a solely utilitarian appearance. In addition, not all areas are likely to be illuminated at the same time. The use of features such as the horizontal glazed windows to reflect a plane and a top floor which reflects a control tower is considered acceptable within this context. The sloping roof would not be visible from the historic core and the most significant part of the site.
165. A condition could be attached to any consent to ensure that the colour of the building is more appropriate to the existing buildings and ensure that it would not detract from the palette of colours on the site.

166. Given the conclusion that the development would result in less than substantial harm to heritage assets, any public benefits of the development need to be balanced against the harm. In this particular case, the importance of the site as a major tourist attraction is considered to attract significant weight in the decision-making process. Without this development, Duxford IWM would struggle to ensure that the existing site is maintained in the national interest. Commercial developments are required on the site to supplement the funding currently provided by the government.
167. In balancing the less than substantial harm against public benefits officers have had regard to the objections from the Historic Buildings Officer. Officers are also mindful, however, that Historic England are supportive of the proposal and have been engaged in the evolving Masterplan for IWM.
168. The site lies in an area of archaeological potential and close to a Scheduled Ancient Monument. An evaluation of the site is not considered necessary to be gain any new information not already known given its nature that is constrained by the motorway and airfield development. The development is not considered to harm archaeological interest and a condition is not required in relation to a further archaeological investigation of the site.
169. The proposal would therefore comply with Policy NH/14 of the Local Plan.

Trees and Landscaping

170. The site currently comprises a number of small trees and landscaping along the outer boundary of the site and within the grassed area on the site.
171. A Tree Survey and Arboricultural Impact Assessment was submitted with the application. 11 trees would be removed from the site that would include one category B tree (moderate quality) and 10 category C trees (low quality). 35 trees would be retained and protected that include one category A tree, 13 category B trees and 21 category C tree. The development is not considered to result in the loss of any trees that are important to the visual amenity of the area.
172. New landscaping would be provided within the site to compensate for the trees lost and enhance the quality of the development. The current landscape scheme is not supported due to types of the trees and position of planting within the parking areas.
173. However, it is considered that an acceptable scheme could be provided, and a condition would be attached to any consent to agree an appropriate strategy that responds to the local character of the area.
174. The visitor car park does not fall within the site area and is not required to be improved as part of the application.
175. The proposal would therefore comply with Policy NH/4 of the Local Plan.

Biodiversity

176. The site consists of habitats in the form of grassland, perennial vegetation, hard landscaping and small trees.
177. An Ecological Appraisal was submitted with the application. From the survey, no evidence of badgers, bats, birds, newts and reptiles were recorded on the site. Mitigation in the form of the removal of vegetation outside the bird breeding season,

any excavations deeper than 0.2 metres covered overnight or a means of escape provided to protect badgers and any vegetation kept at a height of 5cm to avoid reptiles colonising the site. The development is not considered to have an adverse impact upon protected species.

178. Biodiversity enhancement on the site would be achieved through planting native trees and shrubs.
179. Conditions would be attached to any consent in relation to a Construction Ecological Management Plan (CEcMP) to ensure adequate mitigation and enhancement together with a Landscape and Ecological Management Plan (LEMP) to ensure biodiversity on the site is maintained in the future.
180. The proposal would therefore comply with Policy NH/4 of the Local Plan.

Highway Safety

181. The access to the site is off the A505 which is a busy through road with a speed limit of 40 miles per hour. The current visitor entrance has a separate lane and traffic signals.
182. The development would increase traffic generation to the site. There are also a number of other developments in the area such as Genome Campus expansion, Sawston Trade Park that need to be taken into consideration when carrying out an assessment as to the impact of the development upon the capacity of the public highway.
183. The estimated number of trips calculated under TRICS during the am peak period (07.00 to 10.00) is 109 arrivals and 154 departures and in the pm peak period (16.00 to 19.00) is 139 arrivals and 130 departures. This result in 43 arrivals and 66 departures during the am peak hour (08.00 to 09.00) and 51 arrivals and 43 departures during the pm peak hour (17.00 to 18.00). Of the trips in the am peak hours, 38 arrival and 59 departures are by car and of the trips in the pm peak hours, 45 arrivals and 38 departures are by car. Currently there is very limited modes of travel to the site by public transport.
184. The existing traffic on the A505 junction to the IWM at the 2025 baseline is under capacity in the am and pm peak times. The proposed 2025 baseline with the addition of the development would result in the traffic on the A505 being under capacity in the am peak and very close to capacity in the pm peak. Overall, the development would not lead to the junction being over capacity and the impact would be very small. There are existing capacity issues on the A505 which can be reduced by effective travel planning. A condition would be attached to any consent to agree a travel plan to include the provision of a staff shuttle bus to contribute towards this aim.
185. The existing traffic on the M11 Junction 10 roundabout at the 2019 baseline is under capacity in the am and pm peak times. The 2020 baseline is under capacity in the am peak but over capacity in the pm peak. The 2020 baseline with the addition of the development would result in under capacity in the am peak and over capacity in the pm peak. The 2025 baseline is under capacity in the am peak and over capacity in the pm peak. The 2025 baseline with the addition of the development would be under capacity in the am peak and over capacity in the pm peak. The relative impact of the development would be small but the increase in traffic would increase the demand and queueing on the roundabout. To mitigate this issue, a condition would be attached to any consent to provide a keep clear area at the top of the M11

southbound slip road by the development to ensure that the roundabout can function more effectively and a commuted sum towards the maintenance of the 'keep clear area' on the roundabout to be secured through a Section 106 agreement. The contribution required is £2,380 every 5 years for a period of 20 years (4 times). This would result in a total contribution of £9,520. This sum required and period of time is considered reasonable based upon details of costs provided and that the Highways Authority would take on the maintenance after the 20 year period for its lifetime. The sum has been agreed by the applicant.

186. The design of the existing access accords with Local Highways Authority standards in terms of its width and visibility splays and no improvements are required as a result of the development.
187. Whittlesford Parkway Station is located approximately 2.5 km to the north east of the site that has a regular train service to Cambridge and London Liverpool Street. There is a shared footway/cycleway along the northern side of the A505 and access along Royston Road and Station Road West to the station.
188. The 7A bus stops outside the Duxford IWM visitor car park. It has a service every 1.5 hours Mondays to Saturdays to Whittlesford Parkway Station and Trumpington Park and Ride site. The Citi 7 bus also stops at Heathfield once a day.
189. The site is considered to be accessible by a variety of modes of transport by staff. However, this is more limited for visitors as they may have luggage that would prevent walking and cycling. The upgrading the footway is not justified for this size/type of development due to the modal split which states that there are no trips associated with sustainable modes. A condition would be attached to agree a travel plan to include a staff shuttle bus to encourage travel to the site by more sustainable modes of transport.
190. The measures suggested by Camcycle are also not justified as these measures are not required as a result of the development to make it acceptable in planning terms and are more for existing users or local users.
191. The hotel has a floorspace of 7,801 square metres.
192. C1 uses require 13 vehicle parking spaces per 10 guest bedrooms. The hotel has 168 bedrooms so this would result in a requirement for 218 vehicle parking spaces.
193. 96 vehicle parking spaces would be provided on the site that would include 6 disabled spaces and 14 spaces with electric vehicle charging points. In addition, 30 vehicle parking spaces would be provided in an overflow area. The conference centre has 80 spaces and the museum has 595 spaces.
194. A survey has been carried out of the car parks that has identified that they are not fully occupied on weekdays (18% left) or the weekend (10% left). The conference centre would provide 18 spaces in weekdays and 53 spaces at the weekend. This would provide additional vehicle parking to address the shortfall and the level of vehicle parking on the site is considered acceptable.
195. C1 uses require 1 cycle parking spaces per 2 staff working at the same time. The hotel would have 40 staff so this would result in a requirement for 20 cycle parking spaces.

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

Flood Risk

198. The site is located within flood zone 1 (low risk).
199. A Flood Risk Assessment, surface water design statement and calculations and a drainage layout plan has been submitted with the application.
200. The development is not considered to be at significant risk of flooding and the development is appropriate within the low risk flood zone. It is not sited close to any fluvial sources and groundwater is 7 metres below ground levels.
201. The development is not considered to increase the risk of flooding to the site and surrounding area. Surface water from the development is proposed to infiltrate into the ground through soakaways. On site filtration tests have been carried out to demonstrate that this is an acceptable method of drainage that meet sustainable drainage principles. Soakaways would provide water quality treatment to minimise pollution to groundwaters.
202. Conditions would be attached to any consent to secure a suitable surface water drainage scheme along with details of its long-term maintenance.
203. The development would therefore comply with Policies CC/7, CC/8 and CC/9 of the Local Plan.

Neighbour Amenity and Amenity of Future Occupiers

204. The development would be located adjacent to existing commercial buildings on the airfield. It is not considered to result in an unduly overbearing mass, significant loss of light, severe loss of privacy or unacceptable increase in the level of noise and disturbance to occupiers of the adjoining buildings given their uses.
205. Conditions would be attached to any consent in relation to a noise impact assessment for any plant and equipment, hours of use of site machinery and deliveries during construction,
206. The site is located adjacent to the M11 motorway and on an airfield. The adjoining uses are not considered to harm the occupiers of the hotel through an unacceptable level of noise and disturbance providing a condition is attached to any consent in relation to a noise insulation scheme.
207. The proposal would therefore comply with Policy HQ/1 of the Local Plan.

Other Matters

208. The site is located within the Duxford Airfield safeguarding zone. The development is not considered to result in a safety risk to aircraft taking off and landing at the site as it would not be directly within the line of approach to and the flightpath from the runway and would be lower in height than the existing Airspace building. A significant amount of research has recently been carried out by Duxford IWM to understand

movements to and from the airfield. The Civil Aviation Authority has been consulted but has not responded. It advises on its website that aerodrome safeguarding responsibility rests with the aerodrome licence holder/ operator and that it is not a statutory consultee for planning applications.

- 209. The security of the site is of significant importance to the museum. The hotel would be separated from the main site by a security fence and access to the hotel would be monitored through alterations to the access gate and control systems such as keycode entry. There would also be CCTV cameras.
- 210. The site is currently an airfield. Phase 1 and Phase 2 Land Contamination reports have been submitted with the application. The surveys have identified some contaminants on the site, but these will be removed as part of the development or covered by a parking area. The development is not considered to have an adverse impact upon human health.
- 211. The proposal would therefore comply with Policy SC/11 of the Local Plan.
- 212. A Sustainability Statement has been submitted with the application. Energy efficiency measures include building fabric with good thermal properties and solar controls, high efficiency lighting and mechanical ventilation. The renewable energy measures recommended for the development include combined heat and power and air source heat pumps. Water conservation measures include water meters, low flow fittings and rainwater harvesting. These measures are likely to be acceptable and meet the targets. Conditions would be attached to any consent to agree precise details of the renewable energy measures and water conservation strategy to ensure the targets are achieved.
- 213. The proposal would therefore comply with Policies CC/1, CC/3 and CC/4 of the Local Plan.

Planning Balance

- 214. The development as amended is, on balance, considered to reflect the particular needs and opportunities of the site and is considered to be complementary to the character, vitality and sustainability of the site as a branch of the Imperial War Museum. The development is not considered to adversely affect the character and appearance of the countryside and landscape character, trees and landscaping, biodiversity, highway safety, flood risk, or neighbour amenity. The development would result in less than substantial harm to heritage assets, but the public benefits of the scheme are considered to outweigh this harm. The development is considered to have a limited impact upon the viability of existing businesses. However, this would be outweighed in this case though the need to ensure that Duxford IWM is preserved for the future due to it being a major visitor and tourist attraction in the national interest.

Recommendation

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

Conditions

a) The development hereby permitted shall be begun before the expiration of 3 years from the date of this permission.

(Reason - To ensure that consideration of any future application for development in the area will not be prejudiced by permissions for development, which have not been acted upon.)

b) The development hereby permitted shall be carried out in accordance with the following approved plans: Drawing numbers 653-001 Revision F, 653-002, 653-010 Revision J, 653-011 Revision D, 653-013, 653-014 Revision K, 653-015 Revision K, 653-016 Revision E, 653-017 Revision D and 653-018 Revision D.

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

c) Prior to any development above slab level, samples of the materials to be used in the construction of the external surfaces of the buildings hereby permitted shall be submitted to and approved in writing by the Local Planning Authority. Development shall be carried out in accordance with the approved details. The materials should have toned down colours to reflect the existing buildings on the site.

(Reason - To ensure that the appearance of the site does not detract from the character of the area in accordance with Policy HQ/1 of the adopted Local Plan 2018.)

d) No development shall be occupied until there has been submitted to and approved in writing by the Local Planning Authority a plan indicating the positions, design, materials and type of boundary treatment to be erected. The boundary treatment shall be completed before the development is occupied in accordance with the approved details and shall thereafter be retained.

(Reason - To ensure that the appearance of the site does not detract from the character of the area in accordance with Policy HQ/1 of the adopted Local Plan 2018.)

e) No development shall be occupied until full details of soft landscape works have been submitted to and approved in writing by the Local Planning Authority. The details shall include specification of all proposed trees, hedges and shrub planting, which shall include details of species, density and size of stock. The soft landscape scheme shall include a hedge along the eastern boundary of the site adjacent to the M11 slip road.

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

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

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

g) If, during remediation or construction works, any additional or unexpected contamination is identified, then remediation proposals for this material should be

agreed in writing by the Local Planning Authority before any works proceed and shall be fully implemented prior to first occupation of the dwellings hereby approved. (Reason – To ensure that risks from land contamination to the future users of the land and neighbouring land are minimised, together with those to controlled waters, property and ecological systems, and to ensure that the development can be carried out safely without unacceptable risks to workers, neighbours and other offsite receptors in accordance with Policy SC/11 of the adopted South Cambridgeshire Local Plan 2018.)

h) No development shall take place (including demolition, ground works, vegetation clearance) until a Construction Ecological Management Plan (CEcMP) has been submitted to and approved in writing by the local planning authority. The CEcMP shall include the following.

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

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

(Reason - To minimise disturbance, harm or potential impact upon protected species in accordance with Policy NH/4 of the adopted Local Plan 2018 and their protection under the Wildlife and Countryside Act 1981.)

i) Landscape and Ecological Management Plan (LEMP) shall be submitted to, and approved in writing by, the local planning authority prior any development above slab level. The content of the LEMP shall include the following.

- a) Description and evaluation of features to be managed.
- b) Ecological trends and constraints on site that might influence management.
- c) Aims and objectives of management, including how positive gains in biodiversity will be achieved.
- d) Appropriate management options for achieving aims and objectives.
- e) Prescriptions for management actions.
- f) Prescription of a work schedule (including an annual work plan capable of being rolled forward over a five-year period).
- g) Details of the body or organisation responsible for implementation of the plan.
- h) Ongoing monitoring and remedial measures.

The plan shall also set out (where the results form monitoring show that conservation aims and objectives of the LEMP are not being met) contingencies and/or remedial action will be identified, agreed and implemented so that the development still delivers the fully functioning biodiversity objectives of the originally approved scheme. The approved plan will be implemented in accordance with the approved details.

(Reason - To minimise disturbance, harm or potential impact upon protected species in accordance with Policy NH/4 of the adopted Local Plan 2018 and their protection under the Wildlife and Countryside Act 1981.)

j) No above ground works shall commence until a surface water drainage scheme for the site, based on sustainable drainage principles, has been submitted to and approved in writing by the local planning authority. The scheme shall subsequently be implemented in accordance with the approved details before development is completed.

The scheme shall be based upon the principles within the agreed Surface Water Design Statement prepared by DJP Consulting Engineers Limited (ref: 19053) dated 25th September 2019 and shall also include:

- a) Full calculations detailing the existing surface water runoff rates for the QBAR, 3.3% Annual Exceedance Probability (AEP) (1 in 30) and 1% AEP (1 in 100) storm events.
- b) Full results of the proposed drainage system modelling in the above-referenced storm events (as well as 1% AEP plus climate change) , inclusive of all collection, conveyance, storage, flow control and disposal elements and including an allowance for urban creep, together with an assessment of system performance;
- c) Full details of the proposed soakaways.
- d) Details of overland flood flow routes in the event of system exceedance, with demonstration that such flows can be appropriately managed on site without increasing flood risk to occupants.
- e) Full details of the maintenance/adoption of the surface water drainage system.
- f) Measures taken to prevent pollution of the receiving groundwater and/or surface water.

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

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

k) Details for the long-term maintenance arrangements for the surface water drainage system (including all SuDS features) to be submitted to and approved in writing by the Local Planning Authority prior to the first occupation of any building. The submitted details should identify runoff sub-catchments, SuDS components, control structures, flow routes and outfalls. In addition, the plan must clarify the access that is required to each surface water management component for maintenance purposes. The maintenance plan shall be carried out in full thereafter.

(Reason - To ensure the satisfactory maintenance of drainage systems that are not publicly adopted, in accordance with the requirements of paragraphs 163 and 165 of the National Planning Policy Framework.)

l) No construction work and/or construction related dispatches from or deliveries to the site shall take place other than between the hours of 07.00 to 19.00 on Monday to Friday, 08.00 to 13.00 hours on Saturdays and no construction works or collection / deliveries shall take place on Sundays, Bank or Public Holidays unless otherwise approved in writing by the local planning authority.

(Reason – To protect the amenities of occupiers of the nearby buildings in accordance with Policy HQ/1 of the adopted Local Plan 2018.)

m) In the event of the foundations for the proposed development requiring piling, prior to the development taking place the applicant shall provide the local authority with a report / method statement for approval detailing the type of piling and mitigation measures to be taken to protect local residents noise and or vibration. Potential noise and vibration levels at the nearest noise sensitive locations shall be predicted in accordance with the provisions of BS 5528, 2009 - Code of Practice for Noise and Vibration Control on Construction and Open Sites Parts 1 - Noise and 2 -Vibration (or

as superseded). Development shall be carried out in accordance with the approved details.

(Reason – To protect the amenities of occupiers of the nearby buildings in accordance with Policy HQ/1 of the adopted Local Plan 2018.)

n) No development shall commence until a programme of measures to minimise the spread of airborne dust (including the consideration of wheel washing and dust suppression provisions) from the site during the construction period or relevant phase of development has been submitted to and approved in writing by the Local Planning Authority. Works shall be undertaken in accordance with the approved details / scheme unless the local planning authority approves the variation of any detail in advance and in writing.

(Reason – To protect the amenities of occupiers of the nearby buildings in accordance with Policy HQ/1 of the adopted Local Plan 2018.)

o) No development (including any pre-construction, demolition or enabling works) shall take place until a comprehensive construction programme identifying each phase of the development and confirming construction activities to be undertaken in each phase and a timetable for their execution submitted to and approved in writing by the Local Planning Authority in writing. The development shall subsequently be implemented in accordance with the approved programme unless any variation has first been agreed in writing by the Local Planning Authority.

(Reason – To protect the amenities of occupiers of the nearby buildings in accordance with Policy HQ/1 of the adopted Local Plan 2018.)

p) A further detailed noise assessment to be completed and a scheme be submitted for the insulation of the building(s) and/or associated plant / equipment or other attenuation measures as necessary, in order to minimise the level of noise emanating from the said building(s) and/or plant shall be submitted to and approved in writing by the local planning authority. The scheme as approved shall be fully implemented before the use hereby permitted is commenced and shall thereafter be maintained in strict accordance with the approved details.

(Reason – To protect the amenities of occupiers of the nearby buildings in accordance with Policy HQ/1 of the adopted Local Plan 2018.)

q) Prior to any development above slab level, a scheme for protecting the proposed hotel from noise from the road shall be submitted to and approved in writing by the Local Planning Authority and all works which form part of the approved scheme shall be completed before the development is occupied.

(Reason – To protect the amenities of the occupiers of the hotel in accordance with Policy HQ/1 of the adopted Local Plan 2018.)

r) Before the development hereby permitted is occupied, an assessment of the noise impact of plant and or equipment including any renewable energy provision sources such as any air source heat pump or wind turbine on the proposed and existing residential premises and a scheme for insulation as necessary, in order to minimise the level of noise emanating from the said plant and or equipment shall be submitted to and approved in writing by the local planning authority. Any noise insulation scheme as approved shall be fully implemented before the development hereby permitted is occupied and shall thereafter be maintained in strict accordance with the approved details and shall not be altered without prior approval.

(Reason – To protect the amenities of the occupiers of the hotel in accordance with Policy HQ/1 of the adopted Local Plan 2018.)

s) Prior to the occupation of the development an artificial lighting scheme, to include details of any external lighting of the site, floodlighting, security / residential lighting and an assessment of impact on any sensitive residential premises on and off site, shall be submitted to and approved in writing by, the Local Planning Authority. The scheme shall include layout plans / elevations with luminaire locations annotated, full isolux contour map / diagrams showing the predicted illuminance in the horizontal and vertical plane (in lux) at critical locations within the site, on the boundary of the site and at adjacent properties, hours and frequency of use, a schedule of equipment in the lighting design (luminaire type / profiles, mounting height, aiming angles / orientation, angle of glare, operational controls) and shall assess artificial light impact in accordance with the Institute of Lighting Professionals Guidance Notes for the Reduction of Obtrusive Light GN01:2011. The approved lighting scheme shall be installed, maintained and operated in accordance with the approved details / measures unless the Local Planning Authority gives its written consent to any variation.

(Reason - To protect the occupiers of nearby buildings from light pollution / nuisance and protect / safeguard the amenities of nearby residential properties in accordance with Policy HQ/1 of the adopted Local Plan 2018.)

t) Unless otherwise agreed in writing by the local planning authority, a Waste Management & Minimisation Strategy (WMMS), including the completed RECAP Waste Management Design Guide Toolkit and supporting reference material, addressing the management of municipal waste generation during the occupation stage of the development shall be submitted. No development shall be occupied until the strategy has been approved in writing by the Local Planning Authority and thereafter implemented in accordance with the approved details unless otherwise approved in writing by the Local Planning Authority and thereafter implemented in accordance with the approved details unless otherwise approved in writing by the Local Planning Authority.

The Waste Management & Minimisation Strategy (WMMS) must demonstrate how waste will be managed in accordance with the requirements of the RECAP Waste Management Design Guide Supplementary Planning Supplementary Planning Document 2012 and the principles of the waste hierarchy, thereby maximising waste prevention, re-use and recycling from domestic households and commercial properties and contributing to sustainable development. The WMMS should include:

- i. A completed RECAP Waste Management Design Guide Toolkit and supporting reference material
- ii. A detailed Waste Audit to include anticipated waste type, source, volume, weight etc. of municipal waste generation during the occupation stage of the development
- iii. Proposals for the management of municipal waste generated during the occupation stage of the development, to include the design and provision of permanent facilities e.g. internal and external segregation and storage of recyclables, non-recyclables and compostable materials; access to storage and collection points by users and waste collection vehicles
- iv. Arrangements for the provision, on-site storage, delivery and installation of waste containers prior to occupation of any dwelling
- v. Proposals for the design and provision of temporary community recycling (bring) facilities, including installation, ownership, on-going management and maintenance arrangements
- vi. Arrangements for the efficient and effective integration of proposals into waste and recycling collection services provided by the Waste Collection Authority
- vii. A timetable for implementing all proposals
- viii. Provision for monitoring the implementation of all proposals

The approved facilities shall be provided prior to the occupation, use or opening for business of any building that will be used for residential, commercial or employment

purposes and shall be retained thereafter unless alternative arrangements are agreed in writing by the local planning authority.

(Reason - To ensure that waste is managed sustainably during the occupation of the development in accordance with objectives of Policy P1/3 of the Cambridgeshire and Peterborough Structure Plan 2003.)

u) A Carbon Reduction Statement, which demonstrates that at least 10% of the developments total predicted carbon emissions will be reduced through the implementation of on-site renewable and/or low carbon energy sources, shall be submitted to and approved in writing by the local planning authority. The statement shall include the following details:

a) Full detailed design stage SBEM calculations demonstrating the total energy requirements of the whole development, set out in Kg/CO₂/annum based on a Part L Compliant Scheme.

b) A schedule of how the proposed on-site renewable and/or low carbon energy technologies will impact on the carbon emissions presented in (a) above.

The proposed renewable energy technologies shall be fully installed and operational prior to the occupation of any approved buildings and shall thereafter be maintained in accordance with a maintenance programme, which shall be submitted to and agreed in writing by the local planning authority.

(Reason - In the interests of reducing carbon dioxide emissions (South Cambridgeshire Local Plan policy CC/3).

v) The development shall not be occupied until a final Certificate has been issued a which demonstrates a minimum water efficiency standard equivalent to the BREEAM standard for 2 credits for water use levels unless demonstrated not practicable.

(Reason - In the interests of reducing carbon emissions and promoting principles of sustainable construction and efficient use of buildings in line with policies CC/1, CC/4 and CC/6 of the adopted Local Plan 2018.)

w) Prior to the occupation of the development, a Low Emission Strategy should be submitted and approved by Local Authority. LES should demonstrate that adequate measures for sustainable transport are considered for the proposed development in accordance with current council policy for a development of this size.

(Reason - In the interests of reducing impacts of developments on local air quality and encouraging sustainable forms of transport in accordance with Policy SC/12 Air Quality and Policy TI/2 Sustainable Travel of the adopted Local Plan 2018 and the National Planning Policy Framework NPPF 2018).

x) Prior to any development above slab level, a scheme for the provision and location of fire hydrants to serve the development to a standard recommended by the Cambridgeshire Fire and Rescue Service has been submitted to and approved in writing by the Local Planning Authority. The development shall not be occupied until the approved scheme has been implemented.

(Reason - To ensure an adequate water supply is available for emergency use.)

y) Prior to the occupation of the hotel or a timetable submitted to and agreed in writing with the Local Planning Authority, Keep Clear road markings or an equivalent measure shall be installed on the circulatory carriageway of M11 junction 10 where it connects with the M11 southbound off slip to the satisfaction of the planning authority in consultation with the local highway authorities.

(Reason - To ensure that the M11 motorway and connecting roads at Junction 10 continue to serve their purpose as a part of a national system for through traffic in accordance with Section 10 of the Highways Act 1980, and to satisfy the reasonable requirements of road safety.)

z) The development shall not be occupied until a Travel Plan for both staff and visitors has been submitted to and approved in writing by the Local Planning Authority. The Plan shall include a staff shuttle bus and shall be implemented in accordance with the approved details.

(Reason - To reduce car dependency and to promote alternative modes of travel in accordance with Policy TR/3 of the adopted Local Development Framework 2007.)

ai) Prior to construction of the hotel and ancillary work, a construction management plan shall be agreed in writing with the planning authority. The plan should include measures to minimise traffic movements through the M11 Junction 10 at peak times (Reason - To ensure that the M11 motorway and connecting roads at Junction 10 continue to serve their purpose as a part of a national system for through traffic in accordance with Section 10 of the Highways Act 1980, and to satisfy the reasonable requirements of road safety.)

Informatives

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

b) There shall be no burning of any waste or other materials on the site, without prior consent from the environmental health department.

c) To satisfy the Commercial Use Operational Noise Impact/Insulation condition, the noise level from all powered plant, vents and equipment, associated with this application that may operate collectively and having regard to a worst case operational scenario (operating under full power / load), should not raise the existing lowest representative background level dB LA90,1hr (L90) during the day between 0700 to 2300 hrs over any 1 hour period and the existing lowest background level dB LA90, 15mins (L90) during night time between 2300 to 0700 hrs over any one 15 minute period by more than 3 dB(A) respectively (i.e. the rating level of the plant needs to match or be below the existing background level), at the boundary of the premises subject to this application (or if not practicable at a measurement reference position / or positions in agreement with the LPA) and having particular regard to noise sensitive premises. The appropriate correction factors need to be applied to any characteristic acoustic features in accordance with BS4142 2014.

d) This is to guard against any creeping background noise in the area and to protect the amenity of the area, preventing unreasonable noise disturbance to other premises.

e) To demonstrate this requirement, it is recommended that the agent/applicant submits a noise prediction survey/report in accordance with the principles of BS4142: 2014 "Method for rating industrial noise affecting mixed residential and industrial areas" or similar. In addition to validate /verify any measured noise rating levels, noise levels should be collectively predicted at the boundary of the site having regard to the nearest residential premises.

f) Such a survey / report should include: a large scale plan of the site in relation to neighbouring noise sensitive premises; with noise sources and measurement /

prediction points marked on plan; a list of noise sources; details of proposed noise sources / type of plant such as: number, location, sound power levels, noise frequency spectrums, noise directionality of plant, noise levels from duct intake or discharge points; details of noise mitigation measures (attenuation details of any intended enclosures, silencers or barriers); description of full noise calculation procedures; noise levels at a representative sample of noise sensitive locations (background L90) and hours of operation. Any report shall include raw measurement data so that conclusions may be thoroughly evaluated, and calculations checked. Any ventilation system with associated ducting should have anti vibration mountings.

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

h) The granting of this planning permission does not in any way indemnify against statutory nuisance action being taken should substantiated complaints within the remit of part III of the Environmental Protection Act 1990 be received

Background Papers:

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

- South Cambridgeshire Local Plan 2018
- South Cambridgeshire Supplementary Planning Documents
- File references S/2896/19/FL

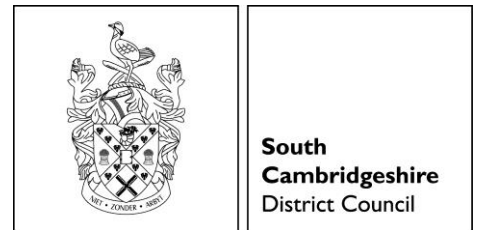
Report Author:

Karen Pell-Coggins
Telephone Number:

Senior Planning Officer
07704 018456

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Agenda Item 6



9 June 2021

Report to: South Cambridgeshire District
Council Planning Committee

Lead Officer: Joint Director of Planning and Economic Development

20/05250/OUT– Linton / Linton (35 Balsham Road, Linton, Cambridge, Cambridgeshire, CB21 4LD)

Proposal: Outline planning application for the erection of a single self-build dwelling with all matters reserved.

Applicant: South Cambridgeshire District Council

Key material considerations:

- Principle of Development
- Highways

Date of Member site visit: None

Is it a Departure Application: No

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

Application brought to Committee because: The site is owned by South Cambridgeshire District Council

Presenting officer: Jane Rodens, Senior Planning Officer

Executive Summary

1. This application seeks outline planning permission of one self-build dwelling, all matters are reserved, the proposal site is in the Development Framework of Linton.
2. Objections have been received from Linton Parish Council and they have recommended that the application to be called before Planning Committee if the Planning Officers are recommending approval. The application site is also owned by South Cambridgeshire District Council.
3. The application is being recommend for approval by Planning Officers.

Relevant planning history

4. SC/0501/66/ - GARAGE AND ACCESS GARAGE .0029 ACRES GROUND .098 ACRES – Permitted

Planning policies

National Guidance

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

South Cambridgeshire Local Plan 2018

6. S/1 Vision
S/2 Objectives of the Local Plan
S/3 Presumption in Favour of Sustainable Development
S/7 Development Frameworks
S/9 Minor Rural Centres
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
HQ/1 Design Principles
H/8 Housing Density
H/9 Housing Mix
TI/2 Planning for Sustainable Travel
TI/3 Parking Provision
TI/8 Infrastructure and New Developments
TI/10 Broadband

South Cambridgeshire Supplementary Planning Documents (SPD)

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

Consultation

8. Further consultations where undertaken through the progression of the application, where additional comments were made or they differ from the first comments they are included below.
9. **Parish Council:** “ Linton Parish Council recommends refusal of this application support the application but request that concerns be raised regarding the shared access which could cause legal disputes in the future. Also, the safety aspects regarding the 11kD sub-station being in close proximity were raised and the suggestion of installing GRP protection over the sub-station should be considered for safety of residents and pedestrians.

Linton Parish Council Decision: Support do not refer this to the District Council Full Planning Committee”

10. Further comments received
Linton Parish Council Comments(LPC): LPC would like to update their previous decision to object to the application.

Previous comments apply.

There are Velux windows on the adjacent property, not shown on the plan, which would potentially be overlooked. Due to the proposed position of the building there would be negative impact on both privacy and light. Construction nuisance such as noise, dust and heavy vehicles visiting the site would need to be addressed with due consideration, as there is a childcare facility in the neighbouring property.

The position of the building, a two-storey house, with windows at the rear will result in overlooking of the neighbouring property. It was discussed that a bungalow would be a preferred option.

LPC Decision: Object and do refer this to the District Council Full Planning Committee

11. Further comments received

“Decision to object and refer was made at the Ex-Ord Planning meeting held on Monday 12th April 2021, still stands (submitted to GCSP on 14th April 2021).

Additional comments to be submitted:

- A GRP glass fibre enclosure for the electricity substation is recommended. LPC Decision: Object and do refer this to the District Council Full Planning Committee.”

“Previous comments from LPC included potential for overlooking, loss of privacy (widows in adjacent property), safety (junction box) potential for dispute over shared driveway, danger/inconvenience to Childcare group during building, etc.

The amendment proposes plastic resin bound material for the driveway. Due to the fall of the ground, and known issues with surface water in this area, LPC suggest that a permeable surface (but one which will not spread off site) is used to limit surface water run-off from site.

Visibility splays to meet Highways requirements.

Linton Parish Council Decision: Object and do refer this to the District Council Full Planning Committee”

12. **Cambridgeshire County Council Highways:** There is no objection to the application subject to the following conditions:
 - Pedestrian visibility splays
 - Proposed drive way
 - Construction of the driveway
 - Access
 - Vehicle access to the site
 - Traffic management plan

Representations from members of the public

13. There have been a number of letters of objection and support received on this application. All comments can be found on the Councils website in full, a summary of the comments are below:
14. **Objections** – three letters, further comments where received to further consultations by the same third parties and therefore included below.
 - There are concerns in regards of the several high voltage cables that run under the site and the location of the sub station at the front of the site makes the location of the dwelling unacceptable.
 - The additional use of the access and the new dwelling will impact the safety of the children in the adjacent childminding business. This includes the dropping off and the picking up of children during peak times.
 - The shared access will not be acceptable for the delivery of lorries and materials, the increase of its use would increase the amount of traffic and make the road unsafe, on the location of the bend.

- The increase in the use of the access would impact on no.35 Balsham Road, this will impact the current residents in the dwelling. Also the proposed location of the building will impact on the light to the neighbouring dwelling. There is already a fence that blocks out the light.
- The location of the dwelling would put it out of line with the other properties that are along Balsham Road.
- The dwelling is close to the boundary with other properties and therefore would impact on light and privacy.

The site and its surroundings

15. The proposal site is located in the Development Framework of Linton.
16. The site contains an area of parking and mown grass and parking that is associated with No. 35 Balsham Road.
17. To the north of the site is the dwelling of no.1 Rivey Close which is also a Day Care Centre. To the south of the site is No. 35 Balsham Road (dwelling) and to the west of the site is no.24 Rivey Way.
18. To the east of the site is a Sub Station and the junction of Balsham Road and Rivey Close. This is the access that is to be used and is the current access to No. 35 Balsham Road.

The proposal

19. The proposal is for the development of one self-build market dwelling, the application is for outline permission with all matters reserved.
20. As this application is for an outline permission, the drawings that have been submitted for the design and location of the dwelling are indicative.
21. The plans indicate one detached two storey dwelling that is set back and accessed from Balsham Road. The access to no.35 Balsham Road, is also to be used for the proposed dwelling. There is to be an area of parking to the front of the site and an amenity area to the rear.

Planning assessment

22. The key considerations in this application are:
 - Principle of Development
 - Highways

Planning balance and conclusion

Principle of Development

23. This application is located in a Development Framework Boundary of Linton as defined by Policies S/7 and S/9 of the adopted South Cambridgeshire District Council Local Plan 2018 and therefore is located in a sustainable location.
24. Policy S/9 of the adopted South Cambridgeshire District Council Local Plan 2018 states that residential development will be permitted in the Development Framework where it is up to 30 Dwellings.
25. As this application is for one dwelling that is considered to be acceptable in Principle, subject to material planning considerations, which are to be discussed below. The application is therefore in accordance with Policies S/7 and S/9 of the adopted South Cambridgeshire District Council Local Plan 2018.

Housing Density and Housing Mix

26. Policy H/8 of the adopted South Cambridgeshire District Council Local Plan 2018 states that development in Minor Rural Centres (part a) will be 30 dwellings per hectare.
27. The current density is 23 dwellings per hectare, as it is less than the 30 dwellings per hectare as per part a) of the policy, this one additional dwelling would not increase the density beyond part a) of the policy.
28. On that basis it is considered that this is acceptable and meets the requirements of Policy H/8 of the adopted South Cambridgeshire District Council Local Plan 2018.
29. This is for a self build dwelling and all matters have been reserved in the application, It is indicated in the application form that there are to be three bedrooms. However, there are no firm details of the amount of bedrooms in the property, as there are no floor plans.
30. On the basis of three bedrooms it is considered that this would be reflective of the other properties in the area and therefore acceptable and in accordance with Policy H/9 of the adopted South Cambridgeshire District Council Local Plan 2018.

Character and Design

31. This application has been submitted as a Outline application with all matters reserved. Therefore on that basis it is considered that there are no comments to make on the design of the application.

32. It is recommended that the applicant is reminded that in any Reserved Matters application that the design of the dwelling is to be reflective of the rest of the street, this is both in bulk and scale of the dwelling. The materials are to match the neighbouring properties. The location of the dwelling within the plot is to be reflective of the character of the area also.

Residential Amenity

33. In regards of residential amenity of both of the future residents of the site and the neighbouring residents, it is considered that there would be minimal harm.
34. No details have been provided on the design of the dwelling and the location of any potential windows, this would be considered at the reserved matters application. This would need to be in accordance with Policy HQ/1 of the adopted South Cambridgeshire District Council Local Plan 2018 and paragraph 127 of the NPPF.
35. In regards of overshadowing and any over bearing issues, these would also be considered in the reserved matters application. This new dwelling is located to the north of No. 35 Balsham Road. Therefore there would be no impact in regards of the loss of light. In regards of overbearing, this would depend on the location of the dwelling on the site.
36. In regards of the impact on no.1 Rivey Close, the loss of light would depend on the location of the dwelling within the site. There are rooflights on the southern flank single storey element of the dwelling, the location of the dwelling may have an impact on these roof lights, but that would be determined on the Reserved Matters application.
37. To the east of the site a Sub Station, a concern has been raised by the Third Parties and the Parish Council in regards of the noise and the suitability of a dwelling in this location. It is therefore recommended that a condition is applied to the application to ensure that a noise report is submitted as part of the Reserved Matters application to mitigate any harm identified between the two uses.
38. It has been suggested by the Parish Council that a material is placed over the substation, as this is located outside of the redline plan and not in the applicants ownership this would not be reasonable under this permission to carry out.
39. In regards of the location of the dwelling, and the potential cables from the substation. It would be up to the developer of the site to ascertain the relevant permissions to build over the cables.

Highway Safety and Parking Provision

40. It is proposed that this new dwelling would be using the same vehicle access as no.35 Balsham Road, which is via a dropped kerb to the east of the site. There are proposed to be two parking spaces to the north of the access, adjacent to the boundary with no.1 Rivey Close. As these parking spaces are not part of the

outline they are indicative, and would be considered at any Reserved Matters applications.

41. During the progression of the application a further drawing was submitted to overcome the Local Highways Authority objection to the application and concerns that had been raised.
42. The Local Highways Authority has commented on the application and the new information and have recommended the following conditions on the application.
 - Pedestrian visibility splays
 - Proposed drive way
 - Construction of the driveway
 - Access
 - Vehicle access to the site
 - Traffic management plan
43. Therefore on that basis it is considered that there would be no harm to the local highway network, and subject to the conditions that are being recommended the additional use of the access would be acceptable.
44. Concerns have been raised from the third party representations in regards of the intensification of the access and the impact that this would have on the road and the impact on the childminding business during pick up and drop off.
45. The Local Highways Authority do not have concerns on the impact that the dwelling would have on the intensification of the access the surrounding network, they have considered that subject to the conditions that this would be acceptable.
46. In regards of the impact on the childminding business in regards of the vehicle traffic it is considered that there would be minimal harm. The site access is separate and there is a current boundary treatment which separate the two uses.
47. The Local Highways Authority have recommended a condition on the application for a traffic management plan, this will control the times of deliveries to the site, as raised as a concern by the third party representations.
48. The Parish Council has raised concerns about the material of the access, the condition has been recommended by the Local Highways Authority in regards of the material to be bound. It is recommended that this condition is changed, to prior to the instillation of a new surfacing material in relation to the access as indicated on the submitted plan, this is to be submitted to and agreed with the Local Planning Authority.

Other matters

49. Policies CC/3 requires that a scheme for renewable energy is submitted, Policy CC/4 required that water efficiency measures are imposed, and Policy TI/10 requires that infrastructure be imposed to create access to broadband internet respectively. None of this information has been provided at this stage is therefore

considered reasonable and necessary to impose conditions to require that the above policies are satisfied.

Conclusion

50. It is considered that the principle of the development is acceptable as it is within the Development Framework of Linton, it would not exceed the housing density or the housing mix of the area.
51. The design and location of the dwelling within the plot would be considered at the reserved matters application, as this application is for outline permission which all matters are reserved.
52. The Local Highways Authority has commented on the application and there are no objections to the proposal, subject to conditions.

Recommendation

53. Officers recommend that the Committee Approve the application, subject to the below conditions.

Background Papers

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

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

Report Author:

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

Recommended Conditions

Time limit

Application(s) for approval of the reserved matters shall be made to the Local Planning Authority before the expiration of three years from the date of this permission. The development hereby permitted shall be begun either before the expiration of three years from the date of this permission, or before the expiration of two years from the date of approval of the last of the reserved matters to be approved, whichever is the later.

Reason: In accordance with the requirements of Section 92 of the Town and Country Planning Act 1990 (as amended by Section 51 of the Planning and Compulsory Purchase Act 2004)

Reserved Matters

No development shall commence until details of the appearance, means of access, landscaping, layout and scale, (hereinafter called the 'reserved matters') have been submitted to and approved in writing by the Local Planning Authority. The development shall be carried out as approved.

Reason: This is an Outline permission only and these matters have been reserved for the subsequent approval of the Local Planning Authority.

Plans

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

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

Noise report

No development shall take place until a scheme for protecting the proposed dwellings from noise from the adjacent sub station has been submitted to and approved in writing by the Local Planning Authority. All works which form part of the scheme shall be completed before the first occupation of any of the relevant dwellings.

Reason - To ensure a satisfactory level of amenity for future occupants in accordance with Policy HQ/1 of the adopted South Cambridgeshire District Council Local Plan 2018.

carbon emissions

No development above slab level shall take place until a scheme has been submitted that demonstrates a minimum of 10% of carbon emissions (to be calculated by reference to a baseline for the anticipated carbon emissions for the property as defined by Building Regulations) can be reduced through the use of on-site renewable energy and low carbon technologies. The scheme shall be implemented and maintained in accordance with the approved details prior to the occupation of the dwelling.

Reason – In accordance with policy CC/3 of the South Cambridgeshire Local Plan 2018 and paragraphs 148, 151 and 153 of the National Planning Policy Framework 2018 that seek to improve the sustainability of the development, support the transition to a low carbon future and promote a decentralised, renewable form of energy generation.

water efficiency consumption

The dwelling hereby approved shall not be occupied until the minimum water efficiency consumption of 110 litres use per person per day, in accordance with Part G of the Building Regulations 2010 (as amended 2016) has been complied with.

Reason - To improve the sustainability of the dwelling and reduce the usage of a finite and reducing key resource, in accordance with policy CC/4 of the south Cambridgeshire Local Plan 2018.

Wi-Fi

The dwelling hereby approved shall not be occupied until the dwelling to be occupied has been made capable of accommodating Wi-Fi and suitable ducting (in accordance with the Data Ducting Infrastructure for New Homes Guidance Note) has been provided to the public highway that can accommodate fibre optic cabling or other emerging technology, unless otherwise agreed in writing with the Local Planning Authority.

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

Traffic management plan

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

- (i) Movements and control of muck away lorries (all loading and unloading shall be undertaken off the adopted 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

Pedestrian visibility splays

Two pedestrian visibility splays of 2m x 2m shall be provided each side of the vehicular access measured from and along the highway boundary as shown on drawing number: SBA-XX-ZZ-DR-A502-F. Such splays shall be within the red line of the site and shall thereafter be maintained free from obstruction exceeding 0.6m above the level of the adopted public highway.

Reason: In the interests of highway safety.

Proposed drive way

The proposed drive way 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 as shown on drawing number: SBA-XX-ZZ-DR-A502-F. Please note that the use of permeable paving does not give the Highway Authority sufficient comfort that in future years water will not drain onto or across the adopted public highway and physical measures to prevent the same must be provided.

Reason: for the safe and effective operation of the highway

Construction of the driveway

Prior to the instillation of a new surfacing material in relation to the access as indicated on the submitted plan, this is to be submitted to and agreed with the Local Planning Authority

Reason: in the interests of highway safety

Access

The access shall be a minimum width of 5m, for a minimum distance of 5m measured from the near edge of the highway boundary.

Reason: In the interests of highway safety.

Vehicle access to the site

Prior to the first occupation of the development sufficient space shall be provided within the site to enable vehicles to:

- a) enter, turn and leave the site in forward gear
- b) park clear of the public highway
- c) the applicant must show the dimensions for the proposed car parking spaces, which should be 2.5m x 5m with a 6m reversing, space.

The area shall be levelled, surfaced and drained and thereafter retained for that specific use.

Reason: In the interests of satisfactory development and highway safety

Informative

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

Agenda Item 7

SOUTH CAMBRIDGESHIRE DISTRICT COUNCIL

REPORT TO:	Planning Committee	9 June 2021
AUTHOR/S:	Joint Director for Planning and Economic Development	

Application Number:	21/00512/FUL
Parish:	Bassingbourn-cum-Kneesworth
Proposal:	Change of use to a village hall including social activities and as a base for the parish council. Ancillary uses include as a community library and for health, education and indoor exercise
Site address:	The Limes Community Centre, High Street, Bassingbourn Cum Kneesworth
Applicant:	Mrs Valerie Tookey, Bassingbourn-cum-Kneesworth Parish Council
Recommendation:	Approval
Key material considerations:	Principle of Development Highway safety and parking provision Residential amenity
Committee Site Visit:	None
Departure Application:	No
Presenting Officer:	Richard Fitzjohn (Senior Planning Officer)
Application brought to Committee because:	The application is for a minor development relating to land owned by South Cambridgeshire District Council and a representation has been received against the proposal
Date by which decision due:	12 June 2021

Executive Summary

1. The approved use of the building is a communal facility for sheltered housing residents, though it is understood that the building has also been used for a number of years as a community library and for hire to a variety of village groups including the Parish Council for meetings. The application seeks full planning permission for the change of use of the building to a village hall, which would provide social activities, a base for the Parish Council, and ancillary uses as a community library and for health, education and indoor exercise.

2. Officers consider that the principle of development within the established development framework is acceptable and that the proposed development would have acceptable impacts in respect of residential amenity and highway safety and parking provision. However, an objection has been received from the Local Highway Authority stating that the application is not supported by sufficient highways or transport information to demonstrate that the proposed development would not be prejudicial to the satisfactory functioning of the highway.
3. Officers consider that, subject to conditions, the proposed development accords with national and local planning policies and guidance.
4. The application is before Planning Committee as the application is for a minor development relating to land owned by South Cambridgeshire District Council and a representation has been received against the proposal.

Site and Surroundings

5. The site is located within the development framework and conservation area of Bassingbourn Cum Kneesworth. The established planning use of the site is as communal facilities in association with The Limes Sheltered Housing Estate.

Planning History

6. S/0317/95/F - Change of use of school to communal facilities – Approved 8th March 1995.

Planning Policies

7. **National Guidance**
National Planning Policy Framework 2019 (NPPF)
National Planning Practice Guidance (NPPG)
National Design Guide (NDG)
8. **South Cambridgeshire Local Plan 2018**
S/3 Presumption in Favour of Sustainable Development
S/7 Development Frameworks
HQ/1 Design Principles
NH/14 Heritage Assets
SC/10 Noise Pollution
TI/2 Planning for Sustainable Travel
TI/3 Parking Provision
9. **South Cambridgeshire Supplementary Planning Documents (SPD)**
Sustainable Design and Construction – Adopted January 2020
District Design Guide – Adopted 2010

Consultations

10. County Councillor, Melbourn and Bassingbourn Division, Susan van de Ven:

"I would like to offer my strongest support for this planning application, The Limes Communal Rooms Bassingbourn, change of use to a village hall and as a base for the parish council.

Bassingbourn is a large village with primary and secondary schools, health and dental services, shops and pub, and a relatively good bus service – but notable for the absence of a village hall. This planning application offers a unique opportunity for a village hall in a proven optimum village centre location.

Some years ago, when the Melbourn Library Access Point was housed in an end-of-life portacabin on the Melbourn Village College site, consideration of a new site took on board learning from the successful example of Bassingbourn. It was well known that the move of the Bassingbourn Library Access Point from the Village College to the Limes Communal Room, in a prime High Street location, had been the catalyst for a significant uptake in use. This was a key factor in the choice of location for the Melbourn LAP at a new Melbourn Hub, in a walkable and visible High St location. The Melbourn LAP has gone from strength to strength and has helped to form part of a vibrant new community centre – something ready to be replicated in Bassingbourn, and it has been good to see continuous sharing of ideas and experience between the villages.

The proposal for the addition of a parish council office makes eminent sense and will help make the parish council accessible to the public, and offer much needed space to a busy parish council serving a large community. Again, this follows examples of success elsewhere, including Melbourn and Gamlingay.

Bassingbourn has a strong walking and cycling culture, as evidence by a recent village cycling survey and by a particularly energetic campaigns to promote walking to school. Most recently this has been supported by the County Council's Emergency Active Travel Fund bid. The village bus service, only this month established on a commercial basis and with the a stop restored for its North End neighbourhood, once again provide a direct public transport link to the proposed site. Indeed, the trend in all parts of the village is to discourage car use in favour of active and sustainable transport, good for the environment and very much in keeping with the County Council's Public Health campaign for active travel.

It is difficult to see another equally good opportunity for a village hall for Bassingbourn, and I hope very much that this opportunity will be seized. There will be much work ahead but there is an obvious head of steam and a strong sense of interest and commitment from the community to see the project to fruition.

11. Bassingbourn-cum-Kneesworth Parish Council:

Support the application.

12. Conservation Officer:

There are no material conservation issues with this proposal.

13. Local Highway Authority (Comments received 28.05.2021):

The Highway Authority requests that the above planning application be refused in its present format for the following reasons:

The application is not supported by sufficient highways or transport information to demonstrate that the proposed development would not be prejudicial to the satisfactory functioning of the highway.

1)The surveys submitted do not show the location of the parked vehicles within the public adoptable highway to ascertain the volume of on street vehicle parking by residents at present. This was requested within the previous highway comments.

2) The Local Highway Authority is unable to take the following locations into consideration as these areas are not adopted public highway and no evidence has been made available within the submitted information to confirm that the applicant has permission from the land owner that the parking areas would be available for The Lime Community Centre at all times and in perpetuity - Location 2 Limes Rear 4 spaces, Location 3 Car park rear Spring Lane 20 spaces and Location 4 Surgery 4 spaces.

3)The application is not supported by sufficient transport information to demonstrate that the proposed development would not be prejudicial to the satisfactory functioning of the highway. Within the submitted information Appendix 2 – shows a 1km radius (as the crow flies) of The Limes (expected new users). The Local Highway Authority requires that Lambeth Methodology Surveys be utilised in this situation due to the proposal requiring a total reliance upon on street parking. For example a 200 metre walk from site parking survey – this is the agreed one minute walk for residents or visitors parked vehicles and not 1km as shown.

Request that information showing the above requirements is submitted to the Local Highway Authority for approval prior to determination of the application.

Local Highway Authority (Comments received 26.03.2021):

Recommend refusal of the application for the following reason:

- The application is not supported by sufficient highways or transport information to demonstrate the proposed development would not be prejudicial to the satisfactory functioning of the highway.

The Local Highway Authority requested extended parking surveys are carried out within the surrounding area and that the surveys show the location of the parked vehicles within the adopted public highway to ascertain the volume of on street vehicle parking by residents at present.

The Local Highway Authority stated that further consideration would be given to the proposal upon receipt of a Transport report, which will generally include an appraisal of existing conditions and the proposed development.

14. Environmental Health:

No comments to make.

REPRESENTATIONS

15. Neighbours / third parties - 28 representations received, all in support of the application for the following summarised reasons:

- Support the change of use.
- Central position in village aids sustainable travel and carbon neutral aims.
- The building is an asset to good health and wellbeing of the community.
- The building already accommodates a number of local events and groups.
- There is a need for this type of amenity / asset in the village.
- The building is important due to its history and the proposal will make good use of it.
- Great opportunity for village.
- There is nowhere else in the village to run activities. The proposed change of use could offer parishioners more.
- The proposal would enable The Limes to move forward as a genuine community asset and under stewardship of the Parish Council.
- The proposal will safeguard the community library which is a well used and important community resource.
- The village will benefit from communal space for local people and cut down on travel.

PLANNING CONSIDERATIONS

16. The key considerations relevant to the proposal relate to the principle of development, highway impacts and parking provision, and residential amenity impacts.

Principle of Development

17. The approved use of the building is a communal facility for sheltered housing residents and has also been used for a number of years as a community library and for hire to a variety of village groups including the Parish Council for meetings.

18. The most recent permitted use established through a planning permission was for 'Change of use of school to communal facilities', approved by planning permission S/0317/95/F on 8th March 1995.

19. Condition 2 of planning permission S/0317/95/F states:
"Notwithstanding the provisions of Article 3 Schedule 2 of the Town and Country Planning (General Permitted Development) Order 1995 (or any order revoking and re-enacting that order), the premises shall be used for communal facilities in association with The Limes Sheltered Housing Estate and for no other purpose (including any other purpose in Class D1 of the Schedule to the Town and Country Planning (Use Classes) Order 1987 or in any provision equivalent to that Class in any statutory instrument revoking or re-enacting that order). (Reason – To protect the amenities of adjoining residents and to safeguard the character of the area)."

20. The proposed use sought is as a village hall including social activities and as a base for the Parish Council, with ancillary uses as a community library and for health, education and indoor exercise.

21. Policy SC/3 of the South Cambridgeshire Local Plan 2018 relates to development proposals which would result in the loss of village services and facilities including buildings which provide community meeting places. The existing building is considered to fall within that category. The policy states that planning permission will be refused for proposals which would result in the loss of a village service, where such loss would

cause an unacceptable reduction in the level of community or service provision in the locality.

22. It is considered that the proposed change of use would provide a very significant contribution to the social amenity of the wider local population, providing a venue where a range of meetings and activities are provided for the local community and which can be hired out for community and other events. It is considered that the proposal would not result in the loss of a community facility, but instead would provide an alternative community facility which could be more widely used by the local community. It is therefore considered that the proposed change of use accords with policy SC/3 of the Local Plan and the principle of development is acceptable.

Highway safety and parking provision

23. Policy TI/2 of the Local Plan states that development must be located and designed to reduce the need to travel, particularly by car, and promote sustainable travel appropriate to its location, and that planning permission will only be granted for development likely to give rise to increased travel demands, where the site has (or will attain) sufficient integration and accessibility by walking, cycling or public and community transport.
24. Policy TI/3 of the Local Plan states that car parking provision should be provided through a design-led approach in accordance with the Council's indicative standards and that cycle parking should be provided to at least the minimum standards. In respect of the proposed use, the Council's indicative standards are:- 1 car parking space per 4 seats or per 8m² of floorspace, and 1 cycle parking space per 3 seats.
25. Furthermore, policy TI/3 states that car parking provision will take into consideration the site location, type and mix of uses, car ownership levels, availability of local services, facilities and public transport, and highway and user safety issues, as well as ensuring appropriate parking for people with impaired mobility.
26. The Local Highway Authority considers that the application is not supported by sufficient highways or transport information to demonstrate that the proposed development would not be prejudicial to the satisfactory functioning of the highway.
27. The Local Highway Authority's original consultation comments recommended refusal of the application for the following reason:
 - The application is not supported by sufficient highways or transport information to demonstrate the proposed development would not be prejudicial to the satisfactory functioning of the highway.
28. The Local Highway Authority's original consultation comments also requested extended parking surveys be carried out within the surrounding area and that the surveys show the location of the parked vehicles within the adopted public highway to ascertain the volume of on street vehicle parking by residents at present. The Local Highway Authority stated that further consideration would be given to the proposal upon receipt of a Transport report, which will generally include an appraisal of existing conditions and the proposed development.
29. The applicant has since carried out, and submitted to the Local Planning Authority, an extended parking survey and Transport Report which attempts to address the objection raised by the Local Highway Authority. These documents were accepted by the Local

Planning Authority and re-consulted with the Local Highway Authority during the course of this application.

30. The extended parking survey provides sample parking data for 7 different locations within the nearby surrounding area to the application site; the locations were to the front of The Limes, to the rear of The Limes, car park at the rear of Spring Lane, the Surgery, Knutsford Road (near High Street), Knutsford Road (adjacent to small green) and Spring Lane (opposite Elbourn Trust). The sample parking data has been collected on different days during the period of 1st April 2021 to 8th May 2021. The sample parking data was collected between 07:00-0800am over 11 days, between 12:00-14:00pm over 15 days, and between 21:00-22:00pm over 9 days.
31. The Transport Report provides an appraisal of existing conditions and the proposed development. This document provides information from the applicant regarding which existing activities within the building would continue and which new activities would likely take place if planning permission was to be granted for the change of use. The Transport Report also estimates, based on the likely type and frequency of activities to take place, the likely traffic increase generated by the proposed change of use. The applicants' Transport Report estimates that the proposed change of use would likely result in an increase in localised traffic by between 0.29% and 0.60%.
32. Following re-consultation with the Local Highway Authority, where the extended parking survey and Transport Report were considered, the Local Highway Authority maintains their objection to the application on the basis that they consider the application is not supported by sufficient highways or transport information to demonstrate the proposed development would not be prejudicial to the satisfactory functioning of the highway. The reasons for this, as given by the Local Highway Authority, are summarised below:
 - The surveys submitted do not show the location of the parked vehicles within the public adoptable highway to ascertain the volume of on street vehicle parking by residents at present.
 - The Local Highway Authority is unable to take the following locations into consideration as these areas are not adopted public highway and no evidence has been made available within the submitted information to confirm that the applicant has permission from the land owner that the parking areas would be available for The Lime Community Centre at all times and in perpetuity:- Location 2 (4 spaces at the rear of The Limes), Location 3 (20 spaces at car park rear of Spring Lane) and Location 4 (4 spaces at the Surgery).
 - The application is not supported by sufficient transport information to demonstrate that the proposed development would not be prejudicial to the satisfactory functioning of the highway. Within the submitted information Appendix 2 – shows a 1km radius (as the crow flies) of The Limes (expected new users). The Local Highway Authority requires that Lambeth Methodology Surveys be utilised in this situation due to the proposal requiring a total reliance upon on street parking. For example a 200 metre walk from site parking survey – this is the agreed one minute walk for residents or visitors parked vehicles and not 1km as shown.
33. However, the Limes is located centrally within the village and will provide a small local facility for the community. Due to its central location and proposed use, it is considered that a significant proportion of users of the building would travel by sustainable forms, i.e. walking or cycling. Furthermore, the proposed change of use would result in activities taking place within it which are similar in nature to those which already take

place in the building, therefore the proposed change of use is unlikely to result in a significant increase in travel demand beyond the existing and historic use, as highlighted within the applicants' Transport Report. Officers therefore do not consider that the additional information requested by the Local Highway Authority is a reasonable and necessary requirement for planning permission to be granted. Officers consider that the likely increase in localised traffic generation (estimated to be between 0.29% and 0.60%) and the increase in on-street parking, which would result from the proposed development, would have a very modest impact which would not be prejudicial to the satisfactory functioning of the highway, contrary to the view of the Local Highway Authority.

34. It is therefore considered that the proposed change of use promotes sustainable travel and would not result in any significant increase in on-street parking, whilst any impacts could be appropriately managed through compliance with the submitted Travel Plan which could be secured by a planning condition, in accordance with policies TI/2 and TI/3 of the Local Plan.

Residential Amenity

35. Policy HQ/1 of the South Cambridgeshire Local Plan 2018 requires proposals to protect the health and amenity of occupiers and surrounding uses from development which would create unacceptable impacts such as noise. Furthermore, policy SC/10 of the Local Plan states that planning permission will not be granted for development which has an unacceptable adverse impact on the indoor and outdoor acoustic environment of existing development.
36. The proposed change of use would result in activities taking place within it which are predominantly similar in nature to those which already take place in the building, though it is likely to result in the building being used for some events which could result in increase levels of noise and disturbance such as wedding receptions. However, the small size of the building restricts numbers of such event to approximately 35 people which would minimise the number and noise / disturbance impacts of such events likely to occur.
37. The application is supported by an 'Operational Noise Minimization Management Plan'. This plan includes a number of measures to minimise noise impacts which would result from the proposed use, including automatic door closers, doors and windows to remain closed during events, notices displayed within the building to advise users of the building to be mindful of neighbours, an allocated person responsible for ensuring compliance with the noise management plan, and hiring agreement terms and conditions which prevent noise and nuisance to neighbours. The 'Operational Noise Minimization Management Plan' also states that informal monitoring of noise will take place and a complaints procedure will be put in place.
38. Subject to conditions requiring accordance with the an 'Operational Noise Minimization Management Plan', providing appropriate noise mitigation measures such as keeping windows and doors closed during events with amplified noise, and restricting hours of events taking place, it is considered that the proposed use of the building would be acceptable and would not result in any significant adverse impacts to the residential amenity of neighbouring properties through noise and disturbance, in accordance with policies SC/10 and HQ/1 of the Local Plan.

Other matters

39. The proposal is for change of use only and does not include any external alterations to the building. The proposal would therefore not result in any harm to the character and appearance of the area, and would not result in any harm to the conservation area as agreed by the Conservation Officer consultation response. The proposal therefore has acceptable visual amenity and heritage impacts, in accordance with policies HQ/1 and NH/14 of the Local Plan.

Conclusion

40. Having regard to applicable national and local planning policies, and having taken all relevant material considerations into account, it is considered that planning permission should be granted in this instance.

Recommendation

41. That planning permission be granted subject to appropriate planning conditions:

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 following approved plans and documents:

- Location Plan (received 23.03.2021)
- The Limes/Old School Travel Plan (received 05.02.2021)
- Operational Noise Minimization Management Plan (Received 05.02.2021)

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 events shall take place within the building between the hours of 23:30 hours and 07:00 hours.

Reason - To protect the occupiers of adjoining dwellings from the effect of noise, in accordance with policies SC/10 and HQ/1 of the South Cambridgeshire Local Plan 2018.

- 4) The use of the building hereby approved shall adhere to the 'Operational Noise Minimization Management Plan' submitted with the application at all times.

Reason - To protect the occupiers of adjoining dwellings from the effect of noise, in accordance with policies SC/10 and HQ/1 of the South Cambridgeshire Local Plan 2018.

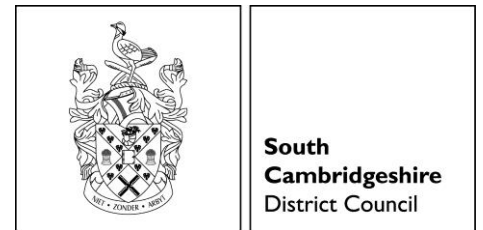
- 5) Any use of the building hereby approved, where a means of noise amplification is used, shall take place with all external doors and windows of the building closed and no amplified noise shall take place between 23:00 hours and 07:00 hours.

Reason - To protect the occupiers of adjoining dwellings from the effect of noise in accordance with policies SC/10 and HQ/1 of the South Cambridgeshire Local Plan 2018.

- 6) The 'Limes/Old School Travel Plan' shall be implemented and monitored as approved upon first occupation of the use of the building hereby approved and thereafter 12 monthly reviews shall take place, details of which shall be available for inspection by the Local Planning Authority within 7 days of request.

Reason: In the interests of encouraging sustainable travel to and from the site, in accordance with policies TI/2 and TI/3 of the South Cambridgeshire Local Plan 2018.

Agenda Item 8



9 June 2021

Report to: South Cambridgeshire District
Council Planning Committee

Director of the Greater Cambridge Planning Service.

Lead Officer:

20/05404/HFUL– Histon (24 Manor Park, Histon, CB24 9JT)

Proposal: Single storey rear extension and part conversion of redundant garage to form utility room

Applicant: Mr and Mrs Matthews

Key material considerations:

- Character and Appearance of the Area
- Residential Amenity
- Highway Matters

Date of Member site visit: N/A

Is it a Departure Application?: No

Decision due by: 31.03.2021

Application brought to Committee because: Applicant is a contractor working for South Cambridgeshire District Council.

Presenting officer: Charlotte Spencer

Executive Summary

1. The applications is brought to Committee because the application is a contractor working for South Cambridgeshire District Council.
2. The development accords with the South Cambridgeshire Local Plan (2018) as:
 - It would not result in adverse impacts upon the character and appearance of the local area in accordance with Policy HQ/1;
 - It would not result in significant harm to the amenities of neighbouring properties in accordance with Policy HQ/1;

- The proposal would accord with the parking provision requirements as set out in Policy TI/3.
3. Subject to conditions, the proposed development accords with national and local planning policies.

Relevant planning history

4. No planning history

Planning policies

5. National Guidance:
- National Planning Policy Framework 2019 (NPPF)
 - National Planning Practice Guidance (NPPG)
 - National Design Guide (NDG)
6. South Cambridgeshire Local Plan 2018:
- S/1 Vision
 - S/2 Objectives of the Local Plan
 - S/3 Presumption in Favour of Sustainable Development
 - S/7 Development Frameworks
 - HQ/1 Design Principles
 - TI/3 Parking Provision
7. South Cambridgeshire Supplementary Planning Documents (SPD)
- Sustainable Design and Construction – Adopted January 2020
 - District Design Guide – Adopted 2010
 - Histon and Impington Village Design Guide
 - Histon and Impington Neighbourhood Plan (Adopted May 2021)

Consultation

8. Parish Council:
All agreed to recommend refusal. This is based on the loss of amenity and loss of light to neighbouring property. Histon and Impington Parish Council recommend this does not need to be taken to committee.
9. Local Highways Authority:
No significant adverse effect upon the Public Highway should result from this proposal, should it gain benefit of Planning Permission.

Representations from members of the public

10. No neighbour representations received.

The site and its surroundings

11. The application relates to a two storey, semi-detached dwelling house located to the West of Manor Park. The brick and tile dwelling is set back from the road by an area of soft landscaping and hardstanding which provides space to park two cars within the curtilage of the dwelling. To the rear lies a garden area which acts as private amenity space for the occupiers of the dwelling.
12. The application property is attached to No.22 Manor Park to the North and shares a side boundary with No.26 Manor Park to the South. To the rear lies a small wooded area.
13. The area is residential in character and appearance and the site lies within Histon and Impington Development Framework.

The proposal

14. The application is seeking planning permission for a single storey rear extension and part conversion of redundant garage to form utility room. The rear extension would replace an existing conservatory. It would project to the rear of the original property by 4.1 metres and would span the full width of the dwelling house. The extension would be characterised by a dual pitched roof with a maximum height of 3.75 metres. The southern corner of the extension would adjoin the existing garage which would be converted into a utility and store. The up and over garage door would be replaced with a standard door. A new ground floor window would be installed on the side wall.
15. During the determination process the applicant has submitted a shadow analysis.

Planning assessment

Character and Appearance of the Area

16. Policy HQ/1 of the South Cambridgeshire Local Plan (2018) sets out detailed criteria to ensure high quality design is delivered as part of new development, seeking to ensure development is appropriate to its context in terms of scale, mass, form, design, siting, landscaping and materials. Policy HIM01 of the Histon and Impington Neighbourhood Plan (2021) states that all residential development proposals shall contribute positively to the quality and character of Histon and Impington.
17. It is considered that due to overall size and scale of the rear extension and that it would be single storey only, it would appear subordinate to the original property. It would not be visible from the public realm and most dwellings in the immediate area benefit from rear extensions so it is considered it would appear

in keeping with the wider area. The alterations to the garage would be considered minor and would not have a detrimental impact on the appearance of the property.

18. Subsequently, it is considered that the proposal would have an acceptable impact on the character and appearance of the existing property, street scene and surrounding area. Therefore, it would comply with HQ/1 of the South Cambridgeshire Local Plan (2018) and Policy HIM01 of the Histon and Impington Neighbourhood Plan (2021).

Residential Amenity

19. Policy HQ/1 (n), sets out that proposals must protect the health and amenity of occupiers and surrounding uses from development that is overlooking, overbearing or results in a loss of daylight or development which would create unacceptable impacts such as noise, vibration, odour, emissions and dust.

Impact on No. 26

20. The proposed extension would be located 2.2 metres from the shared boundary with No.26 Manor Park and would be 4.6 metres from the main property. Due to the separation distance and the existing shared garage buildings between the two dwellings, it is considered that the proposal would have a limited impact on the residential amenities of No.26.

Impact on No. 22

21. The extension would be built up to the shared boundary with No.22 Manor Park. This neighbour benefits from an existing rear conservatory. The proposed single storey extension would be 4.1m extending along the boundary with this neighbour with an eaves of 2.7m. The pitch of the roof would be shallow.
22. The proposal would project beyond the rear wall of No.22 Manor Park's conservatory by 1.2 metres. As the application property is located to the South of No.22 the proposal would have a marginal increased impact on sunlight to the conservatory and partially enclose outlook from it. However, the shadow analysis shows that this would be limited and the dimensions of the extension are such that the impact is minimised through the angle of the roof (sloping down to the boundary) and the low eaves height. Overall, the proposal would have an acceptable impact on the residential amenities of this property.
23. A new side window would be installed within the garage, however, as this would be at ground floor level it is considered it would not result in a loss of privacy.
24. Subsequently, it is considered that the proposal would have an acceptable level of impact on the residential amenities of neighbouring properties by reason of loss of light, loss of outlook, sense of dominance or loss of privacy. As such, it would be compliant with Policy HQ/1 of the South Cambridgeshire Local Plan (2018).

Highway Matters

25. Policy TI/3 of the South Cambridgeshire Local Plan (2018) states that car parking provision should be in accordance with the indicative standards. Two spaces of adequate size should be provided for a dwelling house. Policy HIM05 of the Histon and Impington Neighbourhood Plan (2021) states that a 3-4 bedroom property require 3 car parking spaces. The proposal would involve the loss of a garage. Sufficient hardstanding would be retained to park two cars within the curtilage of the dwelling which would fall one space short of car parking space. However, the existing garage has a width of 2.4 metres and so is not considered to be of an adequate size suitable to park a modern car and so the parking situation would not be altered by the proposal. In addition, as Manor Park is a non-restricted street HIM05 states that limited on street parking is acceptable. Subsequently, it is considered that the parking provision is acceptable in this case and the proposal would comply with Policy TI/3 of the South Cambridgeshire Local Plan (2018).

Planning balance and conclusion

26. Having considered the proposed development against the applicable national and local planning policies and having taken all relevant material into account, it is recommended that planning permission should be granted in this instance.

Recommendation

27. Officers recommend that the Planning Committee grant planning permission subject to appropriate planning conditions:

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.

Appendices

Appendix A: Title of appendix

Appendix B: Title of appendix

List any appendices to the report

Report Author:

Name - Job Title

Telephone: (01954) 71xxxx

To: South Cambridgeshire District Council Planning Committee
From: James Stringer, Asset Information Definitive Map Officer
Ref: P112
Date: 9th June 2021

Report on the proposed diversion of part of Melbourn Public Footpath No. 6 and stopping up of part of Melbourn Public Footpath No. 8

1 Purpose

- 1.1 To report on the proposed diversion of part of Public Footpath No. 6 and stopping up of part of Public Footpath No. 8 in the parish of Melbourn.
- 1.2 Appendix **A** comprises a copy of the agent's application. Appendix **B** includes a copy of the relevant planning application decision notice and site plan. Appendix **C** is a copy of the memorandum of agreement between Cambridgeshire County Council and South Cambridgeshire District Council. A map showing the effect of the proposals is at Appendix **D**. Consultation responses received by the County Council can be found at Appendix **E**. The NMU Diversion Policy Matrix can be found at Appendix **F**. A copy of the delegated decision taken by the County Council's Assistant Director: Highways can be found at Appendix **G**.

2 Background

- 2.1 An application has been received by Phil Keeley of Labosport Ltd on behalf of the landowner, Melbourn Village College, for the diversion of part of Public Footpath No. 6 and stopping up of part of Public Footpath No. 8. The application falls to be determined by the relevant planning authority under section 257 of the Town and Country Planning Act 1990. A copy of this Public Path Order application is attached at Appendix **A**.
- 2.2 The landowner considers that a diversion order is necessary in order to implement the approved development of an Artificial Grass Pitch (AGP) with associated features under full permission 20/01931/FUL (see Appendix **B**).
- 2.3 In February 2007, South Cambridgeshire District Council entered into an Agreement with Cambridgeshire County Council providing that all Public Path Diversion Order applications under section 257 of the Town and Country Planning Act 1990 should be processed by the County Council, acting as agents for the District Council. A copy of the Agreement explaining the procedure is attached at Appendix **C**.

- 2.4 The application for a Public Path Order was made to Cambridgeshire County Council on the 3rd December 2020. A map showing the effect of the proposal is at Appendix D.
- 2.5 The existing public footpaths runs across the playing fields associated with Melbourn Village College and provide a link between Vicarage Close and The Moor or Meldreth further afield.

3 Site Description

Melbourn Public Footpath No. 6

Existing public footpath (A-B-C-D)

- 3.1 The existing footpath starts from a point at OSGR TL 3822 4501 (Point A) and proceeds in a northerly direction for 109 metres to a junction with Public Footpath No. 8 at OSGR TL 3819 4511 (Point B), proceeds in a north-easterly direction for 19 metres to a point at OSGR TL 3820 4513 (Point C). The path then proceeds in a north-north-westerly direction for 31 metres to a point at OSGR TL 3819 4516 (Point D). The total length of existing public footpath is 159m.
- 3.2 There are no gaps, gates, stiles or any other highway structures (i.e. culverts or steps) on the existing route.
- 3.3 The footpath does not have a recorded width in the Definitive Statement. The land over which the existing route runs is not covered by any protected designation. This land forms part of the Melbourn Village College site.
- 3.4 The footpath is maintainable at public expense by the County Council, as Highway Authority. However, the path criss-crosses the outer playing field of Melbourn Village College and therefore any ongoing grass cutting is currently undertaken by the College.
- 3.5 The affected section of the existing footpath does not egress onto the public highway at any point.

Melbourn Public Footpath No. 8

Existing public footpath (E-B)

- 3.6 The existing footpath starts from a point at OSGR TL 3819 4510 (Point E) and proceeds in the north-easterly direction for 13 metres to meet Public Footpath No. 6 at OSGR TL 3819 4511 (Point B).
- 3.7 There are no gaps, gates, stiles or any other highway structures (i.e. culverts or steps) on the existing route.

- 3.8 The footpath does not have a recorded width in the Definitive Statement. The land over which the existing route runs is not covered by any protected designation. This land forms part of the Melbourn Village College site.
- 3.9 The footpath is maintainable at public expense by the County Council, as Highway Authority. However, the path criss-crosses the outer playing field of Melbourn Village College and therefore any ongoing grass cutting is currently undertaken by the College.
- 3.10 The affected section of the existing footpath does not egress onto the public highway at any point.

Proposed public footpath (A-E-F-D)

- 3.11 The proposed path would commence from a point at OSGR TL 3822 4501 (Point A) and proceeds in a north-westerly direction for 99 metres to a junction with Public Footpath No. 8 at OSGR TL 3819 4510 (Point E) and continuing in the same direction for 49 metres to a point at OSGR TL 3817 4514 (Point F), continuing in a north-easterly direction for 26 metres to a point at OSGR TL 3819 4516 (Point D).
- 3.12 The total length of the proposed path is 174m.
- 3.13 No structures such as gates, culverts, bridges, steps or boardwalks are proposed as part of this diversion proposal. As such, no internal authorisation or approval is required from colleagues such as Watercourse Consent or Structural approval.
- 3.14 New waymarking signage will be required as a result this proposal. This will be undertaken at Points A, E ,D & F by the applicant when required by the County Council.
- 3.15 The proposed path will run parallel with a proposed Artificial Grass Sports Pitch. Whilst the proposed path will continue to cross the natural grass playground, it may be necessary for the path to re-seeded if damaged as part of the construction phase. This will be undertaken by the applicant.
- 3.16 The path will have a recorded width of two metres as per the NMU Diversion Policy. The footpath will run adjacent to the security fencing surrounding the new sports pitches.
- 3.17 The location of the footpaths do not form part of any protected or designated site.

4 Legal Framework

- 4.1 Section 257 of the Town and Country Planning Act 1990 allows that:

‘(1) Subject to section 259, a competent authority may by order authorise the stopping up or diversion of any footpath, bridleway or restricted byway if they are satisfied that it is necessary to do so in order to enable development to be carried out—

- (a) in accordance with planning permission granted under Part III, or
- (b) by a government department.

(2) An order under this section may, if the competent authority is satisfied that it should do so, provide—

- (a) for the creation of an alternative highway for use as a replacement for the one authorised by the order to be stopped up or diverted, or for the improvement of an existing highway for such use;
- (b) for authorising or requiring works to be carried out in relation to any footpath, bridleway or restricted byway for whose stopping up or diversion, creation or improvement provision is made by the order;
- (c) for the preservation of any rights of statutory undertakers in respect of any apparatus of theirs which immediately before the date of the order is under, in, on, over, along or across any such footpath, bridleway or restricted byway;
- (d) for requiring any person named in the order to pay, or make contributions in respect of, the cost of carrying out any such works.’

4.2 An Order shall come into effect once the new route has been certified by either the order-making authority or the highway authority as being of a satisfactory standard for public use. The County Council as highway authority will undertake the certification.

4.3 The Equality Act 2010 consolidated previous anti-discrimination legislation. Of particular importance to the highway authority (a public authority as defined in the Act) is section 149. This section of the Equality Act 2010 requires public authorities to have due regard to the need to advance equality of opportunity between persons who share a relevant protected characteristic and persons who do not share it (the public sector equality duty). These considerations are the need to:

- (a) remove or minimise disadvantages suffered by persons who share a relevant protected characteristic that are connected to that characteristic;
- (b) take steps to meet the needs of persons who share a relevant protected characteristic that are different from the needs of persons who do not share it;

- (c) encourage persons who share a relevant protected characteristic to participate in public life or in any other activity in which participation by such persons is disproportionately low.
- 4.5 The relevant protected characteristics are age, disability, gender reassignment, pregnancy and maternity, race, religion or belief, sex and sexual orientation.
- 4.6 There is currently little formal guidance on how the Act interacts with existing rights of way legislation. However, it is generally understood to require order-making authorities to take into account the reasonable needs of people with the relevant protected characteristics in considering changes to the rights of way network. The Act requires authorities to be more proactive in recording their thought-processes in making their decisions.
- 4.4 The Crime and Disorder Act 1998 states that the District Council as a relevant authority has a duty to consider the impact of all its functions and decisions on crime and disorder in its area with due regard to the need to all it can reasonably do to prevent crime and disorder (including anti-social behaviour and other behaviour adversely affecting the environment).

5 Cambridgeshire County Council Policy (including maintenance)

- 5.1 The County Council's own Non-Motorised User (NMU) policy (approved by Highways & Community Infrastructure Committee on 21st February 2017 and replacing the previous Public Path Order Policy) requires that certain criteria are met if a public path order is to be made.
- 5.2 The policy is applicable to any new or diverted NMU route which would become maintainable at public expense. The relevant criteria is made up of a numerically scored set of criteria which consider accessibility relating to the County Council's duty under the Equality Act 2010; the benefit to the Authority and communities from resolving long term maintenance problems; the benefit to the Public Rights of Way (PRoW) network; and the benefit to landowners from improved land management.
- 5.3 The County Council reserves the right to refuse to make an Order where it feels the criteria of the legislation are not met, even where consultation responses suggest there are no public objections.
- 5.4 Within the Cambridgeshire Rights of Way Improvement Plan (ROWIP), several Statements of Action are listed which identify specific ways in which issues that the Rights of Way network face can be addressed now and in the future. Any proposal to divert is not considered in conflict with the Statements of Action set out in the Cambridgeshire ROWIP.

6 Consultations

- 6.1 The local Ramblers' Association, the British Horse Society, South Cambridgeshire District Council, Melbourn Parish Council, local Members, the prescribed user groups and the utility companies were all consulted about the proposals. The following replies have been received (copies are attached as Appendix E):
- 6.2 County Councillor Van De Ven and District Councillor Hales both expressed their support for the proposal. No objection was received by the Ramblers' Association or Cadent Gas.
- 6.3 Anglian Water noted waste assets may be present in the vicinity of the proposal, but it is not considered that they will be affected by this proposal.
- 6.4 No other responses were received.

7 Grounds for diversion: Town and Country Planning Act 1990 and Other Legislation

- 7.1 The re-alignment of the public footpaths from the existing route is required to enable the delivery of the permitted development at Melbourn Village College. Those works which this Order would enable have been granted planning permission by the Local Planning Authority.
- 7.2 It is therefore considered that the diversion of part of Public Footpath No. 6 and the stopping up of part of Public Footpath No. 8 is necessary to implement a planning permission granted under part III of the Town and Country Planning Act 1990. Section 1 (a) of Section 257 TCPA 90 is therefore satisfied.
- 7.3 The applicant has agreed to undertake the necessary works to implement the proposed new route at their own expense. These works will be subject to certification by the County Council as the Local Highway Authority.
- 7.4 The rights of statutory undertakers will not be affected. It is therefore considered that Subsection 2 of Section 257 TCPA 90 is satisfied.
- 7.5 The proposal is not considered to be in conflict with the provisions of the Equality Act 2010 as the diverted route does not proposed any features or structures that would restrict or limit its use by any particular group or groups of users.

8 Grounds for diversion: Cambridgeshire County Council criteria including Maintenance Liability

- 8.1 This proposal has been assessed against the County Council's NMU Diversion policy. The NMU diversion assessment can be found at Appendix F. This proposal scored a

total of 23 out of a possible 30 points, representing a score of 76%. The threshold score for an application to be considered is 21.

- 8.2 Of the six criteria which must be met for an application to be considered, all have been fully met.
- 8.3 The existing footpath is currently available on the ground to allow a comparison to be made.
- 8.4 Pre-application consultations have been carried out by the applicant. No objections were received during that consultation period. Additionally, no objections were maintained during a four week period of consultation undertaken by the County Council.
- 8.5 The proposed width of the diverted path will meet or exceed the minimum requirements of the NMU policy.
- 8.6 The proposed footpath (No. 6) is 174 metres in length, approximately two metres longer than the existing affected paths at a combined distance of 172 metres. This increase in length is considered negligible.
- 8.7 The surface of the path is not proposed to change and no limitations which may restrict use or accessibility are proposed. It is not therefore considered that this proposal will have any material impact on public accessibility or enjoyment of these public footpaths.
- 8.8 It is not considered that this proposal will place any additional maintenance liability on the Highway Authority. The path will continue to be cut by the College as part of their general upkeep of the College site.
- 8.9 The proposal is in-line with existing permissions granted by South Cambridgeshire District Council. Given the approved planning layout on this site, the proposed diversion of the footpath is considered the most suitable and appropriate alignment, meeting the criteria set out in the NMU policy.
- 8.10 Consideration should be given to the Cambridgeshire Rights of Way Improvement Plan (ROWIP). It is considered that this proposal supports the aims of the ROWIP under:
 - SoA3: 72,500 new homes, as it ensures that this public footpath is protected from development and that new facilities are provided to an acceptable standard.
- 8.11 The proposal is also considered to be in accordance with the Cambridgeshire Health and Wellbeing Strategy including:

- Priority 5: Create a sustainable environment in which communities can flourish

8.12 On the 22nd April 2021, Cambridgeshire County Council resolved that it had no objection to the proposal. A copy of the County Council decision can be found at Appendix G.

9 Conclusions

9.1 It is considered that the application to divert part of Public Footpath No. 6 and stop up part of Public Footpath No. 8, Melbourn meets the requirements of Section 257 of the Town and Country Planning Act 1990.

9.2 It is not considered that the application would have any detrimental impact on the connectivity of the surrounding highway network, or place any additional burden on the affected or alternative routes which may cause concern to the County Council, as Local Highways Authority.

10 Recommendations

10.1 That South Cambridgeshire District Council approves the making, and confirmation (subject to no objection) of a Public Path Order under Section 257 of the Town and Country Planning Act 1990.

10.2 That South Cambridgeshire District Council indicates its formal decision to Cambridgeshire County Council, as agents for the District Council.

LIST OF DOCUMENTS

A	Copy of diversion order application
B	Copy of planning application No. 20/01931/FUL
C	Copy of Memorandum of Agreement between the District Council and Cambridgeshire County Council
D	Map showing proposed diversion
E	Copies of consultation responses
F	NMU Diversion Policy Matrix
G	Decision Memo for CCC Assistant Director: Highways

To: Cambridgeshire County Council acting as agent for the Local Planning Authority

TOWN AND COUNTRY PLANNING ACT 1990
APPLICATION FOR AN ORDER TO PERMANENTLY DIVERT
A PUBLIC RIGHT OF WAY

Name of applicant ...Melbourn Village College.....

Address ...The Moor.....

.....Melbourn SG8 6EF.....

Tel. (work) ..Agent - Phil Keeley [REDACTED] Tel. (home) .College Jan Berridge -
[REDACTED]

I hereby apply for the diversion of the footpath/bridleway* known as
...159...[parish]No.6 and No.8....[no.] under s.257 of the Town and Country Planning Act
1990 and undertake, if an order for the diversion of the path is made, to carry out
such work on the diverted route of the path as may be required to bring the path into
a fit condition for public use to the satisfaction of the County Council (the Highway
Authority), prior to the confirmation of the order.

(*Delete the term that does not apply.)

[REDACTED] Date ...03/12/2020....

Consent of other landowner/s and other requirements

Written consent of any other landowner/s affected by your proposed diversion (for both the existing line and proposed new line) must be obtained prior to submission.

A copy of the County Council's requirements for making diversion orders can be found at the end of this application form. The County Council will require all of these to be met. Please note in particular:

The requirement for pre-application consultations: The applicant must consult with the relevant Parish Council and local user groups, and must append copies of any correspondence to this application

The path to be diverted

ParishMelbourn - 159..... No....No. 6 and No.8....

From ...52o05'14.47" north..... OS grid ref.

To0o00'56.02" East..... OS grid ref.

General description of pathUnidentified route of pathway across grass playing field

Landowner – please provide a map showing landownership/other interests

Name...Melbourn Village College.....

Address....The Moor Melbourne, SG8 6EF.....

Lessee/tenant

NameN/A.....

Address

Occupier

NameN/A.....

Address

Reasons for the diversion

Local Planning Authority:..South Cambridgeshire District Council..

Planning application No:.....20/01931/FUL,.....

Date of Planning Permission:.....1st July 2020.....

Description of proposed development:

...Construct an Artificial Grass Pitch (AGP) with associated features including ball stop fencing
....hard-standing areas with associated porous asphalt surfacing for portable goals storage,
....pedestrian circulation and access as well as vehicular maintenance and emergency access
(15.00m high floodlights..

The proposed new route of the path

Please enclose a signed and dated plan, preferably at scale of not less than 1:2,500 and based on an Ordnance Survey map.

From ..See LSUK 19-0668 BM25583 0533 01 EXISTING RIGHT OF WAY LAYOUT .OS grid ref.as above

To ...LSUK 19-0668 BM25583 0533 02 PROPOSED RIGHT OF WAY LAYOUT...OS grid ref. .as above

General description of new path ...The pathway has no existing form but is simply marked on maps and is shown within the confines of the playing field, it is grass and will be left as such post development

Landowner

Name ...Melbourn Village College

Address ...The Moor, Melbourn, SG8 6EF.....

Lessee/tenant

NameN/A.....

Address

Occupier

NameN/A.....

Address

Other Legal Interests

Please give details of any other person(s) having a legal interest in the land over which the right of way is to be diverted, for example other landowners, mortgagees or other persons having an easement over the land:

....N/A.....

.....

.....

Has the written consent of all such persons been obtained?

xxx/xx [Delete as applicable]

The consents must accompany this application, together with a map showing all ownership and legal interests.

Pre-application consultations

Please append copies of all correspondence with user groups and the relevant Parish/Town/City Councils. Have any objections been raised?

...No Objections raised, consultations attached

.....

Works

Following receipt of this application, if not already undertaken, the County Council's rights of way officer will contact you to arrange to meet you to inspect the proposed new route and to agree the works that will be needed to bring it into a fit condition for use as a public path. These works will be confirmed in writing following the site inspection. Please note that the Council will require a minimum width of 2m to be provided for the new route of a public footpath, and a minimum of 4m for the new route of a public bridleway. The new path will be signposted and/or waymarked to the extent deemed necessary by the Council.

Coming into operation of an alternative route

Please note that the existing route of the path to be stopped up will **not** be extinguished until an officer of the Rights of Way Team acting on behalf of the Highway Authority (Cambridgeshire County Council) has certified that the new route of the alternative path has been provided on the ground to a suitable standard for use by the public. It is the applicant's responsibility to ensure that works to provide the new route of the path are completed.

Recovery of fees and costs

Under the 'Local Authorities (Recovery of Costs for Public Path Orders) Regulations 1993 as amended by SI 1996 No 1978, the County Council may recover from the applicant the reasonable administrative costs of processing applications for, and making, public path orders. The County Council will invoice you for:

- the administrative costs of processing your application up to the making of a public path order, as set out in the Cambridgeshire Highway Records Guide which contains a Schedule of Charges that are available at www.cambridgeshire.gov.uk/highwaysearches;
- staff travelling expenses @ 45p per mile plus VAT;
- the cost of inserting one Public Notice in a local newspaper at the time of the making of the order, one Public Notice in a local newspaper at the time of the confirmation of the order and one Public Notice in a local newspaper at the time of the coming into operation of the order

The costs of taking an opposed order to a public inquiry will be met by the County Council or District Council, but the County Council will expect the applicant to provide their own legal representation at the inquiry. Please note that both Councils reserve the right to decline to proceed to a public inquiry for an opposed order.

For further information see the County Council's guidance:

- *Guidance and Check List for Public Path Order Applicants*
- *Public Rights of Way – A guide for planners and developers* available on our website at

<http://www.cambridgeshire.gov.uk/rightsofway>

Highways Service – Asset Information Definitive Map Team: Data Protection Privacy Notice

We collect and use information about you - such as your name, address, email address, telephone number, and payment details - so that we can provide you with our services acting in our capacity as the Highway Authority and Commons Registration Authority under the Commons Registration Act 1965, Highways Act 1980, Wildlife & Countryside Act 1981, Town & Country Planning Act 1990, Freedom of Information Act 2000, Environmental Information Regulations 2004 and the Commons Act 2006.

Full details about how we use this data and the rights you have around this can be found in our privacy notice at www.cambridgeshire.gov.uk/privacy. If you have any queries, please contact the Data Protection Officer at data.protection@cambridgeshire.gov.uk. The national regulator for Data Protection is the Information Commissioner’s Office: <https://ico.org.uk/>

Statement

I hereby agree to put the new route(s) into a fit condition, as approved by the Council, for use by the public within 28 days of a request by the Council to do so.

I hereby undertake to defray any compensation which becomes payable in consequence of the coming into operation of the order, and to pay in full the County Council’s administrative costs of making the order and the costs of the public notices.

I also undertake with Cambridgeshire County Council to meet in full the requirements of any statutory undertaker in respect of any apparatus which may be over, in or under the right of way in respect of which I am making this application. I understand that the consent of the statutory undertakers (i.e. gas, water, electricity, telecommunications, the Post Office and the Civil Aviation Authority) is required before the order can be confirmed by the council and that their consent may be conditional on my carrying out works to protect the statutory undertakers’ apparatus and/or rerouting it. (The Council will consult with statutory undertakers on your behalf.)

I have read and understand this application and make my application acknowledging the conditions specified in it.

Signed  Date ...03/12/2020.....

Public Path Diversion Orders – Cambridgeshire County Council requirements for making an order

Diversions

- Pre-application consultations have been carried out with the prescribed bodies
- Where possible, a suitable alternative path is provided for every path that is to be stopped up under s257 Town & Country Planning Act 1990
- The proposed new routes of paths are reasonably convenient to the public when compared with the original routes
- The Parish Council does not object to the proposals
- No objections are received to the proposals during the statutory consultation period prior to making an order. However, the County Council will review this criterion in individual cases in light of objections and potential public benefit of the proposal.
- The proposed new route is not less convenient for maintenance than the original
- The maintenance burden on the County Council of the new route is no greater than that of the original. If the maintenance burden is greater, the landowner may be required to enter into a maintenance agreement with the County Council as Highway Authority
- A minimum width of 2m is provided for the new route of a public footpath, and a minimum of 4m for the new route of a public bridleway. In exceptional cases, e.g. cross-field paths, it may, taking into account all the available facts, require such a width as it considers reasonable and appropriate.
- That all works needed to bring the new route of the path into a suitable condition for use by the public are carried out at the expense of the landowner and to the Highway Authority's specifications, unless otherwise agreed.

Pre-application consultations

Applicants are advised that prior to formally submitting their diversion or extinguishment application to the Rights of Way & Access Team, they must complete informal consultations with the prescribed bodies (list attached). This will identify at an early stage whether the proposal is likely to be accepted by the public, and all responses received should be attached to the application form.

Our Ref: 20/01931/FUL
Your Ref: Melbourn Village College

1 July 2020



GREATER CAMBRIDGE
SHARED PLANNING

Mr Phil Keeley
Labosport Ltd
Unit 3 Aerial Way
Hucknall Business Park
Watnall Road, Hucknall
Nottingham
NG15 6DW

South Cambridgeshire Hall
Cambourne Business Park
Cambourne
Cambridge
CB23 6EA

www.scambss.gov.uk | www.cambridge.gov.uk

Dear Mr Keeley

SOUTH CAMBRIDGESHIRE DISTRICT COUNCIL

Application for Planning Permission

Proposal: Installation of artificial grass pitch with associated features including fencing, entrance gates, high pitch barriers, hard-standing areas with associated porous asphalt surfacing for portable goals storage, pedestrian circulation and access as well as vehicular maintenance and emergency access, maintenance equipment storage container and floodlights

Site address: Melbourn Village College The Moor Melbourn SG8 6EF

Your client: Jan Berridge

Further in the above matter, please find enclosed our formal decision notice relating to your client's application for planning permission. Please be sure to remind your client that the scheme should be carried out in line with the approved plans. This will avoid the need for any enforcement action.

Making changes to the approved plans

In the event that you wish to change your proposal, please contact your case officer who will advise you on whether the change can be dealt with as a "non-material" or "material" amendment. In either case you will have to complete a form and provide fresh drawings.

Important information regarding conditions

If you have been granted Planning Permission / Listed Building Consent / Advertisement Consent you may wish to get started immediately, however it is always important to carefully read the decision notice in full before any work begins.

The majority of planning decisions have conditions attached. Some conditions request further information that requires approval by the Local Planning Authority before any development takes place ('pre-commencement'). All conditions are set out on the decision notice.

Under Section 7 of the Planning (Listed Buildings and Conservation Areas) Act 1990, it is a criminal offence to carry out unauthorised works to a listed building. Under Section 9 of the Act, a

person shall be guilty of an offence should they fail to comply with any condition attached to the consent.

How do I discharge the conditions

Please note that the process takes up to eight weeks from the date the Local Planning Authority receives a valid application. Therefore it is important to plan ahead and allow plenty of time before work is due to commence.

You need to fill in a form to submit your request to discharge conditions, and accompany the relevant details/samples. You can download the necessary form by using the following link:
<https://www.greatercambridgeplanning.org>

Alternatively you can submit an application to discharge the conditions through the Government's Planning Portal website: <https://www.planningportal.co.uk/applications>. Please note, The Planning Portal refers to it as 'Approval of details reserved by a condition'.

When the required information has been submitted you will receive a reference and an acknowledgement letter. Once the Local Planning Authority is satisfied that the requirements of the condition have been met you will receive a formal notification that the conditions have been discharged.

Appeals against conditions

You should also be aware that the applicant has the right to appeal against any conditions attached to this Notice, please see <https://www.gov.uk/planning-inspectorate> for details. If you are concerned about any condition you should contact the case officer in the first instance for advice.

We value your feedback

We value your feedback and would like to know your views about the planning process you experienced, including the service you received from us. Your views are important to us and they will help us improve the experience we can offer you. The link below takes you to a survey which will take a couple of minutes to complete.

<https://forms.scambs.gov.uk/PLANNINGFEEDBACKFORM/launch>

Yours sincerely



SJ Kelly
Joint Director For Planning & Economic Development For
Cambridge & South Cambridgeshire



Notice of Planning Permission
Subject to conditions

Reference 20/01931/FUL
Date of Decision 1 July 2020

Mr Phil Keeley
Labosport Ltd
Unit 3 Aerial Way
Hucknall Business Park
Watnall Road, Hucknall
Nottingham
NG15 6DW

The Council hereby GRANTS Planning Permission for:

Installation of artificial grass pitch with associated features including fencing, entrance gates, high pitch barriers, hard-standing areas with associated porous asphalt surfacing for portable goals storage, pedestrian circulation and access as well as vehicular maintenance and emergency access, maintenance equipment storage container and floodlights

at

Melbourn Village College The Moor Melbourn SG8 6EF

In accordance with your application received on 1 April 2020 and the plans, drawings and documents which form part of the application subject to the conditions set out below.

Conditions

- 1 The development hereby permitted shall be begun before the expiration of 3 years from the date of this permission. (Reason - To ensure that consideration of any future application for development in the area will not be prejudiced by permissions for development, which have not been acted upon)
- 2 The development hereby permitted shall be carried out in accordance with the following approved plans: 19-0655 BM25583 0533 01, 19-0655 BM25583 0533 02, 19-0655 BM25583 0533 03, 19-0655 BM25583 0533 04, 19-0655 BM25583 0533 05, 19-0655 BM25583 0533 06, 19-0655 BM25583 0533 07, 19-0655 BM25583 0533 08, 19-0655 BM25583 0533 09, 19-0655 BM25583 0533 10 and LSUK 19-0655 BM25583 053. (Reason - To facilitate any future application to the Local Planning Authority under Section 73 of the Town and Country Planning Act 1990)
- 3 The materials and finishes shall be as indicated within the submitted application and thereafter retained as such, unless otherwise agreed with the local planning authority. (Reason - To ensure the appearance of the development is satisfactory in accordance with Policy HQ/1 of the South Cambridgeshire Local Plan 2018).
- 4 Prior to the commencement of the development hereby permitted a Planting Plan is to be submitted to and agreed with the Local Planning Authority. The details of the plan are therefore to be carried out throughout the development and retained as such.

Reason: to protect the current trees on the site and new trees that are to be planted, to be in accordance with Policy HQ/1 of the adopted Local Plan.

- 5 No development shall take place (including demolition, ground works, vegetation clearance) until a Construction Ecological Management Plan (CEcMP) has been submitted to and approved in writing by the local planning authority. The CEcMP shall include the following:
- A) Risk assessment of potentially damaging construction activities.
 - B) Identification of "biodiversity protection zones".
 - C) Practical measures (both physical measures and sensitive working practices) to avoid or reduce impacts during construction (may be provided as a set of method statements).
 - D) The location and timings of sensitive works to avoid harm to biodiversity features.
 - E) The times during which construction when specialist ecologists need to be present on site to oversee works.
 - F) Responsible persons and lines of communication.
 - G) The role and responsibilities on site of an ecological clerk of works (ECoW) or similarly competent person.
 - H) Use of protective fences, exclusion barriers and warning signs if applicable.
- The approved CEcMP shall be ahead to and implemented throughout the construction period strictly in accordance with the approved details, unless otherwise agreed in writing by the local planning authority.

Reason: to protect the protected species found in and around the area from the new development, in accordance with Policy NH/4 of the adopted Local Plan

- 6 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 positive gains in biodiversity will be achieved.
 - d) Appropriate management options for achieving aims and objectives.
 - e) Prescriptions for management actions.
 - f) Prescription of a work schedule (including an annual work plan capable of being rolled forward over a five-year period).
 - g) Details of the body or organisation responsible for implementation of the plan.
 - h) Ongoing monitoring and remedial measures.

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

Reason: to be able to maintain and retain a Landscape and Ecological Management Plan on the site, in accordance with Policy NH/4 of the adopted Local Plan

- 7 Prior to the commencement of development, a Rights of Way access scheme shall be submitted to and approved by the LPA. Such scheme shall include provision for:
- i. the design of access and public rights of way routes and their surfacing, widths, gradients, landscaping and structures
 - ii. any proposals for diversion and closure of public rights of way and alternative route provision

Reason: In the interests of the amenity and safety of the public to accord with Policy HQ/1 of the adopted Local Plan

- 8 No development hereby permitted shall be commenced until a surface water drainage scheme for the site, based on sustainable drainage principles and in accordance with Cambridgeshire District Council 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 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) Site Investigation and test results to confirm infiltration rates;
- g) Temporary storage facilities if the development is to be phased;
- h) A timetable for implementation if the development is to be phased;
- i) Details of overland flood flow routes in the event of system exceedance, with demonstration that such flows can be appropriately managed on site without increasing flood risk to occupants;
- j) Full details of the maintenance/adoption of the surface water drainage system;
- k) Measures taken to prevent pollution of the receiving groundwater and/or surface water
- l) Formal agreement from a third party if discharging into their system is proposed, including confirmation (and evidence where appropriate) that sufficient capacity is available.

The 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.

- 9 Details for the long term maintenance arrangements for the surface water drainage system (including all SuDS features) to be submitted to and approved in writing by the Local Planning Authority prior to the first occupation of any of the buildings hereby permitted. The submitted details should identify runoff sub-catchments, SuDS components, control structures, flow routes and outfalls. In addition, the plan must clarify the access that is required to each surface water management component for maintenance purposes. The maintenance plan shall be carried out in full thereafter

Reason: To ensure the satisfactory maintenance of drainage systems that are not publically adopted, in accordance with the requirements of paragraphs 163 and 165 of the National Planning Policy Framework.

- 10 Prior to operation a "lighting design strategy for biodiversity" features or areas to be lit shall be submitted to and approved in writing by the local planning authority. The strategy shall:
- a) Identify those areas/features on site that are particularly sensitive for bats and that are likely to cause disturbance in or around their breeding sites and resting places or along important routes used to access key areas of their territory, for example, for foraging; and
 - b) show how and where external lighting will be installed (through the provision of appropriate lighting contour plans and technical specification) so that it can be clearly demonstrated that areas to be lit will not disturb or prevent the above species using their territory or having access to their breeding sites and resting places.

All external lighting shall be installed in accordance with the specifications and locations set out in the strategy, and these shall be maintained thereafter in accordance with the strategy. Under no circumstances should any other external lighting be installed without prior consent from the local planning authority.

Reason: to protect the protected species found in and around the area from the new lighting, in accordance with Policy NH/4 of the adopted Local Plan

- 11 No deliveries be made to the site/removals from site between the hours of 7.30-9.30 and 15.30-18.00 term time only unless agreed in writing with the LPA.

Reason: in the interests of highway safety

- 12 The use hereby permitted shall not operate other than between the hours of 0800-2200 Monday to Friday, 0800-1600 Saturday, Sunday and Bank Holidays (inclusive) (Reason: To safeguard the residential amenities of the occupiers of neighbouring properties in accordance with Policy HQ/1 of the adopted Local Plan 2018.)
- 13 The lighting that is proposed within this development is to be maintained and retained in accordance with the submitted Surfacing Standards Ltd Lighting Design report.
Reason: to protect the residential amenity in accordance with Policy HQ/1 of the adopted Local Plan.

Plans and drawings

This decision notice relates to the following drawings:

Reference/Document/Drawing Title	Date Received
LOCATION PLAN (Revision 19-0655 BM25583 0533 01)	01.04.2020
EXISTING SITE PLAN (Revision 19-0655 BM25583 0533 02)	01.04.2020
PROPOSED SITE PLAN (Revision 19-0655 BM25583 0533 03)	01.04.2020
PROPOSED AGP PLAN (Revision 19-0655 BM25583 0533 04)	01.04.2020
PROPOSED AGP ABOVE GROUND STRUCTURES (Revision 19-0655 BM25583 0533 05)	01.04.2020
PROPOSED AGP LAYOUT (Revision 19-0655 BM25583 0533 06)	01.04.2020
PROPOSED AGP SURFACE WATER DRAINAGE (Revision 19-0655 BM25583 0533 07)	01.04.2020
PROPOSED AGP FLOODLIGHTS (Revision 19-0655 BM25583 0533 08)	01.04.2020
AGP PROPOSAL CONSTRAINTS (Revision 19-0655 BM25583 0533 09)	01.04.2020
PROPOSED AGP ELEVATIONS (Revision 19-0655 BM25583 0533 10)	01.04.2020
APPLICATION SITE PHOTOGRAPHS (Revision LSUK 19-0655 BM25583 053)	01.04.2020

It is important the development is carried out fully in accordance with these plans. If you are an agent, please ensure that your client has a copy of them and that they are also passed to the contractor carrying out the development. A copy of the approved plan(s) is/are kept on the planning application file.

Authorisation

Authorised by:

SJ Kelly

SJ Kelly
Joint Director For Planning & Economic Development For
Cambridge & South Cambridgeshire

South Cambridgeshire Hall
Cambourne Business Park
Cambourne
Cambridge
CB23 6EA

Date the decision was made: 1 July 2020

Working with the applicant

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

In relation to this application, it was considered and the process managed in accordance with paragraph 38 of the National Planning Policy Framework.

General Notes

This decision notice does not convey any approval or consent which may be required under any enactment, bye-law, order or regulation other than Section 57 of the Town and Country Planning Act 1990.

Your attention is specifically drawn to the requirements of the Equality Act 2010 and the Equality Act (Disability) regulations 2010, the British Standards Institution BS8300:2009 "Design of Buildings and their approaches to meet the needs of disabled people – Code of Practice" and to Approved Document 'M' "Access to and use of buildings", volumes 1 and 2 of the Building Regulations 2010 and to Approved Document 'B' "Fire Safety", volumes 1 and 2 of the Building Regulations 2010, in request of guidance on means of escape for disabled people. The development should comply with these requirements as applicable

It is an offence under Section 171 of the Highways Act 1980 to temporarily deposit building materials, rubbish or other things on the public highway or make a temporary excavation on it without the written consent of the Highway Authority. The Highway Authority may give its consent subject to such conditions as it thinks fit.

The applicant is reminded that under the Wildlife and Countryside Act 1981(Section 1) (as amended) it is an offence to take, damage or destroy the nest of any wild bird while that nest is in use or being built. Trees and scrub are likely to contain nesting birds between 1 March and 31 August. Trees within the application should be assumed to contain nesting birds between the above dates unless a survey has shown it is absolutely certain that nesting birds are not present.

Appeals to the Secretary of State

The applicant has a right to appeal to the Secretary of State against any conditions of this planning permission, under Section 78 of the Town & Country Planning Act 1990. The appeal must be made on a form which may be obtained from:

The Planning Inspectorate,
Temple Quay House, 2 The Square, Temple Quay, Bristol. BS1 6PN
Telephone 0303 444 5000 or visit
<https://www.gov.uk/planning-inspectorate>

If an enforcement notice is or has been served relating to the same or substantially the same land and development as in your application and if you want to appeal against your local planning authority's decision on your application, then you must do so within: **28 days** of the date of service of the enforcement notice, **OR** within **6 months** (12 weeks in the case of a householder or minor commercial appeal) of the date of this notice, whichever period expires earlier.

The Secretary of State can allow a longer period for giving notice of an appeal, but he will not

normally be prepared to use this power unless there are special circumstances which excuse the delay in giving notice of appeal.

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

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

Purchase Notices

If the Local Planning Authority or the Secretary of State grants permission subject to conditions the owner may claim that he/she can neither put the land to a reasonably beneficial use in its existing state nor render the land capable of a reasonably beneficial use by the carrying out of any development which has been or would be permitted. In these circumstances the owner may serve a purchase notice on the Council to purchase his interest in the land in accordance with the provisions of Part VI of the Town and Country Planning Act 1990.

Before starting work

It is important that all conditions, particularly pre-commencement conditions, are fully complied with, and where appropriate, discharged prior to the implementation of the development. Failure to discharge such conditions may invalidate the planning permission granted. The development must be carried out fully in accordance with the requirements of any details approved by condition.

Street Naming and Numbering

In order to obtain an official postal address, any new buildings should be formally registered with South Cambridgeshire District Council. Unregistered addresses cannot be passed to Royal Mail for allocation of postcodes.

Applicants can find additional information, a scale of charges and an application form at www.scambs.gov.uk/snn. Alternatively, applicants can contact the Address Management Team: call 08450 450 500 or email address.management@scambs.gov.uk.

Please note new addresses cannot be assigned by the Council until the footings of any new buildings are in place.

Third Party Rights to challenge a planning decision

Currently there are no third party rights of appeal through the planning system against a decision of a Local Planning Authority. Therefore, if you have concerns about a planning application and permission is granted, you cannot appeal that decision.

Any challenge under current legislation would have to be made outside the planning system through a process called Judicial Review.

A 'claim for judicial review' includes a claim to review the lawfulness of a decision, action or failure to act in relation to the exercise of a public function, in this case, a planning decision. The court's permission to proceed is required in a claim for Judicial Review. A claim for Judicial Review is dealt with by the Administrative Court and if leave to judicially review a planning decision is granted, the Judicial Review will be decided by a judge at the High Court.

An application to Judicial Review a decision must be made within **6 weeks** of the decision about which you have a grievance being made. For further information on judicial review and the contact details for the Administrative Courts, please go to <http://www.justice.gov.uk/>

Memorandum of Agreement for the processing of Public Path Orders between Cambridgeshire County Council and South Cambridgeshire District Council.

This Memorandum outlines agreement reached between Cambridgeshire County Council [The County Council] and South Cambridgeshire District Council [The District Council] concerning the processing of Public Path Orders under the Town & Country Planning Act 1990 in Cambridgeshire.

In this Memorandum 'Public Path Orders' refers to all orders that effectively divert, create or extinguish a public right of way.

Legislative Framework

The Highways Act 1980 and the Town and Country Planning Act 1990 enable both District and County Councils to undertake and process Public Path Orders. Orders made under the Highways Act 1980 can be made by either authority. Orders made under the Town and Country Planning Act 1990 can only be made by the appropriate planning authority. However, the planning authority may contract out the processing of such orders to suitably qualified contractors. The County Council has a statutory duty under the Wildlife and Countryside Act 1981 to modify the Definitive Map in order to show any changes to the route of a path effected by a public path order under either Act. The two authorities already have an Agreement regarding public path orders made under the Highways Act 1980 whereby the County Council undertakes to assess and make all orders requested under that Act through to confirmation if the applications meet the legal tests.

Public Path Orders under the Town and Country Planning Act 1990

The County Council will make all orders under the Town and Country Planning Act 1990 where they are the Planning Authority. The District Council will be consulted on these orders due to their status as a statutory consultee.

The County Council will receive applications from the public for public path orders which are required under the Town and Country Planning Act 1990 on behalf of the District Council. The County Council will process the order according to the procedure set out in the Appendix. The County Council will recover its costs from the applicant direct. No charges shall be made by the County Council to the District Council or by the District Council to the County Council for any aspect of making or confirming the order.

Signed on behalf of Cambridgeshire County Council by:-

Name..... *C. H. Kemp*
Job Title..... *DIRECTOR OF HIGHWAYS + ACCESS*
Date..... *26th JAN 2007*

Signed on behalf of South Cambridgeshire District Council by:-

Name..... *DAVID LORD*
Job Title..... *ASST. SOLICITOR*
Date..... *20th February 2007*



Memorandum of Agreement – Cambridgeshire County Council and South Cambridgeshire District Council - Public Path Orders

Appendix – Procedure for public path orders under the Town and Country Planning Act 1990 where Cambridgeshire County Council acts as agent for South Cambridgeshire District Council

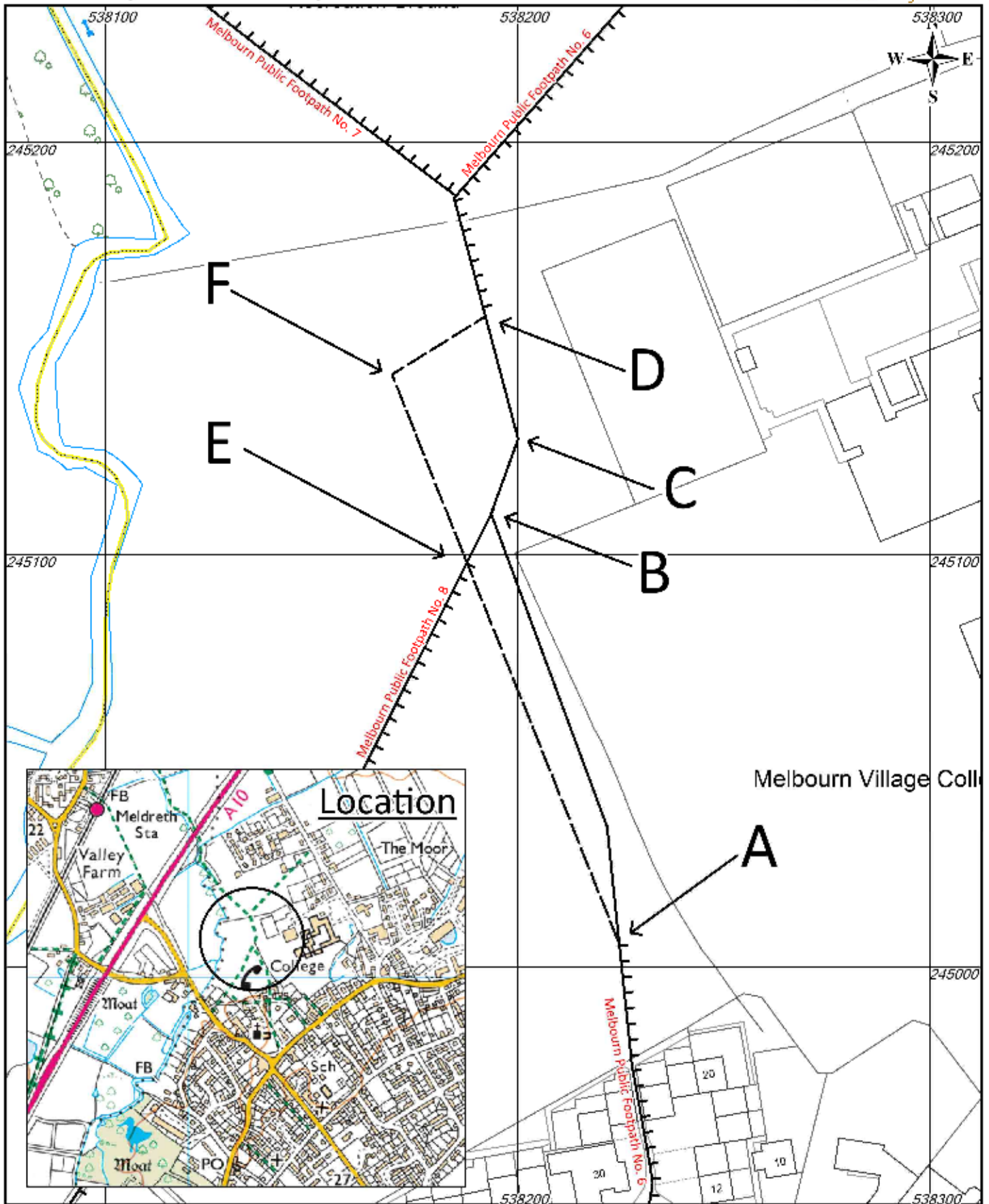
- Application made direct to Cambridgeshire County Council
- Cambridgeshire County Council formally notifies South Cambridgeshire District Council of application and timescale for processing application
- South Cambridgeshire District Council arranges slot on relevant committee agenda for consideration of report
- Cambridgeshire County Council carries out formal consultations on the proposed diversion, writes report and prepares a draft order and order map
- South Cambridgeshire District Council Planning Committee considers the report and determines whether the order should or should not be made
- South Cambridgeshire District Council seals the draft order and order map if order is to be made
- Cambridgeshire County Council processes the publication of the order
- If no objections, South Cambridgeshire District Council confirms the order and Cambridgeshire County Council processes the publication of the confirmation
- If objections, South Cambridgeshire District Council and Cambridgeshire County Council jointly agree whether or not to submit order to Planning Inspectorate (Secretary of State) for determination

Costs


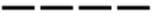


Cambridgeshire County Council will recoup the costs of making the order direct from the applicant.

The local authority is not permitted to recharge to the applicant the costs of sending an opposed order to the Planning Inspectorate. Therefore, if South Cambridgeshire District Council wishes to submit an order to the Planning Inspectorate, it will meet the Cambridgeshire County Council's costs in doing so or submit the order itself and meet its own costs.

The risk of having to meet these costs should mean that South Cambridgeshire District Council only resolves to make orders where it was reasonably confident that the order would not attract objections. The onus lies with the applicant to provide a diverted route that is acceptable to all parties (including reviewing the proposed diverted route if, after consultations, their original suggestion is not acceptable).



Scale: 1:1250
Date: 07/01/2021
By: fn303

Key - Drawn from the Definitive Map	
Public Footpath to be Stopped Up	
New Route of Public Footpath	
Unaffected Public Footpath	
Parish boundary	

Stringer James

From: Cllr Jose Hales (SCambs - Melbourn) [REDACTED]
Sent: 01 February 2021 12:50
To: Stringer James
Subject: Re: Proposal to divert Melbourn FP6 (part) & stop up FP8 (part)

CAUTION: This email originates outside of Cambridgeshire County Council's network. Do NOT click on links or open attachments unless you recognise the sender and know the content is safe. If you believe this email to be spam please follow these instructions to report it: <https://camweb.cambridgeshire.gov.uk/spam/>

Dear James

I fully support the planned alteration of the footpaths mentioned in your email. This work is because of the much anticipated all weather pitch which j also greatly support. The benefit to the community of Melbourn, the village college and of course the wider community, is immense.

Stay well and safe.

Cllr Jose Hales
Melbourn Ward - Melbourn, Meldreth, Shepreth and Whaddon

Mobile:- [REDACTED]

From: Stringer James <James.Stringer@cambridgeshire.gov.uk>
Sent: Monday, February 1, 2021 11:41:12 AM
Subject: Proposal to divert Melbourn FP6 (part) & stop up FP8 (part)

Dear Consultee,

Cambridgeshire County Council has received an application to divert part of Melbourn Public Footpath No. 6 & stop up part of Public Footpath No, 8 under Section 257 of the Town and Country Planning Act 1990

Please see the attached letter and plans for further details.

I would be grateful if I could receive any representation you wish to make by **21st February 2021**.

Kind Regards,

James Stringer

Asset Information Definitive Map Officer

Asset Information, Box No. STA2101, Cambridgeshire County Council, Stanton Way Depot, Huntingdon,
PE29 6PY

Direct Dial: 01223 715520 / Contact Centre: 0345 045 5212



James Stringer

From: Roger Moreton [REDACTED]
Sent: 02 February 2021 15:41
To: Stringer James
Cc: [REDACTED]
Subject: Re: Proposal to divert Melbourn FP6 (part) & stop up FP8 (part)

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Dear Mr Stringer,

Proposal to divert part of Melbourn fp 6, and to stop up part of Melbourn fp8 under TCP 1990 s.257:

Thank you for your consultation of 1 February 2021.

The Ramblers' Cambridge Group has been consulted previously on behalf of the landowner by Mr P Keeley of labosport.com on 26 October 2020.

I replied on 24 November, having consulted our committee by email. I reported to Mr Keeley that I had received no objections to the proposals.

Your present consultation seems essentially very similar to that of Labosport, so on behalf of the Ramblers' Cambridge Group, I will register no objection at this time. Meanwhile I will circulate your proposals to the committee. If you do not hear from us by your deadline of 21 February 2021, you may conclude that our acquiescence holds.

Thank you again for your consultation,

Yours sincerely

Janet Moreton

Janet & Roger Moreton
Joint Footpath Secretaries for S.Cambs
Ramblers Cambridge Group

From: Stringer James <James.Stringer@cambridgeshire.gov.uk>
Sent: 01 February 2021 11:41
Subject: Proposal to divert Melbourn FP6 (part) & stop up FP8 (part)

Dear Consultee,

Cambridgeshire County Council has received an application to divert part of Melbourn Public Footpath No. 6 & stop up part of Public Footpath No, 8 under Section 257 of the Town and Country Planning Act 1990

Please see the attached letter and plans for further details.

I would be grateful if I could receive any representation you wish to make by **21st February 2021**.

Kind Regards,

James Stringer

Asset Information Definitive Map Officer

Asset Information, Box No. STA2101, Cambridgeshire County Council, Stanton Way Depot, Huntingdon, PE29 6PY

Stringer James

From: Susan van de Ven [REDACTED]
Sent: 04 February 2021 21:32
To: Stringer James
Subject: Re: Proposal to divert Melbourn FP6 (part) & stop up FP8 (part)

Follow Up Flag: Follow up
Flag Status: Flagged

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Thanks James. I support the proposal.

Best wishes,

Susan

Susan van de Ven
County Councillor for Bassingbourn, Melbourn, Meldreth and Whaddon
E-newsletter: https://www.sclibdems.org.uk/email_signup_melbourn
News and Action: www.susanvandeven.com
Tel [REDACTED]

On Mon, Feb 1, 2021 at 11:41 AM Stringer James <James.Stringer@cambridgeshire.gov.uk> wrote:

Dear Consultee,

Cambridgeshire County Council has received an application to divert part of Melbourn Public Footpath No. 6 & stop up part of Public Footpath No, 8 under Section 257 of the Town and Country Planning Act 1990

Please see the attached letter and plans for further details.

I would be grateful if I could receive any representation you wish to make by **21st February 2021**.

Kind Regards,

James Stringer

Asset Information Definitive Map Officer

Stringer James

From: Shivakumar, Gokila [REDACTED]
Sent: 05 February 2021 04:36
To: Stringer James
Subject: No Objection: Proposal to divert Melbourn FP6 (part) & stop up FP8 (part) - SG8 6EF
Attachments: LSUK 19-0668 BM25583 0533 02 PROPOSED RIGHT OF WAY LAYOUT.pdf; 2021-01-07 Melbourn FP 6 & 8.pdf; 2021-02-01 Consultation Utilities.pdf

Follow Up Flag: Follow up
Flag Status: Flagged

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Dear Sirs,

New Roads and Street Works Act 1991
Stopping Up Order / Footpath Diversion / Extinguishment / Gating Order

No Objection

We refer to the below or attached order and confirm that we have no objections

Please email Stopping Ups to osm.enquiries@atkinsglobal.com

To enable us to process your application as quickly as possible, please ensure you include Grid References.

A copy of the Cable and Wireless process 4461 'Special Requirements relating to the external plant network of Cable and Wireless UK Services Ltd' is available on request. The process provides guidance on working in the vicinity of Cable and Wireless's apparatus.

IMPORTANT - PLEASE READ - Your Next Step?:-

Where apparatus is affected and requires diversion, please send all the scheme related proposals that affects the Vodafone Network to c3requests@vodafone.com with a request for a 'C3 Budget Estimate'. Please ensure you include a plan showing proposed works. (A location plan is insufficient for Vodafone to provide a costing). These estimates will be provided by Vodafone directly, normally within 20 working days from receipt of your request. Please include proof of this C2 response when requesting a C3 (using the 'forward' option). Diversionary works may be necessary if the existing line of the highway/railway or its levels are altered.

Plant Enquiries Team
T: +44 (0)1454 662881
E: osm.enquiries@atkinsglobal.com

ATKINS working on behalf of Vodafone: Fixed 

This response is made only in respect to electronic communications apparatus forming part of the Vodafone Limited electronic communications network formerly being part of the electronic communications networks of Cable & Wireless UK, Energis Communications Limited, Thus Group Holdings Plc and Your Communications Limited.

PLEASE NOTE:

The information given is indicative only. No warranty is made as to its accuracy. This information must not be solely relied upon in the event of excavation or other works carried out in the vicinity of Vodafone plant. No liability of any kind whatsoever is accepted by Vodafone, its servants, or agents, for any error or omission in respect of information contained on this information. The actual position of underground services must be verified and established on site before any mechanical plant is used. Authorities and contractors will

Stringer James

From: digdatSupport <support@digdat.co.uk>
Sent: 10 February 2021 14:36
To: Stringer James
Subject: RE: Proposal to divert Melbourn FP6 (part) & stop up FP8 (part) - SG8 6EF

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Good afternoon,

Whilst we have not been able to find any easements we have found waste assets that may be affected by your proposals, please contact Anglian Water Customer Services to organise a waste water technician to come out their contact number is 03457 145 145.

If in the meantime I can be of any further assistance please do not hesitate to contact me.

Kind Regards

Tracy Fryer
digdat Support Team

Tel: 0800 085 8060



www.digdat.co.uk

From: Stringer James <James.Stringer@cambridgeshire.gov.uk>
Sent: 01 February 2021 11:52
Subject: Proposal to divert Melbourn FP6 (part) & stop up FP8 (part) - SG8 6EF

EXTERNAL MAIL - Please be aware this mail is from an external sender -THINK BEFORE YOU CLICK

Dear Consultee,

Cambridgeshire County Council has received an application to divert part of Melbourn Public Footpath No. 6 & stop up part of Public Footpath No, 8 under Section 257 of the Town and Country Planning Act 1990

Please see the attached letter and plans for further details.

I would be grateful if I could receive any representation you wish to make by **21st February 2021**.

Kind Regards,

James Stringer
Asset Information Definitive Map Officer

James Stringer
Cambridgeshire County Council
Boc STA2101
Huntingdon Highways Depot
Stanton Way
Huntingdon
PE29 6RY

Plant Protection
Cadent
Block 1; Floor 1
Brick Kiln Street
Hinckley
LE10 0NA
E-mail: plantprotection@cadentgas.com
Telephone: +44 (0)800 688588

National Gas Emergency Number:
0800 111 999*

National Grid Electricity Emergency Number:
0800 40 40 90*

* Available 24 hours, 7 days/week.
Calls may be recorded and monitored.

www.cadentgas.com

Date: 03/02/2021

Our Ref: EA_GE3A_3FWP_057911

Your Ref: P112 (JP)

RE: Formal Enquiry, SG8 6EF Melbourn Public Footpath No. 6 (part) & Melbourn Public Footpath No. 8 (part)

Thank you for your enquiry which was received on 01/02/2021.
Please note this response and any attached map(s) are valid for 28 days.

An assessment has been carried out with respect to Cadent Gas Limited, National Grid Electricity Transmission plc's and National Grid Gas Transmission plc's apparatus. Please note it does not cover the items listed in the section "Your Responsibilities and Obligations", including gas service pipes and related apparatus. For details of Network areas please see the Cadent website (<http://cadentgas.com/Digging-safely/Dial-before-you-dig>) or the enclosed documentation.

Are My Works Affected?

Searches based on your enquiry have identified that there is no record of apparatus in the immediate vicinity of your enquiry.

Cadent and National Grid therefore have no objection to these proposed activities.

The contractor should contact Plant Protection before any works are carried out to ensure the apparatus is not affected by any of the proposed works.

Your Responsibilities and Obligations

The "Assessment" Section below outlines the detailed requirements that must be followed when planning or undertaking your scheduled activities at this location.

It is your responsibility to ensure that the information you have submitted is accurate and that all relevant documents including links are provided to all persons (either direct labour or contractors) working for you near Cadent and/or National Grid's apparatus, e.g. as contained within the Construction (Design and Management) Regulations.

This assessment solely relates to Cadent Gas Limited, National Grid Electricity Transmission plc (NGET) and National Grid Gas Transmission plc (NGGT) and apparatus. This assessment does **NOT** include:

- Cadent and/or National Grid's legal interest (easements or wayleaves) in the land which restricts activity in proximity to Cadent and/or National Grid's assets in private land. You must obtain details of any such restrictions from the landowner in the first instance and if in doubt contact Plant Protection.
- Gas service pipes and related apparatus
- Recently installed apparatus
- Apparatus owned by other organisations, e.g. other gas distribution operators, local electricity companies, other utilities, etc.

It is **YOUR** responsibility to take into account whether the items listed above may be present and if they could be affected by your proposed activities. Further "Essential Guidance" in respect of these items can be found on either the [National Grid](#) or [Cadent](#) website.

This communication does not constitute any formal agreement or consent for any proposed development work; either generally or with regard to Cadent and/or National Grid's easements or wayleaves nor any planning or building regulations applications.

Cadent Gas Limited, NGGT and NGET or their agents, servants or contractors do not accept any liability for any losses arising under or in connection with this information. This limit on liability applies to all and any claims in contract, tort (including negligence), misrepresentation (excluding fraudulent misrepresentation), breach of statutory duty or otherwise. This limit on liability does not exclude or restrict liability where prohibited by the law nor does it supersede the express terms of any related agreements.

If you require further assistance please contact the Plant Protection team via e-mail ([click here](#)) or via the contact details at the top of this response.

Yours faithfully

Plant Protection Team

Non-Motorised User Routes Adoption Policy Matrix

Public Path Order Applications and Proactive Cases under the Highways Act 1980 (except s118A and 119A), the Town and County Planning Act 1990, and other Acts as appropriate

Subject area	Criteria		Maximum available score	Scheme	Notes
	No.	Item (SOA = Statement of Action in ROWIP)			
				Melbourn V College	
Maintenance & Financial	1	Viability (cost of implementation) and Affordability (cost of ongoing maintenance) (PASS or FAIL only) see notes below	Pass or Fail	Pass	The cost of implementation of any diversion will be met by the applicant. The cost of ongoing maintenance will not be materially different to the existing paths.
Consultations	2	Pre-application consultations have been carried out with the prescribed bodies.	Pass or Fail	Pass	Pre-App has been undertaken and responses received.
Consultations	3	The existing route is available for use and any 'temporary' obstructions have been removed, in order to allow a comparison to be made. Any request for exemption will be decided by the Director Highways & Access as to whether or not that is appropriate.	Pass or Fail	Pass	The existing route is available for use on the ground.
Consultations	4	No objections are received to the proposals during the statutory consultation period prior to making an order. However, the County Council will review this criterion in individual cases in light of objections and potential public benefit of the proposal. If the County Council consider the objection to be irrelevant, this will class as a pass.	Pass or Fail	Pass	No Objections have been received.
Width	5	A minimum width of 2m is provided for a diverted footpath, and a minimum width of 4m for a diverted bridleway. In exceptional cases, e.g. cross-field paths, the County Council may, taking into account all the available facts, require such a width as it considers reasonable and appropriate.	Pass or Fail	Pass	The proposed paths will meet the minimum requested width of 2m.
Equalities impact - Gaps & Gates	6	The proposed route would have no stiles or gates, or allows for access for people with mobility issues.	Pass or Fail	Pass	No gates or stiles are proposed.
Equalities impact	7	Significant negative impact on a class of user - Equalities Act	-2	0	
Equalities impact	8	Significant increase in accessibility - Equalities Act	2	0	
Maintenance & Financial	9	Proposal would enable financial savings for Authority, e.g. obviates need for new bridge, resolves long-standing maintenance problems	4	1	The proposal would allow a more detailed Def Statement to be recorded which will benefit the HA in future in the event that queries related to the path came up.
Maintenance & Financial	10	The proposed alternative route or routes are not less convenient for maintenance than the original route(s).	2	2	The cost and convenience of ongoing maintenance will not be materially different to the existing paths.
Use of Land	11	The effect the order would have on the land served by the existing path and the land across which the alternative path would run, or on the land across which the new path will run if a package involving a creation.	2	2	The diversion is considered necessary to enable the delivery of a proposed development at the Village College.

Connectivity	12	The proposed alternative route or routes are substantially as convenient to the public as the original.	3	3	The propose diversion is not considered to have any material impact of convenience or enjoyment to the public.
Connectivity	13	User enjoyment	3	2	
Connectivity	14	There are no other reasonable or viable alternatives	2	2	This proposal is considered to be the most reasonable and viable option.
Connectivity & Enjoyment	15	A suitable alternative path is provided or is available for every path that is to be diverted or entirely stopped up, which maintains or improves the usefulness of the Rights of Way network	2	2	Connectivity with the adjacent PRoW network will be maintained.
Consultation	16	Support from local communities	3	3	No Objections have been received from the local community which including the local member and parish council.
Biodiversity Duty	17	Significant negative impact on biodiversity	-2	0	
Promoted route	18	Route will be on a promoted way eg. National Cycle Network, Ouse Valley Way	1	0	N/A
Consolidation of data	19	Proposal would enable consolidation of records to provide accurate asset data and facilitate enhanced service delivery e.g. connectivity with other highways	1	0	
Determination of widths	20	Proposal will enable the definition and recording of path widths, particularly where there is currently no recorded width	3	3	The diversion will allow a width to be recorded where no does not currently exist in the DS and for the inclusion of a more detailed Statement.
Limited time	21	Limited window of opportunity E.g. landowner goodwill or S106 Agreement	3	2	This proposal is linked to the development at the College.
Route at risk of development on urban fringe	22	Route is on fringe of a built-up area and therefore at risk from development, e.g. being used as an access way.	3	1	
Total Score /30 (Pass mark 70% ie 21)			30	23	

Explanatory notes: A scheme must reach the threshold of 70% of maximum score in order to be adopted. However, schemes will still have to undergo their relevant legal process e.g. Public Path Orders through the formal consultation process, and may later be abandoned if it becomes clear that they will not meet the Council's Public Path Order Policy or the legal tests.

There are six Pass/Fail criteria relating to County Council requirements that must be met in order for an application to be considered. If an application fails one of these criteria, it fails regardless of its numerical score. Officers will then revert to the applicant to discuss their options.

Criterion 1, Viability and Affordability:

Viability means the cost of delivering the scheme. Is this being funded, or will it need to be funded from existing CCC revenue? Funding must be evidenced in writing. If a scheme cannot be funded at no or limited cost to CCC, it will not pass.

Affordability means the cost of ongoing maintenance. If the maintenance liability incurred would be significantly greater than the existing, an application may still pass if a solution is agreed, such as a commuted sum, an agreement for a third party to maintain the route instead, or if it is vital to the deliverability of a wider development scheme.

For the numerically scored criteria, a 70% threshold must be met in order for an application to be taken forward. If an application passes the Pass/Fail criteria but fails the 70% numerical threshold, it will not proceed and officers will revert to the applicant to discuss their options.

**HIGHWAYS
MEMORANDUM**

To : James Stringer
Asset Information Definitive Map Officer

From : Richard Lumley
Assistant Director, Highways

Date : 22/04/2021

Reference : P112

SUBJECT : Report on the proposed diversion of part of Melbourn Public Footpath No. 6 and stopping up of part of Melbourn Public Footpath No. 8

With reference to your report of 22nd April, I agree with your recommendation that the proposed diversion of part of Melbourn Public Footpath No. 6 and stopping up of part of Melbourn Public Footpath No. 8 is acceptable to Cambridgeshire County Council as Local Highway Authority.

This approval should be reported to South Cambridgeshire District Council as Local Planning Authority to allow them to make a formal decision on whether or not to make a public path order under Section 257 of the Town and County Planning Act 1990.



Richard Lumley
Assistant Director, Highways

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Agenda Item 10



REPORT TO: Planning Committee

9 June 2021

LEAD OFFICER: Joint Director of Planning and Economic Development

Enforcement Report

Executive Summary

1. On 28 May 2021 there were 253 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

Should Members wish for specific updates to be added to the Enforcement Report then please request these from the Principal Planning Enforcement Officer and they will be added to the next available Planning Committee.

On a further note, if members would like further information to be submitted as part of this report moving forward then please contact the Principal Planning Enforcement Officer

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 had stopped for 28 days.

Planners are in continual discussions with the developer to rectify the issues. The outcomes of the Enforcement visits have been forwarded to the relevant planners and senior management. The site has been monitored and regular visits will continue to be carried out.

Discussions between Planning Officers to consider the latest application to discharge the conditions is taking place w/c 31st May 2021 and verbal update will be provided at Planning Committee

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 confirms that the Hobbit House has been removed but the associated wooden chairs remain along with the main playground structures. The playground has been closed over the past year but harm is still being caused by people sitting in the area where the hobbit house was.

The case officer John Shuttlewood is in the process of preparing a prosecution file.

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, 25/02/21 and 12/04/21 and the notice has not been complied with.

A further application under reference 20/01408/HFUL has been submitted and agreement with Area Manager that all Enforcement action will be held in abeyance pending the outcome of the application.

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:

Will Holloway - Principal Enforcement Officer

Date: 28/05/21

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Enforcement Cases Received and Closed

Month – 2021	Received	Closed
April 2021	47	99
January 2021	34	43
February 2021	53	27
March 2021	31	21
1 st Qtr. 2021	118	91
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	165	200
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 April 2021

Type of Notice	Period	Calendar Year to date
	April 2021	2021
Enforcement	0	1
Stop Notice	0	0
Temporary Stop Notice	0	2
Breach of Condition	0	0
S215 – Amenity Notice	0	0
Planning Contravention Notice	2	0
Injunctions	0	0
High Hedge Remedial Notice	0	0

2. Details of Notices served in April 2021

Ref. no.	Village	Address	Notice issued
EN/01582/20	Hatley	Barn Farm East Hatley Hatley Sandy Cambridgeshire SG19 3JA	PCN
EN/00171/21	Hardwick	3 Laxton Avenue Hardwick Cambridge Cambridgeshire CB23 7XL	PCN

Date: 28/05/21

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