

SOUTH CAMBRIDGESHIRE DISTRICT COUNCIL

REPORT TO: Planning Committee

1 July 2015

AUTHOR/S: Planning and New Communities Director

Application Number:	S/0276/15/OL
Parish(es):	Duxford
Proposal:	Demolition of dwelling and garage and erection of up to 35 dwellings.
Site address:	8 Greenacres, Duxford
Applicant(s):	Mr Darragh Harnet, Countryside Properties Ltd and J Hilbery
Recommendation:	Approve
Key material considerations:	The main issues are whether the proposed development would provide a suitable site for housing, having regard to the principles of sustainable development and housing land supply, scale of development, impact on the village character and landscape, impact on neighbour amenity, level of services and facilities, access and transport including construction management, drainage and ecology.
Committee Site Visit:	Yes
Departure Application:	Yes
Presenting Officer:	Andrew Fillmore
Application brought to Committee because:	The application proposal raises considerations of wider than local interest.
Date by which decision due:	15 May 2015

Executive summary

1. This proposal seeks outline permission (access only for full approval) for a residential development of up to 35 dwellings including 14 affordable units outside the adopted village framework following demolition of no. 8 Greenacres (dwelling) to provide vehicular access. The development would not normally be considered acceptable in principle as a result of its location outside the framework. However two recent appeal decisions on sites in Waterbeach have shown the district does not currently have a 5

year housing land supply, and therefore the adopted LDF policies in relation to the supply of housing are not up to date. The National Planning Policy Framework (NPPF) states there is a presumption in favour of sustainable development, and where relevant policies are out of date, planning permission should be granted for development unless the adverse impacts of doing so would significantly and demonstrably outweigh the benefits, when assessed against the policies in the NPPF taken as a whole.

In this case the impact on highway safety and neighbour amenity, including construction traffic, does not significantly and demonstrably outweigh the benefits that include delivering up to 34 dwellings, 14 of which will be affordable, towards the required housing land supply.

Planning History

2. No relevant planning history.

Planning Policies

3. **National Planning Policy Framework**
National Planning Policy Framework (NPPF)
Planning Practice Guidance
4. **Proposed Local Plan July 2013**
S/1 Vision
S/2 Objectives of the Local Plan
S/3 Presumption in Favour of Sustainable Development
S/7 Development Frameworks
S/10 Group Villages
H/7 Housing Density
H8 Housing Mix
H/9 Affordable Housing
SC/2 Health Impact Assessment
SC/4 Meeting Community Needs
SC/6 Indoor Community Facilities
SC/7 Outdoor Play Space, Informal Open Space and New Developments
SC/8 Open Space Standards
SC/12 Contaminated Land
TI/2 Planning for Sustainable Travel
TI/3 Parking Provision
TI/9 Education Facilities
TI/10 Broadband
5. **Core Strategy, adopted January 2007**
ST/2 Housing Provision
ST/6 – Group Villages
6. **Local Development Framework Development Control Policies 2007**
DP/1 Sustainable Development
DP/2 Design of New Development
DP/3 Development Criteria
DP/4 Infrastructure and New Developments
DP/5 Cumulative Development
DP/6 Construction Methods
DP/7 Development Frameworks

HG/1 Housing Density
 HG/2 Housing Mix
 HG/3 Affordable Housing
 SF/10 Outdoor Playspace, Informal Open Space, and New Developments
 SF/11 Open Space Standards
 NE/1 Renewable Energy
 NE/3 Renewable Energy Technologies in New Development
 NE/6 Biodiversity
 NE/9 Water and Drainage Infrastructure
 NE/12 Water Conservation
 NE/14 Lighting Proposals
 NE/15 Noise Pollution
 NE/17 Protecting High Quality Agricultural Land
 CH/2 Archaeological Sites
 CH/4 Development within the Curtilage or Setting of a Listed Building
 CH/5 Conservation Areas
 TR/1 Planning for More Sustainable Travel
 TR/2 Car and Cycle Parking Standards
 TR/3 Mitigating Travel Impact

Consultation by South Cambridgeshire District Council as Local Planning Authority

7. **Duxford Parish Council** – Recommends refusal. The Parishes view is the additional traffic generated by this proposal is incompatible with the Duxford road infrastructure, in particular, the impact on St Johns Street and its junction with Hunts Road, Moorfield Road and Green Street, are all considered inadequate. The Transport Statement data appears to be incorrect and the Highways Agency must do a full survey of St Johns street traffic patterns.
8. **Local Highways Authority** – The approach to trip generation appears reasonable and is therefore accepted. The junctions remain below 0.85 in each of the assessments which indicate they remain within operational capacity. Given the traffic levels associated with the development it is not expected to create a severe impact on the local network. The Construction Environmental Management Plan is to the satisfaction of the highways authority. Recommend conditions.
9. **Cambridgeshire County Council (Public Right of Ways)** – The Public Footpath No.10 Duxford runs to the north of the site, this is a footpath and not a bridleway as claimed by the applicant. The route is, therefore, acceptable only for foot traffic.
10. The developer needs to understand it is an offence to obstruct a public highway and if this footpath was needing to be diverted to allow for construction, it is expected a safe access for footpath users would be created away from construction traffic. When the construction process is finished the developer would be required to reinstate the original route and make good any damage. Would seek that any hedge planted near the footpath does not cause future obstruction. Request several informatives to cover legislation relating to footpaths.
11. **Cambridgeshire County Council (Growth and Economy)** – Request contributions for Primary School, Waste Contribution and Libraries and lifelong learning and monitoring fee. Primary School capacity - while not all year groups are full there is no spare capacity for new pupils coming through the school system and existing capacity will be gone as the pupils move through the school years.

12. Pre-school capacity - Current data shows that there is enough capacity to accommodate children arising from this development in the pre-school co-located on the Duxford Primary School. Therefore, no contributions are now sought for this development. The County Council confirms there has not been 5 or more planning obligations since 6 April 2010 and as such the pooling restriction as per CIL regulations 123 does not apply to this development.
13. **Cambridgeshire County Council (Historic Environment Team)** – No objection to the proposal and is not seeking an archaeological condition.
14. **Natural England** – No objection. Based on the information provided, the proposal will unlikely affect any statutory protected sites or landscapes.
15. **Section 106 Officer** - The proposal for up to 35 dwellings generates the need for the provision of facilities to be secured by way of a section 106 agreement. This includes the provision of an onsite local area for play as well as financial contributions to be pro rata'd upon approval of the reserved matters application for (i) primary education (ii) libraries and lifelong learning (iii) strategic household waste (iv) indoor community facilities (v) offsite sports (vi) household waste bins and (vii) District Council monitoring. Members should note that in addition to standard requests Cambridgeshire County Council have requested a financial contribution to cover their own s106 monitoring activities but, having regard to a decision determined by the Planning Court 3rd February 2015, officers do not consider that such a request satisfies the tests as set out in CIL Regulation 122 and therefore this contribution is not proposed being secured.
16. **Consultancy Unit (Urban Design)** – The density of 29 dwellings per hectare and building heights of predominantly 2 storey houses and 2.5 storey apartments is considered to be acceptable.
17. **Consultancy Unit (Landscape)** – The scheme occupies a highly visible site at the edge of Duxford, and development here will be apparent from both long views (Ickleton Road, Moorfield Road and the A505) and short views (public footpath along north edge of the development, Fairhaven Close and The Old Nursery). If the development is constructed as shown, the gable plots of 19, 20, 25-30 and 31 will dominate any existing or proposed boundary treatment. Space should be found to ensure that a substantial rural hedge can be accommodated to the north and west boundaries.
18. **Consultancy Unit (Historic Buildings)** – The Conservation Area and listed St John's Church are not affected by this proposal.
19. **Consultancy Unit (Ecology)** – No objection to the proposed development. Agrees with the developer's ecological assessment that boundary vegetation should be controlled by a condition, a scheme of nest and bat boxes should be provided and that any removal of vegetation during nesting season is controlled.
20. **Consultancy Unit (Trees)** – The site contains no protected trees and the application is supported by a good quality tree survey. Concerns are raised about the closeness of the proposed layout to the north and west boundaries, as this will likely lead to the removal of the existing hedgerows. The Walnut Tree is in good condition and while diseased will likely live between 10 – 20 years and should be retained. Overall, the tree population is situated around the edges, which makes for the most ideal development site. With some alterations to the layout to improve prospects for the

boundary hedges and trees and to make room for additional planting, the development could be well integrated into the landscape.

21. **Affordable Housing** – The housing and strategy team support the application. There are approximately 1,700 applicants on the home link register in South Cambridgeshire District Council who are in need of good quality affordable housing. The developers' proposal for 14 affordable houses, which is in accordance with Policy H/9. There is a high demand for 1 and 2 bedroom accommodation across the district of South Cambridgeshire. The preferred mix is 5 one beds, 7 two beds and 2 three beds, with 10 units being for rented and 4 for intermediate housing.
22. **Development Officer** – The Health Impact Assessment has been assessed and has been graded B. Grade B meets the required standard.
23. **Environmental Health (noise)** – No objection in principle to this development subject to conditions relating to noise/vibration/dust, noise impact assessment on the electricity substation, artificial lighting and requiring a waste management strategy. Requests informatives on bonfires, waste management.
24. **Waste Contracts Officer** – There is a turning area in the road to the front of numbers 12-14, although parked cars can make this awkward so sometimes the lorry will reverse. The reverse distance currently exceeds the 12m permitted distance. The best solution is that a full turning area that meets the requirements of the design guide be built into the new development allowing the lorry to access in a forward direction for the entire street and back out again.
25. **Environmental Health (contamination)** – Some areas of the site have potential for contamination to exist, which can be addressed by condition.
26. **Duxford Playgroup (Charity), located with Duxford Primary School** – Object on the grounds of increased traffic and lack of capacity to accommodate additional children. Any increase in traffic along St Johns Street will have a considerable impact on the safety of the children.
27. **Duxford Primary School** – Objects on the grounds that the School does not have sufficient capacity to accommodate the new children and that the development would put at risk children's safety when walking/cycling to school. The school has provided detail on how they have calculated how many school places the development will require and which academic years are at capacity. The school confirms there is space for the school to be developed but has no funding to achieve this. The school states that currently 40% of its students walk to school. The school run times are between 8:30 and 9am and 3:20 and 4:15pm. St Johns Street footpaths are extremely narrow in certain locations and has blind junctions, combined with the lack of pedestrian crossings on either St Johns Street or Hunts Road. There are also no traffic calming measures on St Johns Street to enforce the 20mph speed limit.
28. **Cambridgeshire Fire and Rescue** – The Fire Authority request that adequate provision is made for fire hydrants, the cost of which will be paid by the developer.
29. **Cambridgeshire Constabulary (Architectural Liaison Officer)** – No objection to what is proposed on grounds of crime and disorder but feels more thought needs to be given to the affordable parking area.

30. **Imperial War Museum** – Nothing in this application would prevent us from carrying out our current business. As an observation, there may be additional noise and traffic in the area when we carry out our air shows and events.
31. **Anglian Water** – Foul drainage from this development is in the catchment of Sawston Water Recycling Centre that will have available capacity for these flows. The sewerage system at present has available capacity for these flows.
32. **RT Hon Andrew Lansley CBE, Former Member of Parliament for South Cambridgeshire** – Seeks to ensure residents' concerns regarding traffic (particularly St John's Street), strain on village services, impact on residents of Greenacres, impact on sewer system and the accuracy of the Transport Statement are duly considered.

Representations

33. 54 letters of representation have been received opposing the application. The vast majority of these raise concerns in respect of the access arrangements to the site being inadequate to accommodate the proposed development. Other concerns raised include the following:
 - Out of scale with the village
 - Out of character with the village
 - Developments like this will turn Duxford into a Cambridge suburb
 - Developer seeking to go around the democratic process
 - Poor design and contrary to paragraph 64 of the NPPF
 - Lack of amenities within the village
 - Village sewage system will not support the development
 - Contrary to national and local policy
 - Outside of village framework and does not comply with the adopted Group Village policy (ST/6)
 - Harm to Greenbelt land
 - Loss of agricultural land
 - Waterbeach and Duxford are not comparable
 - South Cambridgeshire District Council is bringing large scale developments elsewhere eg Trumpington Meadows or Northstowe
 - Duxford has already been contributing to housing supply for the district
 - Huge Logistics Building just built has helped to barricade Duxford in
 - Was considered in the Strategic Housing Land Availability Assessment (SHLAA) and was not allocated for development
 - Harm the feeling of community and does not comply with paragraph 17 of NPPF
 - Would harm residential amenity
 - Pollution
 - Construction of the development. Access route and impact on local road network
 - Development should only be accessed from Moorfield Road
 - Refuse lorries, fire engines and delivery lorries struggle to get to the top Greenacres and therefore unable to access the new development. Need to widen part of Greenacres to allow for these vehicles
 - Developer underestimating the increase in the number of cars that the development will cause
 - Traffic congestion on local road network

- St Johns Street and Greenacres not designed for any increase in traffic
- Developer not providing a true picture of traffic congestion in the local area
- Transport Statement not based on the actual situation in Duxford
- Lack of public transport or safe/easy non-motorised transport routes
- Highway safety. Development not in accordance with paragraph 32 of the NPPF. Impact on the safety of the children travelling to the Primary School on St John's Street
- The developers' long term Travel Plan for residents is inadequate
- Prevents children playing in the public realm of Greenacres
- Inadequate car parking being proposed on site
- Errors or misleading information in the Sustainability Statement and Transport Statement
- The bank and post office has recently disappeared
- School capacity
- Set precedent for other developments in the village.
- Other potential 100% affordable housing schemes within Duxford.
- Higher density/taller buildings should be placed in the city centre to prevent the loss of green fields.
- Loss of an existing dwelling.
- Concern over the affordable housing leading to crime and anti-social behaviour.
- Site boundary incorrect
- Loss of established hedges and trees.
- Harm to biodiversity
- Duxford Parish Council promoting similar size development outside of village framework in order to finance a project.
- Lack of information from South Cambridgeshire District Council
- Harm to the conservation area and Grade I Listed Building.
- Developers should not determine the use of S106 funds.

34. Further representations were received in relation to amendments as follows:

- Transport Assessment being undertaken by the developers and only over one day.
- Traffic Assessment should be undertaken by a Council.
- People taking the survey were not providing accurate results.
- The survey was taken over too short a period to catch all commuter traffic.
- On street parking is deliberately understated in the Traffic Impact Assessment. This is a key reason for objection.
- St Johns Street is effectively a single width road for the majority of its length.
- The survey should have been conducted over a number of days rather than just one
- The timings of the study were not representative
- Traffic Assessment should provide additional data to provide context
- There was no attempt to measure the speed of traffic in the survey area
- Relatively low traffic volumes observed from Greenacres, which has a relatively large retired population
- Add to congestion on the A505
- Traffic congestion by virtue of construction worker commuting
- Construction traffic will need to use Greenacres until a potential alternative construction access is provided from Moorfield.
- How will construction traffic navigate St Johns Street.
- Where will construction related parking be located?

- Mud and debris will be spread onto the highway.
 - Highway safety issues remain.
 - Noise pollution from the construction of the development.
 - Amendments make the development worse by returning construction traffic to using Greenacres.
 - Revisions to documents should have been highlighted for ease of use.
 - Distances of travel being stated by developer to services are still incorrect.
 - Car going to be the most convenient/viable method of transport.
 - Duxford Parish Council holding a referendum on the 7 May to determine if a community centre and 22 houses should be built on Brewery Field. No decision should occur on Greenacres until Brewery Field has had time to progress
 - Alternative access could overcome many concerns
35. Some of the residents (35) of Greenacres and surrounding streets have jointly compiled a summary of the Sustainability and Amenity Impact, Compilation of Errors in the submitted application and a response to the Traffic Impact Assessment. This document is set out in full in Appendix A.

Planning Comments

36. The application site comprises a roughly L-shaped parcel of land (field), along with the residential dwelling no. 8 Greenacres, which lies outside the framework boundary to the northern edge of Duxford. In planning terms the site is defined as 'countryside', and although not currently farmed is classified as Grade 2 agricultural land. The village framework extends along the site's eastern and southern boundary. To the north is a public right of way footpath. The site is presently served by a single point of vehicular access from The Firs, with the residential dwelling (no. 8) accessed separately from Greenacres.
37. Residential development adjoins the land to the east and south, with agricultural fields beyond the footpath to the north and west. The site is not subject to any further planning designations.
38. The application proposal seeks outline planning consent (access only for approval) for the demolition of the residential dwelling and garage (no. 8 Greenacres), and construction of up to 35 residential units (net gain of 34 units) including 14 affordable. Matters of appearance, landscaping, layout and scale are reserved and do not form part of the consideration of this application. Vehicular access is to be achieved from Greenacres across the site of the house to be demolished.
39. The site was proposed to the council for residential development in the Strategic Housing Land Availability Assessment (Local Plan) where it was considered to have some development potential. The site was not taken forward in the Issues and Options consultation because it lies in a Group village and there were enough sites in more sustainable locations including Rural Centres and Minor Rural Centres.

Principle of development

40. The NPPF requires councils to boost significantly the supply of housing to identify and maintain a five-year housing land supply with an additional buffer as set out in paragraph 47.

41. On the 25th June 2014 in two appeal decisions for sites in Waterbeach the Inspectorate concluded that the council cannot currently demonstrate a five-year supply of deliverable housing sites. He identified either a 3.51 or 3.9 year supply (each appeal was judged on its own evidence and slightly different conclusions reached). This is against the Strategic Market Assessment figure for objectively assessed needs of 19 000 homes between 2011 and 2031, which he concluded had more weight than the Core Strategy figure. It is appropriate for the conclusions reached within these appeal decisions to be taken into account in the council's decision making where they are relevant. Unless circumstances change, those conclusions should inform, in particular, the councils approach to paragraph 49 of the NPPF, which states that adopted policies 'for the supply of housing' cannot be considered up to date where there is not a five year housing land supply. These policies were listed in the decision letters and are: Core Strategy DPD policies ST/2 and ST/5 and Development Control Policies DPD policy DP/7 (relating to village frameworks and indicative limits on the scale of new development in villages). The inspectorate did not have to consider policy ST/6 but as a logical consequence of the decision this should also be a policy 'for the supply of housing'.
42. Where this is the case, paragraph 14 of the NPPF states that there is a presumption in favour of sustainable development. It says that where relevant policies are out of date, planning permission should be granted for development unless the adverse impacts of doing so would significantly and demonstrably outweigh the benefits, when assessed against the policies in the NPPF taken as a whole, or where specific policies in the NPPF indicate development should be restricted.

Is the site a sustainable location for up to 35 residential units?

43. Paragraph 17 of the NPPF sets out a number of core planning principles including:
- always seek to secure high quality design and a good standard of amenity for all existing and future occupants of land and buildings
 - actively manage patterns of growth to make the fullest possible use of public transport, walking and cycling, and focus significant development in locations which are or can be made sustainable
 - take account of and support local strategies to improve health, social and cultural wellbeing for all, and deliver sufficient community and cultural facilities to meet local needs

44. The NPPF states there are three dimensions to sustainable development: economic, social and environmental.

Economic

45. Paragraph 19 of the NPPF advises the Government is committed to ensuring the planning system does everything it can to support sustainable economic growth, and significant weight should be placed on the need to support economic growth through the planning system.
46. The proposed development would give rise to a number of economic benefits. In the short term this would include the creation of jobs in the construction industry as well as the multiplier effect in the wider economy arising from increased activity. In the long term the provision of housing would help meet the needs of businesses in Cambridge and surroundings, which are accessible along the M11 and A505. For these reasons the

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

Social

Provision of new housing including affordable units

47. Chapter 6 of the NPPF relates to 'delivering a wide choice of high quality homes' and seeks to 'boost significantly the supply of housing' placing importance on widening the choice of high quality homes and ensuring sufficient housing (including affordable housing) is provided to meet the needs of present and future generations.
48. The development would provide a clear benefit in meeting the current shortfall in South Cambridgeshire through delivering up to 34 new residential dwellings. 40% of these will be affordable on a 70/30 rented to shared ownership basis in compliance with the development plan. Officers are of the view the provision of up to 34 houses including 14 affordable is of notable benefit and substantial weight should be attributed this in the decision making process.
49. In terms of mix the adopted development plan requires a minimum of 40% of new houses to be one and two bed units, with circa 25% three and four bed respectively and this can be controlled by condition.
50. Turning to density, policy HG/1 seeks to make best use of land with a recommended density of 30 dwellings per hectare, unless local circumstances require a different treatment. The proposed development has a density of approximately 29 dwellings per hectare, which is considered to be acceptable for this edge of village site. The indicative layout shown has demonstrated that the site can be designed in order to accommodate a Local Area of Play and that 12 metre rear wall to rear fence and 25 metre back to back distances can be created as required by the District Design Guide

Housing delivery

51. The applicant suggests all of the 35 units will be delivered by 2017 (within 5 years from date of outline consent), and has provided an indicative timetable for how this is to be achieved as well as justified why the houses will be delivered. Officers are of the view this is a realistic assumption, and that the new houses are likely to be delivered within 5 years from date of approval of outline consent.

Open space

52. The development will provide for a Local Area of Play on site delivering informal open space and children's play space, with contributions secured towards off site sports provision in accordance with adopted standards.

Services and facilities

53. Paragraph 55 of the NPPF seeks to promote sustainable development in rural areas advising 'housing should be located where it will enhance or maintain the vitality of rural communities', and recognises that where there are groups of smaller settlements, development in one village may support services in a village nearby.
54. Duxford is served by a primary school, mobile library, village store, hairdressers salon, beauty salon, car repairs/servicing garage, Public House x 3, hotel, recreation ground, allotments and church with the Imperial War Museum nearby. In terms of employment

provision there are a range of opportunities within a 5 mile radius including the Genome campus at Hinxton, Hexcel composites, Granta Park and Babraham Research campus.

55. The provision of up to 35 new houses will assist in maintaining the existing level of services offered in Duxford and weight is given to this benefit, as per the advice of paragraph 55 of the NPPF.
56. Financial contributions will be secured to allow the school to convert existing space to a new classroom thus providing for the increased need arising from this development.

Transport

57. One of the core principles of the NPPF is to '*actively manage patterns of growth to make the fullest possible use of public transport*'. Chapter 4 relates to 'Promoting sustainable transport' and advises '*the transport system needs to be balanced in favour of sustainable transport modes*', and goes on to state '*different policies and measures will be required in different communities and opportunities to maximise sustainable transport solutions will vary from urban to rural areas*'. In summary the NPPF seeks to promote sustainable transport solutions, whilst recognising the difficulty of achieving this in rural areas.
58. Duxford is served by three bus routes (hourly service every day between Cambridge-Sawston-Duxford-Saffron Walden, along with Tuesday and Sunday only services between Whittlesford-Duxford-Saffron Walden and Cambridge-Duxford-Saffron Walden) with the closest stop circa 160m from the site on Moorfield Road. Whittlesford mainline station lies approximately 1.5km from the site to the opposite side of the A505 and provides services to Cambridge and Stanstead airport among other destinations.
59. Whilst it is noted the train station is not readily accessible by foot or cycle, due to having to cross a busy road, the site is reasonably well served by public transport provision.

Highways safety

60. Greenacres is a cul-de-sac road that serves 25 dwellings, which leads onto St Johns Street and in turn Moorfield Rd. The County Council as Local Highways Authority confirm this access arrangement is acceptable for the additional housing and that the road network has sufficient capacity to cope with the additional vehicular movements. Furthermore the councils waste officer has indicated that refuse lorries will be able to access the site.
61. The bulk of representations from local residents draw attention to the additional vehicular movements, and in particular those arising during the construction phase. The application is accompanied by a Construction Environmental Management Plan (Appendix B), which limits deliveries of materials between 10:00 – 15:00 (Monday – Friday) and 07:30 – 13:00 (Saturday), restricts the maximum size of delivery vehicles to 10.7m (small articulated vehicle) with a caveat that larger vehicles would require permission from the LPA, controls contractor parking and storage of materials on site and ensures wheel washing facilities are provided. The Highways Authority has confirmed these measures are satisfactory to address the impact on highway safety subject to being secured by condition.
62. Local residents express concerns over the submitted traffic management plan, including that additional traffic will be taken through the Conservation Area, no consideration has been given to parking to the front of no's 6 and 7 and the entrance to Greenacres from St Johns Street, weekends are busier in terms of residents parking, a fire hydrant has been

positioned to the front of no. 8, a caveat allows larger vehicles as long as notice is given, noise and dust levels will exceed the levels stipulated, safety concerns for young children with vehicles manoeuvring, more details are required for the parking of lorries and the impact on St Johns Street and Moorfield Road has not been taken into account. As noted above the highways authority considers the traffic management plan acceptable.

63. The construction phase is expected to last around 18 months and the additional traffic movements will inevitably impact on the amenity of local residents who have to date enjoyed living in a quiet residential cul-de-sac. Officers are of the view this will result in a notable loss of amenity, however this is temporary measure and restricted in the most part (deliveries) to the middle part of the day when many residents will not be at home. The permanent impact arising from the additional traffic flow from the new housing does not give rise to a significant impact on resident's amenity.

Environmental

Landscape

64. There are both short and long views of the development site and given its current use as an open field the proposal will inevitably have an impact on the landscape, however screening (by the built environment) is provided to two sides and the development results in limited harm to the landscape character which could be further mitigated by appropriate planting to the site boundaries.
65. The development lies outside the Cambridge Green Belt, which is ends approximately 730 meters to the north, and no harm is identified to this designation.

Contamination and Noise

66. Subject to appending conditions no adverse concerns relating to contamination or noise disturbance including from the nearby Imperial War Museum are identified.

Ecology

67. Natural England raise no objection in respect of impact on statutory conservation sites, with the councils ecologist not identifying any harm to protected species subject to conditions covering boundary vegetation, installation of nest and bat boxes and timings for the removal of vegetation.
68. A Screening Opinion as required under The Town and Country Planning (Environmental Impact Assessment) Regulations 2011 has been undertaken by officers on 12th February 2015, which concluded the proposal was not 'EIA development' and as such was not required to be accompanied by an Environmental Statement.
69. No in principle objections are raised by the tree officer, subject to addressing concerns of the layout at reserved matters stage.

Heritage assets

70. The nearest heritage assets to the site is no. 4 St Johns Street (Grade 2 Listed), with the Church of St John (also on St Johns Street) Grade 1 Listed. Duxford Conservation Area is found to the south. Officers are of the view these buildings and Conservation Areas are sufficiently separated from the site such that no harm to their setting arises.
71. No concerns area raised with regard to archaeology.

Loss of agricultural land

72. The development will result in the loss of Grade 2 agricultural land. The site is relatively is a small parcel of land which is not being farmed, and as such the loss is not so significant.

Surface and Foul Water Drainage

73. Foul water is to be discharged via mains sewer with Anglian Water confirming the wastewater treatment and foul sewerage systems have available capacity to accommodate the development. Conditions are necessary to secure details of foul and surface water drainage.

Crime and Disorder, Anglian Water, Fire Authority, Public Rights of Way

74. No material concerns are raised by the police architectural liaison officer with regard to crime and disorder.
75. The Fire Authority requests adequate provision is made for the supply of fire hydrants, which can be secured by condition.
76. Any diversion of the adjoining Public Right of Way, arising during the construction phase, will be temporary and no permanent effect results from this scheme.

Contributions

77. The County Council requirements for this development are as follow: Primary Education £99,960, Libraries and Lifelong Learning £2,359.872, Strategic Waste £285.26, and monitoring fees £200, with further contributions necessary in respect of off site sports provision. These contributions can be secured through a S106 agreement.
78. Members should note Cambridgeshire County Council have requested a financial contribution to cover their own S106 monitoring activities but, having regard to a decision determined by the Planning Court 3rd February 2015, officers do not consider that such a request satisfies the tests as set out in CIL Regulation 122 and therefore this contribution is not proposed being secured.

Conclusion

79. In determining planning applications for new housing development where the council does not have an up-to-date 5 year housing land supply, the balancing exercise is skewed in favour of granting permission, unless any adverse impacts of doing so would significantly and demonstrably outweigh the benefits when assessed against the policies of the framework taken as a whole.
80. Paragraphs 6-9 of the NPPF indicate that 'sustainability' should not be interpreted narrowly and that the three dimensions (economic, environmental, social) of sustainability should be sought jointly and simultaneously. Officers are of the view the harm arising from the development, through additional traffic movements which will be most acute for the duration of the temporary construction phase, does not give rise to sufficient harm to the local residents which outweighs the benefits of providing an additional 34 houses, 40% of which will be affordable.

Recommendation

81. Delegated approval subject to conditions and completion of a S106 Agreement securing the necessary financial contributions and affordable housing provision.
- standard time limit
 - approved plans
 - housing mix
 - tree protection
 - contamination
 - nature conservation plan
 - foul and surface water management
 - construction traffic management plan
 - details of external lighting
 - fire hydrant
 - noise, dust, vibration
 - highways conditions

Background Papers

Where [the Local Authorities \(Executive Arrangements\) \(Meetings and Access to Information\) \(England\) Regulations 2012](#) require documents to be open to inspection by members of the public, they must be available for inspection: -

- (a) at all reasonable hours at the offices of South Cambridgeshire District Council;
- (b) on the Council's website; and
- (c) in the case of documents to be available for inspection pursuant to regulation 15, on payment of a reasonable fee required by the Council by the person seeking to inspect the documents at the offices of South Cambridgeshire District Council.

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

- National Planning Policy Framework
<https://www.gov.uk/government/publications/national-planning-policy-framework--2>
- Local Development Framework, Development Control Policies, Adopted July 2007
<http://www.scams.gov.uk/content/local-development-framework>
- South Cambridgeshire Local Plan, Proposed Submission July 2013
<http://www.scams.gov.uk/localplan>
- Planning File Ref: S/0036/15/FL

Report Author: Andrew Fillmore – Principal Planning Officer
01954 713180