



East Cambridgeshire District Council

Meeting: Planning Committee

Time: 2:00pm

Date: Wednesday 4 September 2024

Venue: Council Chamber, The Grange, Nutholt Lane, Ely, CB7 4EE

Enquiries regarding this agenda: Cameron Overton

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Committee membership

Quorum: 5 members

Conservative members

Cllr Christine Ambrose Smith
Cllr David Brown (Vice-Chair)
Cllr Lavinia Edwards
Cllr Martin Goodearl
Cllr Bill Hunt (Chair)
Cllr Alan Sharp

Conservative substitutes

Cllr Keith Horgan
Cllr Julia Huffer
Cllr Lucius Vellacott

Liberal Democrat members Cllr

Chika Akinwale
Cllr John Trapp
Cllr Ross Trent
Cllr Christine Whelan
Cllr Gareth Wilson (Lead Member)

Liberal Democrat substitutes

Cllr Christine Colbert
Cllr Lorna Dupré
Cllr Mary Wade

Lead Officer: David Morren, Interim Planning Manager

10:20am: Planning Committee members meet at The Grange reception for site visits.

AGENDA

1. **Apologies and substitutions** [oral]
2. **Declarations of interests** [oral]

To receive declarations of interests from Members for any items on the agenda in accordance with the Members Code of Conduct.

- 3. Minutes** **Page 5**
- To confirm as a correct record the minutes of the meeting of the Planning Committee held on 7 August 2024
- 4. Chairman's announcements** **[oral]**
- 5. 23/00450/FUL** **Page 19**
- Part retrospective construction of 5no. 1.5 storey, detached dwellings with detached garages.
Location: Site west of 10-20 Sheriffs Court, Burrough Green, Suffolk
Applicant: Pure Eco Homes Ltd.
Public access link: <http://pa.eastcambs.gov.uk/online-applications/applicationDetails.do?activeTab=summary&keyVal=RT298KGGKBA00>
- 6. 23/01338/OUM** **Page 47**
- Outline planning application for the erection of up to 83 Affordable Homes with associated access, parking and landscaping - all matters reserved except for means of access
Location: Land at Cambridge Road, Stretham, Cambridgeshire
Applicant: Long Term Land Ltd
Public access link: <http://pa.eastcambs.gov.uk/online-applications/applicationDetails.do?activeTab=summary&keyVal=S57EU9GGHP100>
- 7. Planning performance report – July 2024** **Page 161**
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Notes

1. Members of the public are welcome to attend this meeting. Please report to the main reception desk on arrival at The Grange. Visitor car parking on-site is limited to 1h but there are several [free public car parks close by](https://www.eastcambs.gov.uk/parking/car-parks-ely) (https://www.eastcambs.gov.uk/parking/car-parks-ely). The maximum capacity for meetings in the Council Chamber has been set by the Fire Officer at 100 persons. Allowing for Member/Officer attendance and room layout constraints this will normally give a capacity for public attendance of 30 seated people and 20 standing. Public access to the Council Chamber will be from 30 minutes before the start of the meeting and, apart from for registered public speakers, is on a “first come, first served” basis.

The livestream of this meeting will be available on [the committee meeting's webpage](https://www.eastcambs.gov.uk/meetings/planning-committee-040924) (https://www.eastcambs.gov.uk/meetings/planning-committee-040924). Please be aware that all attendees, including those in the public gallery, will be visible on the livestream.

2. The Council has a scheme to allow [public speaking at Planning Committee](https://www.eastcambs.gov.uk/committees/public-speaking-planning-committee) (https://www.eastcambs.gov.uk/committees/public-speaking-planning-committee). If you wish to speak on an application being considered at the Planning Committee please contact the Democratic Services Officer for the Planning Committee democratic.services@eastcambs.gov.uk, to **register by 10am on Tuesday 3rd September**. Alternatively, you may wish to send a statement to be read at the Planning

Committee meeting if you are not able to attend in person. Please note that public speaking, including a statement being read on your behalf, is limited to 5 minutes in total for each of the following groups:

- Objectors
- Applicant/agent or supporters
- Local Parish/Town Council
- National/Statutory Bodies

3. The Council has adopted a 'Purge on Plastics' strategy and is working towards the removal of all consumer single-use plastics in our workplace. Therefore, we do not provide disposable cups in our building or at our meetings and would ask members of the public to bring their own drink to the meeting if required.

4. Fire instructions for meetings:

- if the fire alarm sounds, please make your way out of the building by the nearest available exit, which is usually the back staircase or the fire escape in the Chamber and do not attempt to use the lifts
- the fire assembly point is in the front staff car park by the exit barrier
- the building has an auto-call system to the fire services so there is no need for anyone to call the fire services
- the Committee Officer will sweep the area to ensure that everyone is out

5. Reports are attached for each agenda item unless marked "oral".

6. If required, all items on the agenda can be provided in different formats (such as large type, Braille or audio tape, or translated into other languages), on request, by calling main reception on (01353) 665555 or e-mail: translate@eastcambs.gov.uk

7. If the Committee wishes to exclude the public and press from the meeting, a resolution in the following terms will need to be passed:

"That the press and public be excluded during the consideration of the remaining item no(s). X because it is likely, in view of the nature of the business to be transacted or the nature of the proceedings, that if members of the public were present during the item(s) there would be disclosure to them of exempt information of Category X of Part I Schedule 12A to the Local Government Act 1972 (as amended)."



East Cambridgeshire District Council

Minutes of a Meeting of the Planning Committee

Held at The Grange, Nutholt Lane, Ely, CB7 4EE at 2:00pm on
Wednesday 7 August 2024

Present:

Cllr Chika Akinwale
Cllr David Brown
Cllr Lavinia Edwards
Cllr Martin Goodearl
Cllr Keith Horgan (substitute for Cllr Christine Ambrose Smith)
Cllr Bill Hunt (Chair)
Cllr James Lay
Cllr Ross Trent
Cllr Mary Wade (substitute for Cllr John Trapp)
Cllr Christine Whelan
Cllr Gareth Wilson

Officers:

Maggie Camp – Director, Legal
Toni Hylton – Planning Team Leader
Leah Mickleborough – Interim Senior Democratic Services Officer
Jasmine Moffat – Planning Assistant
David Morren – Interim Planning Manager
Cameron Overton – Trainee Democratic Services Officer
Andrew Phillips – Planning Team Leader
Angela Tyrrell - Senior Legal Assistant

In attendance:

Cllr Alan Sharp (Local Member, Agenda Item 5)

Andrew Ignaski (Applicant, Agenda Item 6)
Kate Wood (Agent, Agenda Item 6)
Kim Bartlett (Applicant, Agenda Item 5)

1 other member of the public

Melanie Wright – Communications Officer

Lucy Flintham – Office Team Leader, Development Services
Sarah Parisi – Senior Support Officer

17. Apologies and Substitutions.

Apologies for absence were received from Cllrs Christine Ambrose-Smith and John Trapp. Cllr Mary Wade gave apologies for arriving late.

Cllr Keith Horgan was attending as substitute for Cllr Christine Ambrose-Smith. Cllr Mary Wade was attending as substitute for Cllr John Trapp

18. Declarations of Interest.

No declarations of interest were made.

19. Minutes.

The committee received the Minutes of the meeting held on 9th July 2024. It was noted that on the second paragraph of page 7, the minutes should read Alastair Morbey, and not Richard Morbey.

Subject to this amendment, it was resolved unanimously:

That the Minutes of the Planning Committee meeting held on 9th July 2024 be confirmed as a correct record and be signed by the Chair.

20. Chair's Announcements.

The Chair announced that due to significant interest in the meeting to be held at 2pm on Tuesday 13th August, the allotted public speaking time for groups would be increased from 5 minutes to 10 minutes.

21. 24/00479/FUL - 48 Mill Lane, Stetchworth, Newmarket, Suffolk, CB8 9TR

Cllr Mary Wade arrived at 14:04, at the start of this item.

Jasmine Moffat, Planning Assistant, presented a report (Z45, previously circulated) recommending refusal of an application seeking full planning permission to carry out the building of a single storey extension, detached cart lodge and any other associated works.

The Planning Officer presented Members with slides showing the location, outlining the proposal and associated photos. The Planning Officer informed members that the work to be undertaken was outside of the policy defined development envelope.

The main considerations for this application were deemed to be:

- **Principle of Development** – The site is located outside of the development envelope. Officers felt that the principle of development had already been established as the proposal is of a minor nature and within an established residential curtilage. However, officers considered that the proposal was not compliant with GROWTH2, as it did not satisfy other policies of the local plan including HOU8, and if it were approved, would have an adverse impact onto the character of the countryside.
- **Design and Character** – With regards to design and character, officers considered there to be fundamental concerns with the design of the

proposal, with the proposal introducing unnecessary, unjustified harm and inappropriate form of development to the site. In the view of the officers, the most critical flaw of the design was the proposition being forward to the principal elevation, concealing the host dwelling. Furthermore, the proposal of the cart lodge was also noted to be poorly located, of an excessive scale, and obstructive to the rural country views. The proposal was therefore considered to be contrary to policies ENV1, ENV2 and HOU8 of the East Cambridgeshire Local Plan.

- **Residential Amenity** – Concern had been raised by neighbouring occupiers with regards to the proposed cart lodge preventing natural lighting and outlook from their kitchen/dining area at 46 Mill Lane. However, due to the positioning of the windows and fence, officers considered the proposed cart lodge would not significantly alter or worsen the existing situation. With regards to the single storey extension, by virtue of the structures single story nature and proximity to neighbouring dwellings, this aspect of the proposal was not considered to cause any detrimental effects of the residential amenity to the nearby occupiers.
- **Highways** – The application proposed a new access, parking and turning area. Planning history shows that the proposed access had already been found acceptable and approved in 2018 under 18/00774/FUL. However, with regards to the proposed material, insufficient evidence was provided, therefore, it was not possible for officers to make a full assessment of the proposal. The Highways Officers raised no objections to the proposal.
- **Ecology and Sustainability** – Concerns were raised by The Council's ecologist that existing cladding on the host dwelling, which would need to be removed to facilitate the erection of the single storey extension, may be a habitat for bats. Therefore, further investigation is required, but was not pursued at this time due to the recommendation for refusal. Additionally, no sustainability measures had been put forward in this application – while this weighed against the application, it was not a reason for refusal.

In summary, the officer recommended that the application be refused on grounds of unacceptable, poor-quality design (contrary to policies ENV1, ENV2, HOU8 and GROWTH2 of the East Cambridgeshire Local Plan), and failure to present supporting evidence with regards to existing ecology of site, contrary to ENV7 of the local plan.

The Chair invited the reading of a statement sent in by Chrissey Stokes (Neighbour) to be read out by Cameron Overton, Democratic Services:

“We wish to object to the siting of the cart lodge. From studying the plans, it appears the cart lodge will be sited directly in front of two windows in our kitchen/dining/living space, at a distance of some 2-3 meters. This room is 33ft long and includes the kitchen, a separate table area for eating, plus a settee and TV. We are both retired and the room is in constant use each day. The two windows in question are on our side wall and play a big part in the amount of light entering the room, with each window being 5ft x 3ft 6ins. They face the boundary fence with the footpath. The distance of the windows from the boundary fence is 3ft 4in and the width of the footpath, fence to fence, is a further 3ft 4”. Currently our fence obscures half of each window but still gives us a view of trees and sky, whereas the rear of the proposed cart lodge,

because of its size, height (pitched roof) and close proximity to our windows will completely block any light or view. As mentioned, our kitchen/dining/living space is a much-used habitable space and we believe that under the East Cambridgeshire Local Plan 2015 as amended in 2023 ENV2 we are justified in objecting. The siting of the cart lodge would have a significant detrimental effect to the room and ourselves due to loss of light and view. We would also like to mention that under a previous planning application - 18/0074/FUL and 21/0693/VAR - the parking spaces relating to 48 Mill Lane, 2 cars and a horsebox, were positioned nearer the road and would not have obstructed our light or view. If the cart lodge were to be built in line with that application, we would have no objection. We have previously sent you a copy of the proposed plan noting the position of our windows, a copy of the prior application along with relevant photos. The case officer also visited our property and took some photos. We trust you will give our comments, photographs and amended plans showing the position of our windows due consideration before reaching any decision.”

The Chair stated that as the objectors were not present at the meeting, the Members were unable to ask questions and so moved on to inviting the Applicant, Kim Bartlett to make her statement:

“Thank you for the opportunity to speak to you today, allowing us to evidence the work we’ve undertaken on this proposal. We initially engaged with the planning team with pre-application to get as much advice and consideration as possible to make a formal application. The pre-app letter provides little specifics in terms of scale or footprint reduction, leaving for our interpretation the comments, therefore we proceeded with a revised scheme which made the following changes: reduce the footprint by 10sqm, reduce the ridge height to the lowest possible for the extension, reduce the scale and decorative features of glazing on the extension and reduce the height of the garage. The front elevation has no ground floor window to serve a family room, therefore the main body of extension projecting from this section would do little to detract from important original features of this property. The design has ensured that the main ridge of the extension follows the orientation and character of the original dwelling and keeps the same height of the porch we have ensured the front elevation has interest with fenestration, but this does not compete with the original property. We accept the extension is partially to the front of the property and therefore notable in the street scene. But this is a stop end of a small lane which already has developments and all the timber and brick work etc not only reflects the three properties currently being built within that area, my stable block and interestingly enough The Old Mill opposite. It is a single storey extension which takes its design from the original building and ensures it is uninterrupted from the street scene. In particular when approaching from Moor Lane will be secondary to the view of the original house. The pre-app letter raised no objections to the partial extending to the front. However, the committee report considered there is no significant reason to warrant an extension forward to the principal elevation contrary to policy – through extending from the front elevation, the original building form is disrupted, creating a visually jarring asymmetrical building form and concealing the host dwelling. This firm stance and objection to the front extension was not illustrated at the pre-app submission, leading us to

proceed with the design proposed. No request was made at pre-app stage to provide a significant reasoning for seeking to extend the front of our property. We cannot identify which policy this is a requirement from. This is unreasonable in my opinion, given the dwelling is not a heritage asset and the impact to the listed building is stated as neutral by the officer. Regardless, we would advise the committee that the extension is best placed to suit our need and its purpose on the existing farm. While the officer may suggest for this to be to the side, the floor area in design sort would still be required. Ultimately, what has been proposed is what we deem necessary for how I live and how I work on the farm and including my staff. And the way we use the property with the layout presented, it would be much better for the business and for my daily life. The garage has also been included for the reason for refusal (for reasons previously mentioned). Whereas the pre-app letter advised that the 'design is considered to be reserved and appropriate for the site, however the scale of the garage is excessive at 6 meters, this should be scaled down to help the outbuilding remain more discreet within the site, more proportionate to its function.' Therefore, the location was not deemed to be a concern, and the main issue was the ridge height. We therefore reduced the height of the garage from 6 meters to 4.2m and thought we had overcome the officers' concerns. Therefore, to be presented with further issues and fundamental principles after paying for pre-app advice, is frustrating to say the least. With regards to the second reason for refusal the opportunity for this investigation into the cladding was not supplied given the officer's decision to recommend for refusal without a mandate. Therefore, we feel this reason for refusal based on insufficient information is unfair, as the opportunity for us to address this was not given. We are happy to support a precondition for investigation on the cladding prior to any form of works on site linked to extension and it is noted that there are separate legislative protections from planning system under the wildlife act. A further condition would secure the additional nest boxes the ecologist would like to see within the design. We recognise the importance of protecting habitats and I would not wish to see any harm from the extension, outbuilding, or indeed my existing home."

The Chair then invited questions to the applicant.

Cllr James Lay asked why the cart lodge was not designed to go alongside the road entrance/up against the property. The applicant explained that access through Mill Lane was safer. They believed the location was sufficiently distant from the neighbour's property, as there was already a 6ft fence there, so it would not cause any extra loss of light.

The applicant confirmed that they owned all the land surrounding the house when asked by Cllr Keith Horgan; Cllr Horgan expressed his confusion about why the applicant chose to build in front of the land they own instead of behind it. The applicant clarified that they avoided building on the other land where livestock was kept to maintain their view of the back area. Additionally, building in front would provide easy access for both the applicant and staff, preventing the need to track mud through the house.

The Chair invited Ward Cllr Alan Sharp to address the Council:

“I called this in, and I speak before it today because I felt it warranted consideration by the planning committee. I think it’s a subjective decision in terms of how much the extension distorts the main house, or has an effect on it, and therefore it is a question of whether the applicant has changed the design enough to satisfy the planning officer. Obviously, at the moment, they haven’t. It’s proposed to be an extension to be used by staff as well, for coming in off the fields and using that. So, it’s not a totally residential application. As has been said, the principle of development is established already. I’m slightly confused about comments about harm to the countryside, knowing that area quite well, and certainly in the report it said that materials have been sympathetically selected to match the existing agricultural nature side. I personally also had concerns about the proximity to the cart lodge. I’ve certainly spoken to those two people, by chance I did meet them a few weeks ago. But certainly, the officer in their report is saying that because of the 6ft fence being there, that this is not necessarily an issue, so I would accept that. We are then saying that there is reason for sufficient evidence with regards to the existing ecology and that the lack of ecology wouldn’t play a part in the decision, yet we’ve got it listed as a reason for refusal, so I’m slightly confused there. I do feel, and this is probably one of the major reasons I’ve bought it in, I do feel the new system hasn’t helped this application because there was a pre-app. The Applicant has then gone away and made some changes, obviously not enough to satisfy the officer and I understand where Jasmine [Planning Officer] is coming from. But I think that if we’d been under the old system, and I understand totally that we needed to stop the continual amendments that had been going on, that with some sensible discussion we would have gotten to a satisfactory situation, but obviously we haven’t been able to on this.”

In response to a question from Cllr Lay, Cllr Sharp explained that as a member of the Stetchworth Parish Council, he could confirm this application had been discussed with the Parish Council and there were no objections.

The Chair invited comments from the Interim Planning Manager.

The Interim Planning Manager clarified that it was a residential dwelling being discussed and the applicant had completed a household application form. He reminded Members that conditions relating to the Applicant’s business should not be considered.

The Interim Planning Officer added that the view was not a material consideration for this application and that ecology would need to be submitted before a determination. The Council would not be looking to secure this by condition because of the necessity to eliminate any potential impact to the bats.

The Chair invited questions to the Planning Officers from Members.

Cllr Martin Goodearl asked if the other new buildings nearby were within the development envelope, to which the Interim Planning Manager stated that they were not and were on what was regarded as ‘previously developed land’.

Cllr Goodearl asked why the applicant did not receive a full disclosure of what was acceptable at the pre-application stage. The Interim Planning Manager

explained that pre-application discussions were confidential, and the applicant had received an extensive report outlining what was and was not acceptable. He reminded Members that the purpose of the pre-application process was to give guidance on policies and areas that may need to work on, but not to aid in design work.

Cllr Goodearl asked if there was evidence of bats in the area or if the recommendation was based on the possibility of their presence, the Interim Planning Manager explained that bats were a protected species and therefore the Council must conduct studies to ensure it meets its legal obligations.

Cllr Akinwale asked if it was possible to add the condition to undertake a survey to the decision. The Interim Planning Manager clarified that this information was necessary prior to determination and could not be conditioned after consent was given. If Members wanted to approve the application, it would need to be deferred in order for an investigation to be carried out.

Cllr Mary Wade asked for clarification that the two options on this application were to either refuse or defer, pending on the investigation on bats. The Interim Planning Manager confirmed this to be the case.

Cllr James Lay asked questions relating to the scale and whether it was unusual to allow such a large sized extension to be added to a property. The Interim Planning Officer informed Members that there was no fixed rule on this matter and that the Officer was not against the principle of an extension, but in this case, the size and location was not appropriate due to it being forward to the front elevation.

Cllr Keith Horgan enquired about the involvement of the ecology officer during the pre-application stage. It was confirmed that having an ecology officer provide feedback on a proposed dwelling was unusual and the Council did not envisage the need for it at the pre-application stage. If this was the only requirement for approval, however, the applicant would have had extra to conduct a study, but that was not the case.

The Chair invited the Councillors to debate the application.

Cllr Keith Horgan concurred with Cllr Sharp's previous assertion that the new system was vague, pointing to the advice to make the development smaller, but not how much smaller it should be made. The Interim Planning Manager clarified that the pre-application advice service was not a new part of the process, but rather the introduction of a negotiation protocol was.

Cllr James Lay explained that the development was not overtly noticeable and present on a site that had been a livery yard for 30 or 40 years. As such, increasing the size of the property in relation to the size of the land it sits on was not unreasonable. Therefore, he proposed that the application be approved.

Cllr Chika Akinwale indicated that she was inclined to defer the application to allow for consideration of the ecology issues, which was supported by Cllr Horgan.

The Chair drew attention to the fact that this application was outside of the development envelope and extensions should be subservient, not dominant. He emphasised that the pre-application process was an advisory one and raised concern the application was for a domestic extension when the applicant had referenced its use by workers. Therefore, the Chair proposed the officer's recommendation for refusal.

Cllr Wade sought confirmation that Members were only able to decide on refusal or deferring, and that approval, as suggested by Cllr Lay's proposal, would not be possible with this application.

The Interim Planning Manager informed members that if they were minded to approve the application, any proposals could be delegated to the Interim Planning Manager to give authority to approve the application subject to the successful resolution of the ecology-related matters.

Cllr Brown seconded the Chair's proposal to refuse the application.

Cllr Akinwale then proposed that the application be approved, with the Interim Planning Manager being given delegated authority to approve the application, subject to the resolution of the ecology issues. This was seconded by Cllr Lay.

Cllr Goodearl raised concern that rejecting the application because it was outside of the development envelope would set a precedent. The Chair disagree with this by stating that he was in support of the officer's recommendation and that this was one of the points raised.

Cllr Wilson clarified with the Interim Planning Manager that if the application were to be refused, the applicant would have the option to reapply.

The Chair indicated as his proposal had been the first to be validly seconded, he would invite the vote on this first. If it was unsuccessful, he would then invite a vote on the proposal of Cllr Akinwale.

It was resolved with 6 votes in favour, 3 votes against and 2 abstentions:

That planning application ref 24/00479/FUL be **REFUSED** on the grounds set out in report Z45

A short break was taken from 15:00 until 15:03

22. 23/00237/HYBM – White Hall Warehouse, Lynne Road, Littleport, CB7 4TB

Toni Hylton, Planning Team Leader presented a report (Z46, previously circulated) recommending approval of a hybrid application for outline planning permission including details for erection of up to 4,527sqm of commercial floor space falling within use classes E, B2 and B8; and full planning permission for construction of access and erection of two warehouse buildings (B8) totalling 3,730sqm.

The Planning Team Leader presented Members with slides detailing the location of the proposal, site itself and related photographs. The Planning

Team Leader explained that this was being presented to committee due to the size of the development being larger than what the constitution allows under the scheme of delegation.

The main considerations for this application were:

- **Principle of Development** – In terms of the principle of development, the policies being looked at were GROWTH2, EMP2 and EMP3. It is in a rural location outside of the development envelope, but between built form on its immediate boundaries. The scale of the development was keeping with its surroundings, being of a comparable size to other buildings already existing on the site. The site had access from the A10 and good road connections as the A10 is a major route from London toward Kings Lynn, and the local highways authority had not raised any objections. The business was operational but looking to extend. There was a lack of other suitable sites, as well as a lack of other suitable buildings where they currently operate and would want to stay. They own the land, so the lack of suitable buildings may not apply. There is no access by cycle way or footpath but did have good access via the road.
- **Design and Character** – In terms of design and character, there was a significant drop from the road down to the site. The design was in keeping with existing character of the warehouse, which has an agricultural appearance. Some signage and lighting may be required; however, advertising consent would be required under separate legislation.
- **Residential Amenity** – In terms of residential amenity, there was a pair of semi-detached dwellings and a large garage nearby, with a buffer zone around the site proposed. It was considered that this would address any concerns with regards to noise and light and the officer confirmed loss of view was not a material consideration. No objections had been received by the Parish Council, though the Council had received one letter of objection regarding light pollution, noise, local traffic, loss of trees and loss of view. The officer addressed each concern raised.
- **Highways, Access and Movement** – The local highways authority had considered the access acceptable, however, had requested conditions with regards to details of the final access. The site provided adequate parking and conditions relating to gate location and cycle parking could be applied.
- **Biodiversity and Trees** – In terms of biodiversity, a Preliminary Ecology Appraisal was submitted, including a walkover survey, and it was concluded that there were no habitats of significant value present. It was recommended to apply conditions to ensure a 10% increase to biodiversity of the site, as well as soft and hard landscaping.
- **Flood Risk and Drainage** – The site was within flood risk zone two and three and several amendments had been made in the planning process to address flood risk. All the issues had been addressed and the latest plan was agreed by the Environment Agency, LLFA and IDB.
- **Energy and Sustainability** – Due to the size proposed, an energy and sustainability condition would be required.

In summary, Members were recommended to approve application subject to conditions outlined in Appendix 1 of the report.

The Chair invited agent Kate Wood to address the committee:

“Thank you, Chairman and Members. I am Kate Wood, I’m the agent for this application and I’m accompanied by the applicant – Andrew Ignaski – to help with any queries you may have.

I’m glad you were able to view the site this morning. We’re grateful for the help from the planning officer to work towards this recommendation of approval. We’ve been encouraged by The Council’s positive approach to economic development, whereby opportunities for new job creation within the district are provided, as well as the expansion of existing businesses like this being supported by The Council. We were pleased that the Parish Council also supports the application. The application looks to maximise the opportunities for employment development on the site given that the space is in the same ownership and is available, as well as the necessary expansion of the warehouse space for this art storage business.

We’ve spent time addressing points raised by the IDB to ensure surface water drainage will be well managed and is limited to the current level of runoff to the adjacent ditch by the provision of onsite water storage and controlled runoff. Additionally, the access arrangements have been changed and we are now proposing, as you will have seen on the plans, a 90-degree access from the A10 rather than the awkward angled access that’s currently on the site. And so, actually, the development will improve highway safety and will enable lorries associated with the development to safely access the site, without holding up the flow of traffic on the A10.

The proposed layout of the site retains an undeveloped area next to the dwellings located to be on the southern boundary. This is going to be planted up as an ecological enhancement area and the significant landscape and habitat improvements over the existing, bare, site will settle the development into its surroundings in terms of visual and residential amenity, and you have seen that the site is much lower than the road, which itself is much lower than the bank of the river. So, it will sit well in the landscape and views back towards it. As noted by the planning officers report, the development will be set down around four metres from the level of the road and can be well screened by existing and additional landscaping. It will not be out of character with the A10, as noted in paragraph 7.3.4 of the report, which notes there are pockets of development and then vast expanses of open fields along the A10, and this will be one such pocket. The proposed conditions are welcomed and accepted, including the suggested construction Environmental Management plan. I just note that the flood risk assessment in condition one needs to be version two. Otherwise, yes, the development will provide great opportunities for employment expansion and development within the district, and we commend the proposals to you. Thank you.”

The Chair requested that the Applicant and Agent stay seated so that they may be asked questions by the Members.

The Chair pointed out that while he understood the insurance implications, it would have been helpful if Members had been able to see the site in its entirety. The applicant stated that they were a bonded warehouse, and they

were also a regulated agent and thus it would have been very difficult to do so with security obligations.

Cllr David Brown enquired as to how many people were currently employed and how many more will be as a result of the development. The applicant explained that there were 17 people currently employed and that there would be a significant increase in employment, but that it was difficult to be precise as to the number. The Agent added that part of the application was an outline form for further employment development but could not suggest figures as the reserve matters application had not gone through.

The Applicant suggested that he would expect more than double the number of current employees when asked a follow-up question by the Chair.

Cllr Chika Akinwale asked if the number of new parking spaces will be enough to facilitate the number of new employees, and whether there will be electric vehicles (EV) charging points, as well as disability spaces. The Agent confirmed that there will be enough spaces and that both EV charging points and disability spaces will be available.

Cllr Akinwale followed up by asking about the security of bicycle parking, to which the Agent responded that it was now standard practice for enclosed cycle parking to be within view of the office and that this was what would be present.

Cllr James Lay commended the present crating and asked if this was done on site, to which the Applicant confirmed it was. Cllr Lay then followed by asking if they could agree to sufficient solar panelling. The Agent explained that condition 17 required that there would be renewable energy measures and that it would be assessed prior to commencement.

The Applicant explained that there would be skilled labour, relating to conservation and condition of what was stored, as well as warehousing which was the 'backbone' of their operations when asked by Cllr Gareth Wilson.

The Chair invited comments from the officers.

The Interim Planning Manager stated that there was no comment or point of clarity to be given but suggested that if changes were required to the wording of the conditions, that these could be delegated to himself.

The Chair then invited questions to the officers.

Cllr Brown requested clarification that the only reason this application had been presented at committee was because of the significant size of the development. The Interim Planning Officer confirmed this to be the case, per the constitution requirements.

Cllr James Lay asked if there was any proportion of industrial roof which should be covered by solar panels. The Interim Planning Manager stated that there was no specific policy, as this was evaluated on a case-by-case basis, to ascertain what was appropriate.

Cllr Martin Goodearl queried as to why the one complaint received was not read out before the committee. The Interim Planning Manager stated that it

was mentioned in the Officer’s report and presentation, and that action had been taken to mitigate with the implementation of a buffer zone around the development. It was further clarified that officers only read out representations to the planning committee in full where the individual would have attended the committee to speak but was unable to do so.

Cllr Wilson asked what the orientation of the proposed warehouses were. The Interim Planning Officer showed that they are front facing towards the road (A10).

Cllr Keith Horgan drew attention to section 7.5.2 on the ecological impact stating there were ‘no habitats of significant value’ but that a 10% increase to biodiversity was desired, then asked why there was no baseline study of the field done. The Interim Planning Officer confirmed that a preliminary ecological study was undertaken and that a condition of a 10% increase to biodiversity was recommended as the application was received in January 2024, before the requirements for biodiversity net gain on site became mandatory.

The Chair invited Members to debate.

Cllr Goodearl (Ward Councillor) stated that he was in favour of the development and pleased by the increase in employment it would bring and the overall operation of the business. He therefore proposed approval of the application, subject to any changes to the wording of the conditions being delegated to the Interim Planning Manager. This was seconded by Cllr David Brown.

Cllr Lay suggested that he was in favour of the unit size and that when further applications came forward on the site that they were of a reasonably large size, as opposed to smaller units.

It was resolved unanimously:

That the application ref 23/00237/HYBM be **APPROVED**, with authority delegated to the Interim Planning Manager to determine the wording of the conditions detailed in Appendix 1 of the Officer’s report

23. Planning Performance – June 2024

David Morren, Interim Planning Manager, presented the report (previously circulated) summarising the performance of the Planning Department in June 2024.

It was resolved unanimously that the Planning Performance Report for June 2024 be noted.

The meeting was concluded at 15:42

Chairman.....

Date.....

23/00450/FUL

Site To West Of 10 - 20

Sheriffs Court

Burrough Green

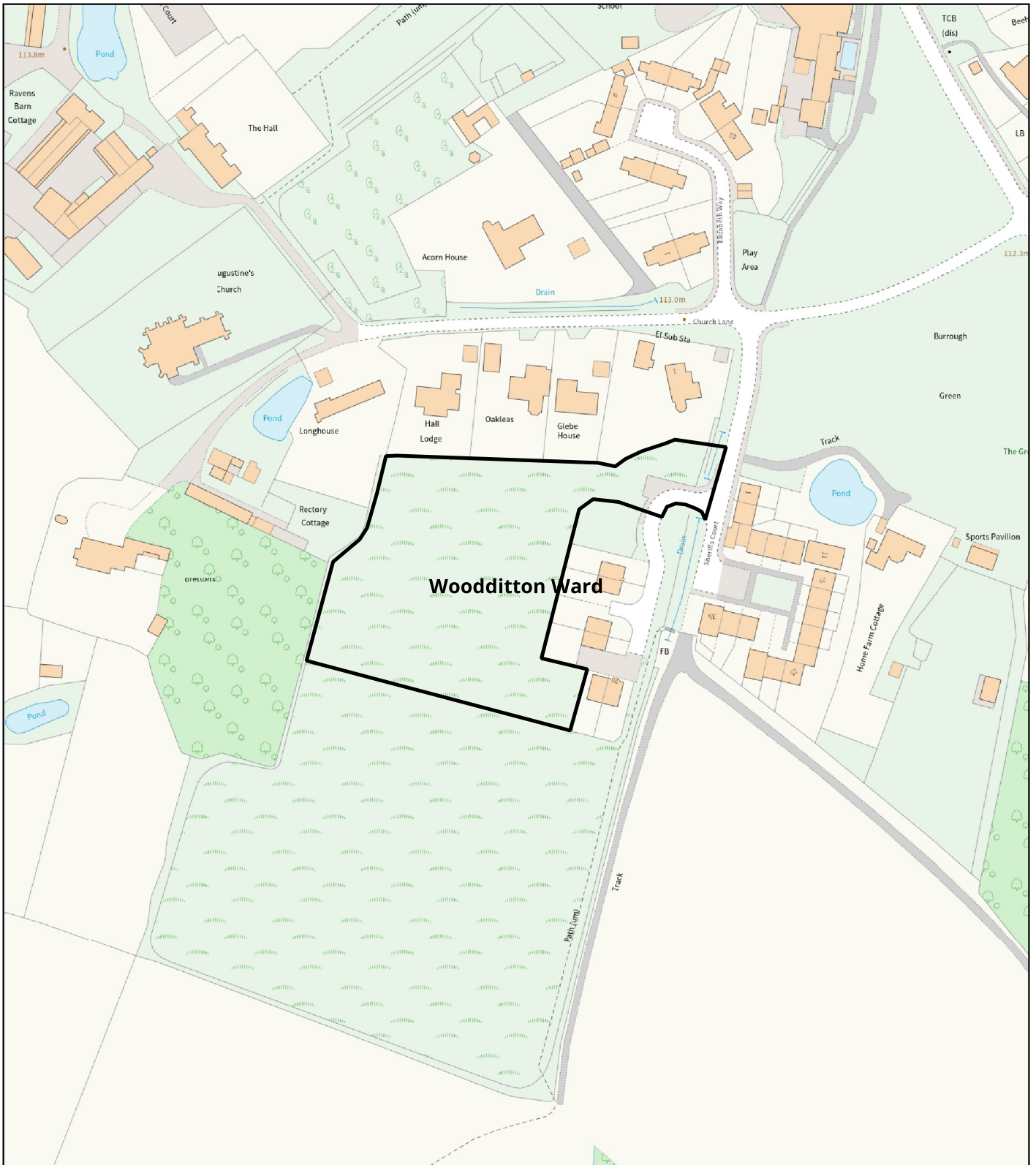
Suffolk

Part Retrospective Construction of 5no. 1.5 storey, detached dwellings with detached garages

To view all of the public access documents relating to this application please use the following web address or scan the QR code:

<https://pa.eastcambs.gov.uk/online-applications/applicationDetails.do?activeTab=summary&keyVal=RT298KGGKBA00>





23/00450/FUL

Site To West Of 10 - 20
Sheriffs Court
Burrough Green



East Cambridgeshire
District Council

Date: 20/08/2024
Scale: 1:2,000



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TITLE: 23/00450/FUL

Committee: Planning Committee

Date: 04/09/2024

Author: Planning Team Leader

Report No: Z50

Contact Officer: Catherine Looper, Planning Team Leader
catherine.looper@eastcamb.s.gov.uk
01353 616205
Room No 011 The Grange Ely

Site Address: Site To West Of 10 - 20 Sheriffs Court Burrough Green Suffolk

Proposal: Part Retrospective Construction of 5no. 1.5 storey, detached dwellings with detached garages

Applicant: Pure Eco Homes Ltd

Parish: Burrough Green

Ward: Woodditton

Ward Councillor/s: James Lay
Alan Sharp

Date Received: 13 April 2023

Expiry Date: 9 September 2024

1.0 RECOMMENDATION

1.1 Members are recommended to APPROVE the application subject to the recommended conditions summarised below: The conditions can be read in full on the attached appendix 1.

- 1 Approved Plans
- 2 Vehicular Access
- 3 Obscure Glazing
- 4 Permitted Development- Windows
- 5 Permitted Development- Removal
- 6 Construction Environmental Management Plan
- 7 Construction Times
- 8 Materials
- 9 Landscape and Ecological Maintenance Plan

- 10 Biodiversity Credits
- 11 Sustainability
- 12 Soft and Hard Landscaping
- 13 Boundary Treatments
- 14 Unexpected Contamination

2.0 SUMMARY OF APPLICATION

- 2.1 The application seeks full planning permission for the erection of five 1.5 storey dwellings with detached garages.
- 2.2 The full planning application, plans and documents submitted by the Applicant can be viewed online via East Cambridgeshire District Council's Public Access online service, via the following link <http://pa.eastcambs.gov.uk/online-applications/>.
- 2.3 The application has been called into Planning Committee by Councillor Alan Sharp.

3.0 PLANNING HISTORY

3.1

19/00708/OUT

Five single storey dwellings with detached garages

Approved

8 August 2019

20/00808/RMA

Reserved matters - appearance, landscaping and layout for five single storey dwellings with detached garages

Approved

28 September 2020

17/01681/OUT

Five single storey dwellings with detached garages

Refused

27 June 2018

4.0 THE SITE AND ITS ENVIRONMENT

- 4.1 The site is located within Burrough Green; a small village located approximately 5 miles south-west of Newmarket. A Conservation Area covers the southern and central parts of the village and includes a number of attractive buildings including several thatched cottages. The application site comprises an irregular shaped area of land located along the southern edge of Burrough Green and measures approximately 0.80ha. Part of the site abuts the Burrough Green Conservation Area to the north and north-west.
- 4.2 There is a staggered row of large detached properties in Church Lane located on generous plot sizes which wrap around the site on its northern and north-western

boundary. Along the east boundary lies a more contemporary form of residential development of two storey semi-detached dwellings in Sheriffs Court. To the south of the site is open countryside.

- 4.3 The site itself is currently under construction, benefitting from previous planning consents.

5.0 RESPONSES FROM CONSULTEES

- 5.1 Responses were received from the following consultees and these are summarised below. The full responses are available on the Council's web site.

Parish - 16 January 2024

Burrough Green Parish Council discussed the amendment (Alternation to position of plot 1 and 5, Reorientation of plot 2 garage, alteration to plot 2,3,4,5 glazing, provision of ecology report and updated Design and Access statements and comment as follows:

The council is supportive of growth but feels the proximity/height of the proposed dwellings (compared to the original plans), impact negatively on the privacy to existing housing. The council are also disappointed that no update was provided on the application variation.

Parish - 5 May 2023

Burrough Green Parish Council comment as follows:

After studying the details it appears that all of the 'new' first floor windows are either:

- a. Velux, high on the pitched roofs, where they don't believe people inside could see out, or;
- b. Side of gable end windows - only 1 of these (on the north side of plot 5) faces towards an existing property on Church Lane.

The top of the roof pitches on the revised properties are a little taller, but no taller than the chimneys on the previously approved plans (the chimneys are no longer included).

It also appears that the new proposed properties are 'greener', with more solar panels; no log fires; Mechanical Ventilation with Heat Recovery (MVHR); Passivhaus thermal performance standards; Integrated rain water collection and recycling; electric vehicle charging.

On this basis, the Parish Council don't have any objections to this application.

Ward Councillors - 13 September 2023

Cllr Alan Sharp

I have received a call from a resident, who abuts this site, that the higher storeys of the current application are currently being installed on site, which is contrary to the actual planning permission that they currently hold.

The current application has not been determined, so there is not permission to extend these properties.

Kevin Drane still has an objection and the resident states that the properties are being built not in accordance with the original agreed plans, but closer to neighbouring properties.

I would ask that the developer be stopped from continuing to build properties for which they have no permission and that the layout of the site be checked, to ensure that they are in accordance with agreed plans.

Based on the comment of the resident, I have checked that the developers are already trying to get investors for "an agreed additional 14 houses on the site". I know that this is marketing, but am concerned that we have a developer, who is prepared to ride roughshod over the rules.

In view of the apparent blatant breach of planning consent, I am looking to call this application into Committee.

Environmental Health - 14 February 2024

I have read the CEMP dated 2024 and am happy with the contents.

Environmental Health - 19 April 2023

I would advise that construction times and deliveries during the construction phase are restricted to the following:

07:30 - 18:00 each day Monday - Friday
07:30 - 13:00 on Saturdays and
None on Sundays or Bank Holidays

If it is necessary to undertake ground piling I would request that a method statement be produced and agreed in writing with the Local Planning Authority (LPA) before work takes place. This document should include the commitment to notifying nearby properties prior to the work commencing to advise how long the works will last. This notification should also provide a contact number so that if there are any concerns while the piling is taking place they can contact the contractor. If the method of piling involves impact driving I would request a commitment to the following restricted hours specifically for piling - 09:00 - 17:00 each day Monday - Friday and None on Saturdays, Sundays or Bank Holidays.

If there is no intention to utilise ground piling then I would request this be confirmed in writing and a condition which prevents it be attached until such time as a ground piling method statement is agreed with the LPA.

East Cambs Ecologist – 16 August 2024

Headline: Pre- cleared site, without purchasing of units will cause net loss of biodiversity. However, with the information provided with currently I **Support** this application, with conditions applied.

Ecological Context:

This site is not close to designated sites but it has a recreational pressure on SSSIs IRZ in place which has not been addressed.

Local and international significance: none

Habitats: cleared prior to applying estimated as other neutral grassland, trees, bramble scrub & developed land in generally poor condition.

There are no priority habitats.

Protected and priority species: Possible Great Crested Newts site was likely to have been suitable for Newts, lizards prior to clearance.

Proposed Mitigation: DLL for Great crested newts, a contract has been entered into and is acceptable.

From the ecology report 2023

- Section 6.2 details measures to be taken during construction which must be followed.
- Section 6.3:
 - 121m of new native species-rich hedgerow will be planted, along with 17m of new hornbeam planting. Detailing species composition and implementation and management of the feature which is acceptable.
 - Flowering lawn mix which is designed to cope with frequent mowing.
 - Species rich meadow for the areas where infrequent mowing will occur and acceptable management details provided.
- Section 6.5 of the ecology report details the requirements for sensitive lighting which I support.
- Section 6.6 hedgehog highways with signs to reduce the risk of them being blocked off.

I support the proposed **Ecological Enhancements** as set out in the Ecology report December 2023 section 7.

- List of native and fruiting trees with management which I have no objection.
- 100m² ornamental shrubs with management I have no objection

Mapped on Figure 8.

- 5 new bat boxes to be installed.
- 5 bird boxes – swift and house sparrow
- Hedgehog domes
- Log piles

The landscape plan details the areas where the habitats will be created including swales, tree and shrub planting and grassland mixes using the recommendations of the ecology report except the bat boxes appear to be missing from the map they are listed as an action. House sparrow boxes appear to be missing completely however, the switch to swift boxes is acceptable. This is minor oversight and can be conditioned.

Biodiversity Net Gain: None mandatory

This application was submitted prior to the mandatory 10% gain and will be judged in accordance with the Natural Environment SPD 2020 and ensure no net loss.

The site had been cleared prior to submitting the application and after 1/1/2020.

To achieve the gain the developer has opted to purchase more than the remaining small amount (1.94 units) to reach 10% gain and opted to purchase 2.45 units of

medium distinctiveness from at the time the only operational habitat bank locally within the right National Characteristic area and an agreement with that provider is now subject to contract. Suitable habitats have been selected as compensation. I support this decision.

Without the purchase of suitable units the development will achieve a net loss of 48.85%

This application **has** used the appropriate metric to calculate the biodiversity value of the site.

I **agree** with the baseline habitats as set out in metric set from pre-clearance of the site, based on the evidence provided.

Irreplaceable habitats: none

Bespoke mitigation required: no

Conclusion:

In its current form I **support** this application, with conditions.

Conditions required:

To show evidence of the allocation of biodiversity units to the development to compensate for net losses onsite.

Submit an updated LEMP to include the features as set out in the ecology report, including the 30-year management of onsite habitats (that are not gardens).

Submit an assessment of recreational pressure effects on relevant SSSIs and measures to mitigate adverse impacts.

East Cambs Ecologist - 29 May 2024

This is a pre mandatory biodiversity net gain site and has been judged to the pre mandatory rules. With the metric supplied this site is showing an unacceptable loss of -48.85% decline in biodiversity and does not meet the local requirements as set out in the Natural Environment SPD and will not have shown the development has met ENV to Protect biodiversity or to Maximise opportunities for creation, restoration, enhancement and connection of natural habitats as an integral part of development proposals. The supporting document states 4.3.1 The entire site has been cleared, other than the non-native Acer sp. tree which has been retained. All g3c neutral grassland and h3d bramble scrub habitats have been cleared. Loss of these habitats will need to be mitigated to achieve net gain. The baseline as set out in original guidance must be evaluated from the 30 Jan 2020 or the date prior to the destruction of habitats. And should be factored onto the accounting of units that are needed to compensate. I accept the baseline estimation. They will need to purchase deficit units and add the offsetting within their calculations or reevaluate achieving BNG onsite. Habitats requiring offsetting are other neutral grassland and bramble scrub. It is advisable to consider how to achieve a gain onsite as the units could cost more than £81,480 based on 1.94 BU deficit onsite calculation offsite will cost more as more Biodiversity Units will be needed. If pursuing the purchasing of units, please provide full metric detailing the units you will purchase from where detailed in the calculations and a LEMP detailing habitat management over the 30 years for the remaining onsite site habitats.

East Cambs Ecologist - 9 January 2024

The report states "To complete an impact assessment, access must be pursued to these ponds by the client to allow Habitat Suitability Index and environmental DNA surveys to be undertaken. If this is not feasible then the client must obtain a District Level Licence (DLL) to compensate for potential impacts to great crested newts; this can be pursued with or without seasonally restricted environmental DNA surveys."

They will need to do this please.

The Ely Group of Internal Drainage Board - 2 January 2024

Not within our Districts

Local Highways Authority - 14 February 2024

I have reviewed the re-consultation on the above application and can confirm that André's previous comments remain applicable. No objection from the LHA but the internal road will not be considered for adoption.

I have no conditions or informatives to recommend.

Local Highways Authority - 11 July 2023

The observations made previously in correspondence dated 9th May 2023 remains applicable.

I note that the information recently submitted includes details of no dig construction to protect tree roots and permeable block paving, both of which further preclude adoption of highways on this site.

Local Highways Authority - 9 May 2023

The Local Highway Authority raises no objections to the proposed development.

The proposed access is essentially the same as that previously granted permission with respect to application 19/00708.

Turning and parking within the site appears broadly acceptable, with access joining a private section of road, before joining the public highway at an existing junction opposite No1 Sheriffs Court.

Drainage of roads within the site is by swale and while this would prevent them being adopted, the application form indicates that no public roads are to be provided, and I would not therefore look to raise any objections in this regard.

Conservation Officer - 24 April 2023

Comments:

The application site is to the south of the properties on Church Lane, outside but abutting the Burrough Green conservation area. A comparable scheme was accepted here in 2020 (20/00808/RMA) and although the Cambridgeshire Local Heritage Project has identified further potential local heritage assets (Bretttons, the former rectory & Rectory Cottage) since then to the west of the site, the present scheme is not considered to represent any net additional heritage impacts over and above the previous permission. <https://local-heritage-list.org.uk/cambridgeshire>

Recommendation: no objection

ECDC Trees Team - 19 August 2023

The use/location of soft fruit producing tree species such as *Sorbus aucuparia*, *Sorbus aucuparia* 'Asplenifolia' and *Crataegus monogyna* should be reconsidered if

their locations overhanging or are adjacent to parking areas and footpaths as this is unsuitable for their long-term retention. The soft fruit produced and dropped can pose a slip hazard as well as making a mess that can be transported into properties and vehicles as well as attracting unwanted insects such as Wasps, Ants etc. into conflict with residents.

The significant damage done to the high-quality Purple leaved Sycamores (T1 that was to be retained) roots as described in the tree report is likely to result in its removal on safety grounds if it doesn't succumb to the damage first and die. As such there must be a contingency plan for its replacement included in the soft landscaping plan.

Due to the issue above the landscaping scheme is not acceptable at this time.

ECDC Trees Team - 3 May 2023

The submitted arboricultural report is 4 years out of date and relates to a different layout an up dated Arboricultural Impact Assessment (AIA) is required prior to determination of this application. If the new road is to be adopted it will need to be agreed with county highways that the road and footpath can be constructed using the proposed no dig construction required for the retention of tree T1.

The soft landscaping scheme includes trees that are located in the fence lines new trees must be located at least 1m from fences existing ones and new to allow for the trees future growth potential and to have a clearly identifiable ownership. The use of *Malus sylvestris* (Common Crab Apple) and *Juglans regia* (English Walnut) should be reconsidered where their locations overhanging or are adjacent to parking areas and footpaths will be unsuitable for their long-term retention. These trees produce fruit (Crab apples, Walnuts) that can pose a slip/trip hazards as well as making a mess and attracting unwanted insects such as Wasps, Ants etc. *Carpinus Betulus* (common Hornbeam) is indicated as being planted in close proximity to garages and dwellings this should be reconsidered as these are a very large species of tree capable of growing to 17m plus in height with a similar crown spread. The use of native tree species is commendable but it may be more suitable and sustainable in the long term to consider non natives species of cultivars that may be better suited for the long term retention.

Due to the issues above the landscaping scheme is not acceptable at this time.

Waste Strategy (ECDC) - 8 June 2023

o East Cambs District Council will not enter private property to collect waste or recycling, therefore it would be the responsibility of the owners/residents to take any sacks/bins to the public highway boundary on the relevant collection day and this should be made clear to any prospective purchasers in advance, this is especially the case where bins would need to be moved over long distances; the RECAP Waste Management Design Guide defines the maximum distance a resident should have to take a wheeled bin to the collection point as 30 metres (assuming a level smooth surface).

o The site road does not appear suitable for our collection vehicles to enter and the Highways have indicated they would not adopt the roads, therefore ECDC will be unable to enter the site to collect waste and recycling. A suitable collection point should be provided adjacent to the roadway at Sheriffs Court for residents to leave any bins and bags and the collection point should have a solid base so as to be

suitable for use in all weathers. Any incorrect waste left at this location would be the responsibility of the site owners/residents to clear.

- o Under Section 46 of The Environmental Protection Act 1990, East Cambridgeshire District Council as a Waste Collection Authority is permitted to make a charge for the provision (delivery and administration) of waste collection receptacles, this power being re-enforced in the Local Government Acts of 1972, 2000, and 2003, as well as the Localism Act of 2011.

- o Each new property requires a set of receptacles; the contribution is currently £57 per set. We would recommend the developer made the contribution on behalf of the residents. Please note that the bins remain the property of East Cambridgeshire District Council.

- o Payment must be made in advance of bins being delivered; East Cambs District Council Account Number 43135897, Sort Code 52-41-19, reference should be the planning application number followed by (bins) i.e. 15/012345/FUL (bins) a separate e-mail should also be sent to waste@eastcambs.gov.uk detailing the payment amount and the planning reference number.

Cambridgeshire Archaeology - 26 May 2023

An archaeological evaluation of the site was undertaken in August of last year in accordance with an approved evaluation WSI in connection with an archaeological condition attached to former approved application 19/00708/OUT within the same redline boundary. Despite the surrounding evidence, no archaeological features or deposits were encountered during the evaluation, therefore no further on-site archaeological works were required and we were content to release the land for development on archaeological grounds, see attached. We are now in receipt of an approved report of findings for the evaluation.

In light of the above we have no further archaeological requirements and therefore we have no objection to the application.

Please do get in touch if you have any questions regarding the above

Historic England - 21 April 2023

Thank you for your letter of 19 April 2023 regarding the above application for planning permission.

Historic England provides advice when our engagement can add most value. In this case we are not offering advice. This should not be interpreted as comment on the merits of the application.

We suggest that you seek the views of your specialist conservation and archaeological advisers. You may also find it helpful to refer to our published advice at <https://historicengland.org.uk/advice/find/>

It is not necessary to consult us on this application again, unless there are material changes to the proposals. However, if you would like advice from us, please contact us to explain your request.

Natural England - 28 May 2023

Please refer to Natural England's letter dated 12 July 2019 (copy at bottom of this letter) regarding appropriate consideration of recreational pressure impacts, through

relevant residential development, to sensitive Sites of Special Scientific Interest (SSSI)

Natural England's generic advice on other natural environment issues is set out in the attached Annex A.

Sites of Special Scientific Interest Impact Risk Zones

The Town and Country Planning (Development Management Procedure) (England) Order 2015 requires local planning authorities to consult Natural England on "Development in or likely to affect a Site of Special Scientific Interest" (Schedule 4, w). Our SSSI Impact Risk Zones are a GIS dataset designed to be used during the planning application validation process to help local planning authorities decide when to consult Natural England on developments likely to affect a SSSI. The dataset and user guidance can be accessed from the data.gov.uk website

Further general advice on the consideration of protected species and other natural environment issues is provided at Annex A.

We would be happy to comment further should the need arise but if in the meantime you have any queries please do not hesitate to contact us.

For any queries regarding this letter, for new consultations, or to provide further information on this consultation please send your correspondences to consultations@naturalengland.org.uk.

National Air Traffic Services Ltd - 20 April 2023

The proposed development has been examined from a technical safeguarding aspect and does not conflict with our safeguarding criteria. Accordingly, NATS (En Route) Public Limited Company ("NERL") has no safeguarding objection to the proposal.

However, please be aware that this response applies specifically to the above consultation and only reflects the position of NATS (that is responsible for the management of en route air traffic) based on the information supplied at the time of this application. This letter does not provide any indication of the position of any other party, whether they be an airport, airspace user or otherwise. It remains your responsibility to ensure that all the appropriate consultees are properly consulted.

If any changes are proposed to the information supplied to NATS in regard to this application which become the basis of a revised, amended or further application for approval, then as a statutory consultee NERL requires that it be further consulted on any such changes prior to any planning permission or any consent being granted.

Asset Information Definitive Map Team - 25 April 2023

Whilst the Definitive Map Team has no objection to this proposal, the Footpath must remain open and unobstructed at all times.

Informatives

Should you be minded to grant planning permission we would be grateful that the following informatives are included:

- o Public Footpath 11, Burrough Green must remain open and unobstructed at all times. Building materials must not be stored on Public Rights of Way and

contractors' vehicles must not be parked on it (it is an offence under s 137 of the Highways Act 1980 to obstruct a public Highway).

o The Public footpath must not be used to access the development site unless the applicant is sure they have lawful authority to do so (it is an offence under S34 of the Road Traffic Act 1988 to drive on a Public footpath without lawful authority)

o No alteration to the footpath's surface is permitted without our consent (it is an offence to damage the surface of a public footpath under s 1 of the Criminal Damage Act 1971).

o Landowners are reminded that it is their responsibility to maintain boundaries, including trees, hedges and fences adjacent to Public Rights of way, and that any transfer of land should account for any such boundaries (s154 Highways Act 1980).

o The granting of planning permission does not entitle a developer to obstruct a Public Right of Way (Circular 1/09 para 7.1).

o The Highways Authority has a duty to maintain Public Rights of Way in such a state as to be suitable for its intended use. (S41 Highways Act 1980 and S66 Wildlife & Countryside Act 1981). If the surface of the footpath is damaged as a result of increased motorised vehicle usage, the Highways Authority is only liable to maintain it to a footpath standard. Those with private vehicular rights will therefore be liable for making good the surface of the Public Right of Way.

Furthermore, the applicant may be required to temporarily close public rights of way whilst construction work is ongoing. Temporary Traffic Regulation Orders (TTROs) are processed by the County Council's Street Works Team and further information regarding this can be found on the County Council's website at <https://www.cambridgeshire.gov.uk/residents/travel-roads-and-parking/roads-and-pathways/highway-licences-and-permits/>

Ramblers Association South - No Comments Received

Environment Agency - No Comments Received

Lead Local Flood Authority - No Comments Received

CCC Growth & Development - No Comments Received

Cambs Wildlife Trust - No Comments Received

Minerals And Waste Development Control Team - No Comments Received

5.2 A site notice was displayed near the site on 11 May 2023 and a press advert was published in the Cambridge Evening News on 27 April 2023.

5.3 Neighbours – 31 neighbouring properties were notified and the responses received are summarised below. A full copy of the responses are available on the Council's website.

- Concerns regarding damage to private property.
- Concerns regarding trees.
- Noise and vibration disruption from construction.
- Concerns regarding construction times.
- Concerns regarding mud on roads.
- Concerns regarding ecology.

- Comments regarding developer behaviour.
- Impacts on residential amenity through overbearing and sense of enclosure.
- Reports of flooding on site.
- Out of character.
- Impacts on the Conservation Area.
- Issues with parking in the area.
- More affordable homes needed in the area.

6.0 THE PLANNING POLICY CONTEXT

6.1 East Cambridgeshire Local Plan 2015 (as amended 2023)

GROWTH1 Levels of housing, employment and retail growth
 GROWTH2 Locational Strategy
 GROWTH5 Presumption in favour of sustainable development
 ENV1 Landscape and settlement character
 ENV2 Design
 ENV4 Energy Efficiency and renewable energy in construction
 ENV7 Biodiversity and Geology
 ENV8 Flood Risk
 ENV9 Pollution
 ENV11 Conservation Areas
 COM 7 Transport Impact
 COM 8 Parking Provision
 HOU 2 Housing density

6.2 Supplementary Planning Documents

East Cambridgeshire Design Guide
 Developer Contributions and Planning Obligations
 Flood and Water
 Contaminated Land
 Natural Environment SPD

6.3 National Planning Policy Framework (December 2023)

2 Achieving sustainable development
 5 Delivering a sufficient supply of homes
 6 Building a strong competitive economy
 9 Promoting sustainable transport
 12 Achieving well-designed places
 14 Meeting the challenge of climate change, flooding and coastal change
 15 Conserving and enhancing the natural environment
 16 Conserving & enhancing the historic environment

6.4 Planning Practice Guidance

7.0 **PLANNING COMMENTS**

7.1 Principle of Development

7.2 Policy GROWTH 2 of the East Cambridgeshire Local Plan 2015 discusses the locational strategy for the District and sets out that outside development envelopes, development will be strictly controlled in order to protect the countryside and the setting of towns and villages. Residential development outside of the development envelopes is restricted to a limited number of categories, including dwellings for rural workers, affordable housing exception sites, extension and replacement of dwellings in the countryside.

7.3 An outline application was received in 2017 (17/01681/OUT) for five dwellings, with all matters reserved apart from access, layout and scale. The application was refused for the following reasons.

1. The proposed development by reason of its siting and layout would fail to preserve or enhance the special character of the Burrough Green Conservation Area, resulting in a detrimental impact on the setting of this designated heritage asset and the wider local environment. The proposal would therefore conflict with Policies ENV1, ENV2 and ENV11 of the adopted East Cambridgeshire Local Plan 2015 and Policy LP27 of the Submitted Local Plan and policies of the NPPF.
2. The construction of 15 unallocated visitor parking bays at the entrance into the site would result in a conflict with those accessing and egressing the site to the detriment of highway and pedestrian safety contrary to Policy COM 7 of the adopted East Cambridgeshire Local Plan 2015 and Policy LP17 of the Submitted Local Plan 2017.

7.4 The Applicant appealed this decision and the Inspector dismissed the appeal on 3rd April 2019 (APP/V0510/W/18/3208502). The Inspector considered that the additional parking area which was located at the entrance to the site would result in unacceptable risks to future and existing occupiers, as well as future users of the car park. The Inspector did not consider that the development would result in harm to the character of the Conservation Area and that it would in fact preserve the Conservation Area's character.

7.5 The Applicant resubmitted the application in 2019 (19/00708/OUT) with amendments intended to overcome the previous reasons for refusal in light of the Inspector's decision. The matters to be considered were access, layout and scale. The application was determined at Planning Committee and approved subject to conditions. A reserved matters application (20/00808/RMA) securing the detailed design of the scheme was approved under a reserved matters application in 2020. Works have commenced on the site, and the purpose of the current application is to seek permission for an altered scheme.

7.6 The current proposal does not seek an increase in the quantum of development, and broadly follows the previously approved scheme in terms of layout and access. The applicant seeks to alter the design of the dwellings, and there would be a small increase in the scale to accommodate 1.5 storey dwellings rather than single storey.

The principle of development has already been established via commencement of the previous applications.

7.7 Residential Amenity

7.8 Policy ENV2 of the East Cambridgeshire Local Plan 2015 requires proposals to ensure that there are no significantly detrimental effects on the residential amenity of nearby occupiers. Paragraph 135(f) of the NPPF requires proposals to ensure that they create safe, inclusive and accessible development which promotes health and wellbeing and provides a high standard of amenity for existing and future users.

7.9 Alterations to the scheme have been sought to reduce the footprint of some plots, and particular attention has been paid to ensuring overlooking to neighbouring plots is prevented through the introduction of obscured glazing to windows which may have the potential to create an impact on amenity. These can be secured by way of planning condition.

7.10 The general layout arrangement remains similar to the previously approved scheme. There is an increase in height of the dwellings proposed of c1m (3.2ft). The footprints of the dwellings are directly comparable to the previously approved schemes, with no reduction in distance between the proposed dwellings and the nearest neighbouring properties. In some instances, such as with Plot 1, there is a greater back-to-back distance achieved by the current scheme. The proposed alterations are not considered to create overlooking to neighbouring properties due to the use of obscure glazing in vertical windows which face neighbouring boundaries, and rooflights to non-habitable rooms. The increase in height of the proposed dwellings is not so significant that this would create any significantly harmful impacts on the amenity of neighbouring occupiers in terms of overbearing or overshadowing. The dwellings remain laid out in such a way that the single storey elements would be the elements closest to neighbouring boundaries.

7.11 The dwellings as designed are not considered to create any significantly detrimental impacts on neighbouring occupiers as designed, however it is acknowledged that the relationship between properties may change as a result of development which may be carried out under permitted development, and therefore it is considered reasonable to impose conditions which restrict the extension of dwellings and addition of windows in order for the Local Planning Authority to fully assess future proposals.

7.12 Concerns have been raised by neighbours in relation to construction noise and mud arising from development operations. The applicant has submitted a Construction Environmental Management Plan which has been reviewed by Environmental Health and is considered acceptable. This can be secured by condition. Environmental Health have also proposed a restriction to construction times which may also be secured by condition.

7.13 It is considered that the location and scale of the proposed dwelling would not create any significantly detrimental effects on the residential amenity of nearby occupiers and that there would be an acceptable relationship between the

proposed scheme and existing neighbouring dwellings. The proposal therefore complies with Policy ENV2 of the Local Plan 2015.

7.14 Visual Amenity & Heritage

7.15 In terms of visual amenity, policy ENV1 of the Local Plan 2015 requires proposals to protect, conserve and enhance traditional landscape features and the unspoilt nature and tranquillity of the area. Policy ENV2 of the Local Plan 2015 requires proposals to ensure that location, layout, scale, form, massing, materials and colour relate sympathetically to the surrounding area and each other. Paragraphs 135-139 of the NPPF seek to secure visually attractive development which improves the overall quality of an area and is sympathetic to local character and history. The NPPF indicates that development should be refused which fails to improve the character and quality of an area and the way it functions.

7.16 The applicant seeks to use a Hemspan Biohaus construction which is comparable to Passivhaus principles, delivering carbon-negative development. The external elevations will be clad in dark grey horizontal timber, with clay pantiles and triple glazed aluminium windows. The materials palette as contained in the Design and Access Statement is considered to be sympathetic to the character of the area and the variety of dwellings in the vicinity of the site.

7.17 The proposed dwellings, whilst increased in height by c1m (3.2ft) from the previous scheme, are considered to be a suitable scale for the setting. The maximum height of any element of the scheme is c6.5m (21.3ft). The site is bordered by Sheriffs Court and Church Lane, both of which contain 1.5 or 2 storey dwellings, and therefore the minor increase in height from the previous scheme is not considered to be visually harmful in the context of the surrounding development. Generally, the design of the proposed dwellings is appropriate to a rural setting and creates a high-quality scheme in its own right.

7.18 The proposed boundary treatments are sensitive in their design, with close boarded fencing being positioned adjacent to properties external to the site, and the use of wicker fencing or low-height post and rail fencing between the proposed dwellings and to the external boundaries of the site. Soft landscaping planting is proposed to enhance the site and trees are positioned along the site perimeters to integrate the site within its setting and soften views. Planting is integrated between plots too which has the effect of diffusing the views of built form when within the site. The Council's Tree Officer has been consulted on the proposals and has raised some concern regarding certain species within the planting scheme. The proposed landscaping scheme will require adjustment, which can be secured by condition. Likewise, as the boundary treatments are displayed on the landscaping plan submitted, the detail of these will need to be secured by condition also.

7.19 The Council's Conservation Officer has been consulted as part of the application process and has advised that the site is outside of, but abutting, the conservation area. They advise that a comparable scheme was accepted here under application 20/00808/RMA and that the current scheme is not considered to represent any net additional heritage impacts over and above the previous permission. They raise no objection to the proposals.

- 7.20 The proposed scheme is considered to be sympathetic to the character of the area and the scheme previously approved. The differences between the implemented scheme and the current proposals are not so vastly different that the proposal could be considered unacceptable. The proposal is considered to comply with policies ENV1 and ENV2 of the Local Plan 2015, as well as the provisions of the NPPF.
- 7.21 Highways
- 7.22 Policy ENV2 of the East Cambridgeshire Local Plan 2015 sets out that development proposals will be required to incorporate the highway and access principles contained in Policy COM7 of the Local Plan 2015 to ensure minimisation of conflict between vehicles, pedestrians and cyclists; safe and convenient access for people with disabilities, good access to public transport, permeability to pedestrian and cycle routes; and protection of rights of way. Policy COM8 of the Local Plan 2015 seeks to ensure that proposals provide adequate levels of parking, and policy COM7 of the Local Plan 2015 require proposals to provide safe and convenient access to the highway network.
- 7.23 The access proposed under the current scheme has already been agreed under the previous application 19/00708/OUT and 20/00808/RMA. The access arrangement remains unchanged under the current scheme. The Local Highways Authority note that the access is as agreed under the previous application and note that parking and turning within the site appear broadly acceptable, with access joining a private section of road before adjoining the public highway at an existing junction opposite No1 Sheriffs Court. The current scheme provides parking arrangements in excess of those required under policy COM8 of the Local Plan 2015, with a minimum of four external parking spaces being shown for each plot.
- 7.24 The Local Highways Authority note that the scheme is not to an adoptable standard, however for a scheme of 5 dwellings, the County Council would not seek to adopt the road.
- 7.25 The proposals are considered to comply with policies COM7 and COM8 of the Local Plan 2015.
- 7.26 Ecology
- 7.27 Paragraph 180(d) of the NPPF sets out that proposals should minimise impacts on biodiversity and secure net gain. Additionally, the paragraph discusses the importance of establishing coherent ecological networks that are more resilient to current and future pressures.
- 7.28 Policy ENV7 of the Local Plan 2015 seeks to maximise opportunities for creation, restoration, enhancement and connection of natural habitats as an integral part of development proposals.
- 7.29 Policy NE6 of the Natural Environment SPD sets out that all development proposals must provide clear and robust evidence setting out:

- (a) information about the steps taken, or to be taken, to avoid and minimise the adverse effect of the development on the biodiversity of the onsite habitat and any other habitat,
- (b) the pre-development biodiversity value of the onsite habitat based on an up-to-date survey and ideally using the Defra metric,
- (c) the post-development biodiversity value of the onsite habitat ideally using the Defra metric; and
- (d) the ongoing management strategy for any proposals.

- 7.30 Proposals which do not demonstrate that the post-development biodiversity value of the onsite habitat will not significantly exceed the pre-development biodiversity value of the onsite habitat will be refused. Under policy NE9 of the Natural Environment SPD, new planting must be an integral part of the design of a development rather than an afterthought. Native new planting should be provided that reflects the local character and a suitable species mix should be provided that helps to promote a wide range of biodiversity and contribute to enhancing green infrastructure. Proposals should also incorporate within the landscape scheme, features that will support the establishment of biodiversity, such as wetland areas, 'insect hotels' and log piles.
- 7.31 The applicant has submitted an Ecology Report alongside the application. The report acknowledges that the site is currently an active construction site. The report identified that further surveys were required to complete an impact assessment for Great Crested Newts (GCN). The applicant has entered into the GCN District Level Licencing scheme and therefore meets the legislative requirements regarding GCN.
- 7.32 The proposed scheme was submitted prior to mandatory Biodiversity Net Gain (BNG) legislation coming into effect. The site was also subject to clearance as part of the commencement of the previous applications. In order to achieve a net gain in biodiversity, the applicant is securing the purchase of biodiversity credits totalling 2.45 units (exceeding the 1.94 units required). The proposal is therefore considered to be acceptable.
- 7.33 The Council's Ecologist has also reviewed the ecological information submitted and advises that they support the proposed Ecological Enhancements as set out in section 7 of the Ecology report dated December 2023. The Ecologist has requested conditions requiring the submission of evidence for the BNG credit purchase, the submission of a landscape and ecological management plan (LEMP), and an assessment of recreational pressure effects on relevant SSSIs and measures to mitigate adverse impacts. The evidence of the BNG credit purchase can be secured by condition, however it is not considered reasonable to request an assessment of recreational pressures as the scheme has been implemented under a previous permission and there is no increase in the quantum of development.
- 7.34 With the assurance of the GCN District Level Licence and the proposed biodiversity enhancement secured by condition, it is considered that the proposals accord with policy ENV7 of the Local Plan 2015, policy NE6 of the Natural Environment SPD, and the provisions of the NPPF.

7.35 Flood Risk and Drainage

7.36 The site is located in Flood Zone 1, where the principle of development is considered acceptable in terms of Flood Risk. The application does not trigger any of the requirements for a flood risk assessment to be submitted. For a scheme of this size, foul and surface water drainage is a matter that would be finalised and assessed at Building Control stage and would not influence a planning decision.

7.37 While comments have been received from neighbour responses regarding flooding on site, as set out above, the site drainage would be a matter which would be assessed and inspected by Building Control for a scheme of this size.

7.38 Other Material Matters

7.39 It is noted that a significant number of neighbour comments have been made in relation to developer behaviour. It should be noted that this is not a material planning consideration and does not affect the determination of an application.

7.40 Comments have also been received from neighbouring occupiers that more affordable homes are needed in the area. The proposal scheme does not meet the threshold for requiring affordable housing and therefore this is not a material consideration in the determination of this application.

7.41 Concerns have been raised by neighbours in relation to damage to private property. It should be noted that if damage is caused to private property during the construction phase this is a civil matter between the resident and the builder, beyond the realm of planning permission.

7.42 Planning Balance

7.43 The proposal complies with planning policy and does not create any significantly detrimental effects on the residential amenity of nearby occupiers or on the visual amenity and character of the wider area. The application is therefore recommended for approval.

8.0 APPENDICES

8.1 Appendix 1- Recommended Conditions

Background Documents

23/00450/FUL

19/00708/OUT

20/00808/RMA

National Planning Policy Framework -

https://www.gov.uk/government/uploads/system/uploads/attachment_data/file/6077/2116950.pdf

East Cambridgeshire Local Plan 2015 -

<http://www.eastcamb.gov.uk/sites/default/files/Local%20Plan%20April%202015%20-%20front%20cover%20and%20inside%20front%20cover.pdf>

Appendix 1- Recommended Conditions

- 1 Development shall be carried out in accordance with the drawings and documents listed below

Plan Reference	Version No	Date Received
PO25(SK)015	G	8th May 2024
CEMP	Rev 04	14th February 2024
Planning, Design and Access Statement		2nd January 2024
Ecology Report		2nd January 2024
A129	A	2nd January 2024
A125	A	2nd January 2024
A131	A	2nd January 2024
A103	A	2nd January 2024
A111	A	2nd January 2024
A110	A	2nd January 2024
A124	A	2nd January 2024
A117	A	2nd January 2024
A118	A	2nd January 2024
2353_180		2nd January 2024
A104	A	2nd January 2024
A100		13th April 2023
A101		13th April 2023
Ecological Appraisal		13th April 2023
CONTAMINATION REPORT PT 1		13th April 2023
CONTAMINATION REPORT PT 2		13th April 2023
NEWT SURVEY		13th April 2023
REPTILE SURVEY		13th April 2023
SUSTAINABILITY STATEMENT		13th April 2023
TREE SURVEY		13th April 2023
7.01/GA/01		13th April 2023
7.01/GA/02		13th April 2023
A107		13th April 2023
A108		13th April 2023
A114		13th April 2023
A115		13th April 2023
A121		18th April 2023
A122		18th April 2023
A128		13th April 2023
2353_OS	A	22nd May 2023
10306-D-AMS		14th June 2023
Arboricultural Impact Assessment		14th June 2023

- 1 Reason: To define the scope and extent of this permission.
- 2 Notwithstanding the provision of Class A of Schedule 2, Part 2 of the Town and Country Planning (General Permitted Development) Order 2015, (or any order revoking, amending or re-enacting that order) no gates, fences or walls shall be erected across the approved vehicular access, as shown on drawing PO25(SK)015 REV G.

- 2 Reason: In the interests of highway safety, in accordance with policies COM7 and COM8 of the East Cambridgeshire Local Plan 2015 (as amended 2023).
- 3 The obscurely glazed windows as detailed on the approved elevation drawings of the development hereby permitted shall be glazed using obscured glass and fixed shut to a height of 1.7m from finished floor level and maintained in perpetuity.
- 3 Reason: To safeguard the residential amenity of neighbouring occupiers, in accordance with policy ENV2 of the East Cambridgeshire Local Plan 2015 (as amended 2023).
- 4 Notwithstanding the provisions of the Town and Country Planning (General Permitted Development)(England) Order 2015 (or any order amending, revoking or re-enacting that Order), no windows, dormer windows, rooflights or openings of any other kind, other than those expressly authorised by this permission shall be constructed at first floor level or above in any elevation(s), without the prior written consent of the Local Planning Authority.
- 4 Reason: To safeguard the residential amenity of neighbouring occupiers, in accordance with policy ENV2 of the East Cambridgeshire Local Plan 2015 (as amended 2023).
- 5 Notwithstanding the provisions of the Town and Country Planning (General Permitted Development) (England) Order 2015 (as amended) (or any order revoking and re-enacting that Order with or without modifications), no development within Class(es) A, AA, B, or C; of Part 1; of Schedule 2 of the Order shall take place on site unless expressly authorised by planning permission granted by the Local Planning Authority.
- 5 Reason: To safeguard the residential amenity of neighbouring occupiers, in accordance with policy ENV2 of the East Cambridgeshire Local Plan 2015 (as amended 2023).
- 6 The development hereby permitted shall be carried out at all stages in strict accordance with the Construction Environment Management Plan (CEMP) received on 14.02.2024.
- 6 Reason: To safeguard the residential amenity of neighbouring occupiers, in accordance with policy ENV2 of the East Cambridgeshire Local Plan 2015 (as amended 2023).
- 7 Construction times and deliveries, with the exception of fit-out, shall be limited to the following hours: 0730 to 1800 each day Monday - Friday, 0730 to 1300 Saturdays and none on Sundays, Bank Holidays and Public Holidays.
- 7 Reason: To safeguard the residential amenity of neighbouring occupiers, in accordance with policy ENV2 of the East Cambridgeshire Local Plan 2015 (as amended 2023).
- 8 The materials to be used in the construction of the external surfaces of the development shall be either:
 - a. As detailed on Planning, Design and Access Statement received 02.01.2024; or,
 - b. Submitted to and approved in writing by the Local Planning Authority prior to their use in the construction of the development.

All works shall be carried out in accordance with the approved details.

- 8 Reason: To safeguard the character and appearance of the area, in accordance with policy ENV2 of the East Cambridgeshire Local Plan 2015 (as amended 2023).
- 9 Prior to the first occupation of any dwelling within the development hereby approved, a landscape and ecological management plan (LEMP) shall be submitted to and be approved in writing by, the local planning authority. The content of the LEMP shall include, but not be limited to, the following:
- a) Description and evaluation of features to be managed.
 - b) Ecological trends and constraints on site that might influence management.
 - c) Aims and objectives of management.
 - d) Appropriate management options for achieving aims and objectives (including biodiversity net gain).
 - e) Prescriptions for management actions.
 - f) Preparation of the work schedule (including an annual work plan capable of being rolled forward over a 30 year period).
 - g) Details of the body or organisation responsible for implementation of the plan.
 - h) Ongoing monitoring and remedial measures.
 - i) Annual reporting.
 - j) Legal and funding mechanism(s) for the long-term implementation of the plan, including the management body(ies) responsible for its delivery.

The plan shall also set out (where the results from monitoring show that conservation aims and objectives of the LEMP are not being met) how 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.

- 9 Reason: To protect and enhance species in accordance with policies ENV1, ENV2 and ENV7 of the East Cambridgeshire Local Plan 2015 (as amended 2023) and the Natural Environment SPD, 2020.
- 10 Prior to the first occupation of any dwelling, evidence of the purchase of 2.45 biodiversity units (habitat types: other neutral grassland and mixed scrub) shall be submitted to and approved in writing by the Local Planning Authority.
- 10 Reason: To protect and enhance species in accordance with policies ENV1, ENV2 and ENV7 of the East Cambridgeshire Local Plan 2015 (as amended 2023) and the Natural Environment SPD, 2020.
- 11 The development shall be carried out in accordance with the sustainability measures set out within the Planning, Design and Access Statement.
- 11 Reason: To ensure that the proposal meets with the requirements of sustainability as stated in policy ENV4 of the East Cambridgeshire Local Plan 2015 (as amended 2023) and the Climate Change SPD, 2021.
- 12 Prior to first occupation or commencement of use a full schedule of all soft landscape works shall be submitted to and approved in writing by the Local Planning Authority. The schedule shall include, planting plans, a written specification; schedules of plants noting species, plant sizes, proposed numbers/densities; and a detailed implementation programme. It shall also indicate all existing trees and hedgerows on the land and

details of any to be retained. The works shall be carried out in accordance with the approved details prior to the end of the first planting season following occupation of the development. If within a period of five years from the date of the planting, or replacement planting, any tree or plant (including retained existing trees/hedgerows) 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.

- 12 Reason: To safeguard the character and appearance of the area, in accordance with policy ENV2 of the East Cambridgeshire Local Plan 2015 (as amended 2023).
- 13 Prior to first occupation or commencement of use full details of hard landscape works have been submitted to and approved in writing by the Local Planning Authority. These details shall include boundary treatments. The works shall be carried out in accordance with the approved details prior to the occupation of any part of the development or in accordance with an implementation programme submitted to and approved in writing by the Local Planning Authority prior to first occupation.
- 13 Reason: To safeguard the character and appearance of the area, in accordance with policy ENV2 of the East Cambridgeshire Local Plan 2015 (as amended 2023).
- 14 In the event that contamination is found at any time when carrying out the approved development that was not previously identified it must be reported to the Local Planning Authority within 48 hours. No further works shall take place until an investigation and risk assessment has been undertaken and submitted to and approved in writing by the Local Planning Authority. Where remediation is necessary, a remediation scheme must be submitted to and approved in writing by the Local Planning Authority. The necessary remediation works shall be undertaken, and following completion of measures identified in the approved remediation scheme a verification report must be prepared, and approved in writing by the Local Planning Authority.
- 14 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 ENV9 of the East Cambridgeshire Local Plan 2015 (as amended 2023).

23/01338/OUM

Land At Cambridge Road

Stretham

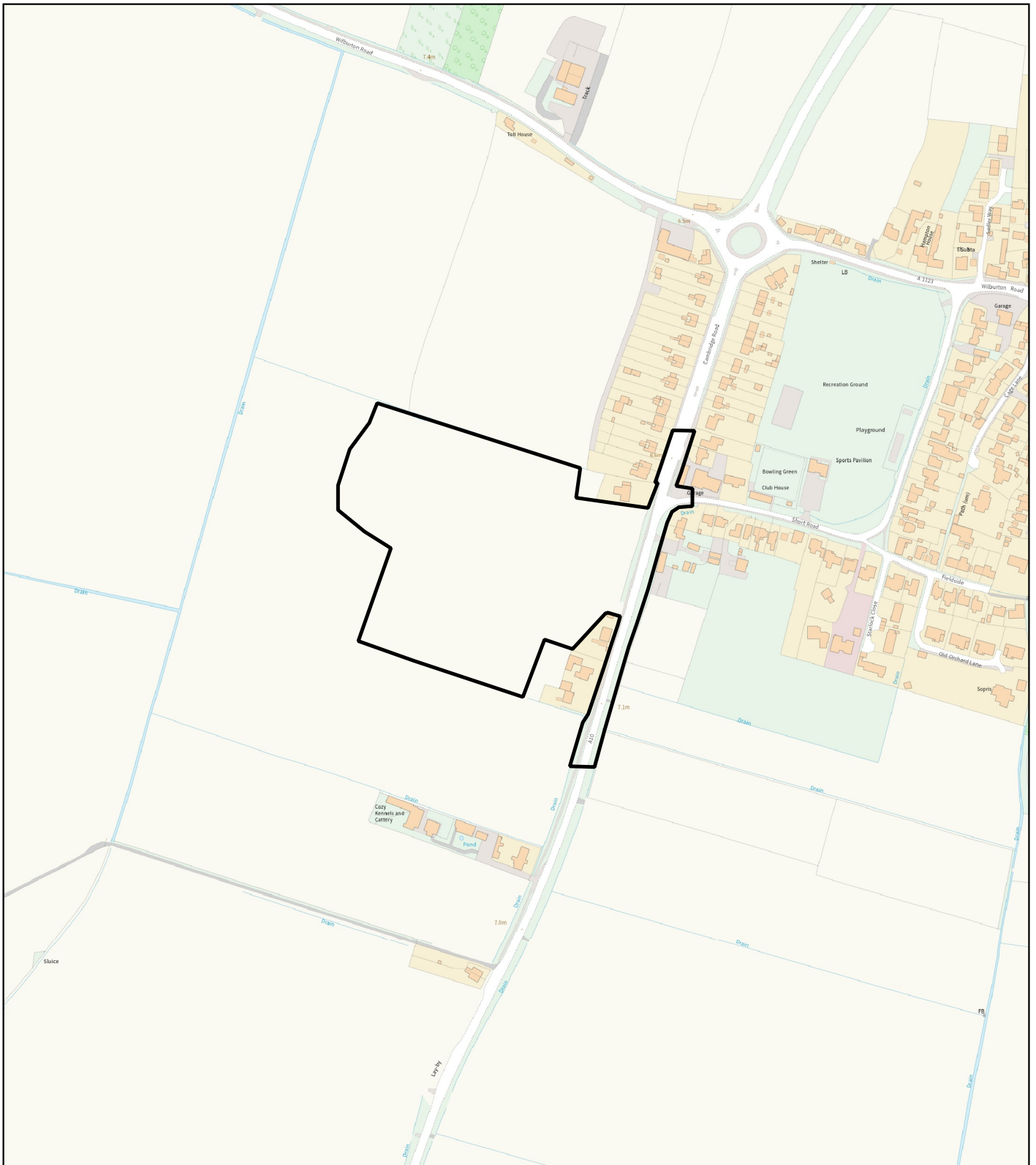
Cambridgeshire

Outline planning application for the erection of up to 83 Affordable Homes with associated access, parking and landscaping - all matters reserved except for means of access

To view all of the public access documents relating to this application please use the following web address or scan the QR code:

<https://pa.eastcambs.gov.uk/online-applications/applicationDetails.do?activeTab=summary&keyVal=S57EU9GGHP100>





23/01338/OUM



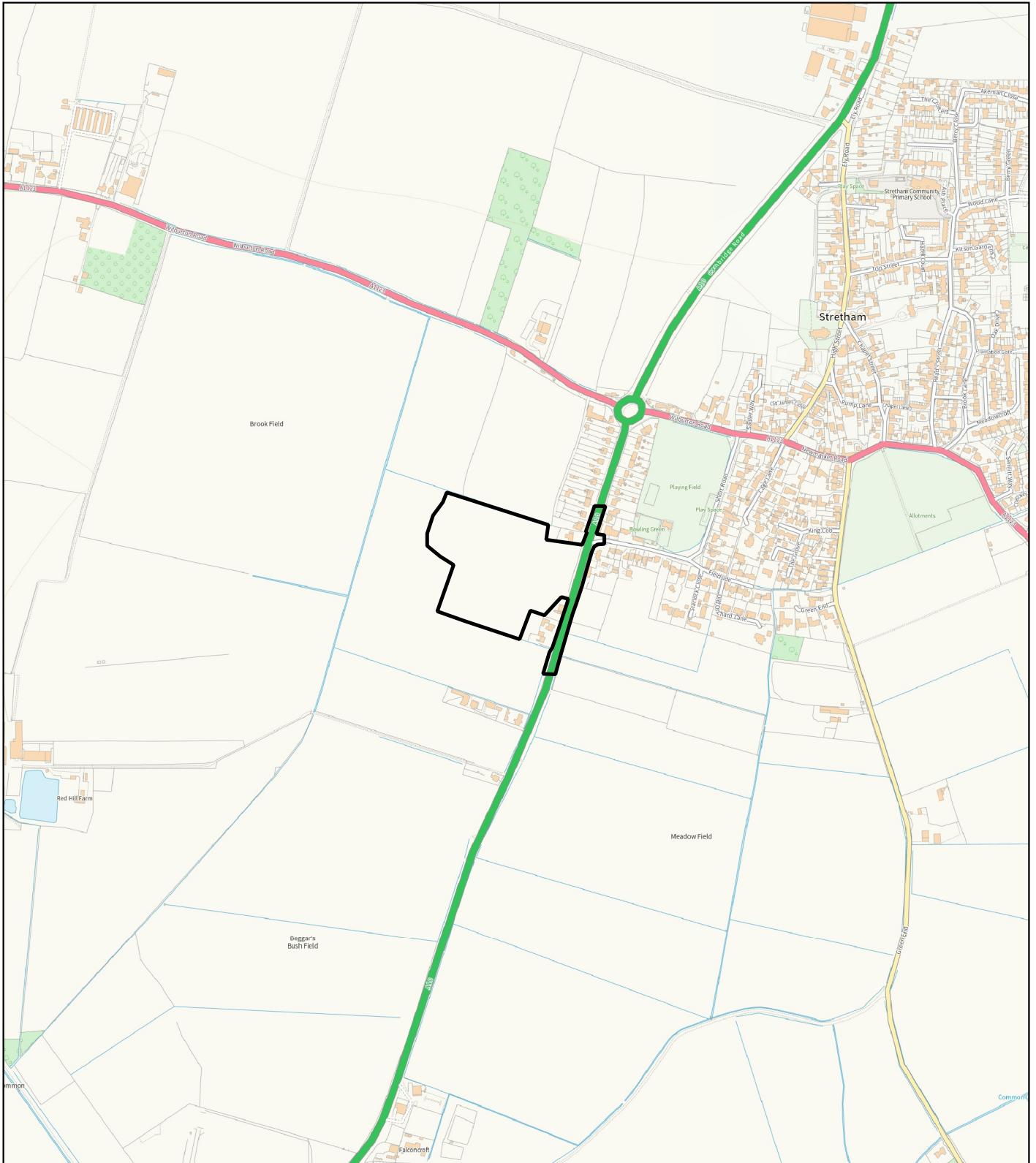
Land At Cambridge Road
Stretham

East Cambridgeshire
District Council

Date: 15/08/2024
Scale: 1:5,000



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23/01338/OUM



Land At Cambridge Road
Stretham

East Cambridgeshire
District Council

Date: 15/08/2024
Scale: 1:10,000



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TITLE: 23/01338/OUM

Committee: Planning Committee

Date: 04/09/2024

Author: Senior Planning Officer

Report No: Z51

Contact Officer: Holly Durrant, Senior Planning Officer
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01353 616360
Room No 011 The Grange Ely

Site Address: Land At Cambridge Road Stretham Cambridgeshire

Proposal: Outline planning application for the erection of up to 83 Affordable Homes with associated access, parking and landscaping - all matters reserved except for means of access

Applicant: Long Term Land Limited

Parish: Stretham

Ward: Stretham

Ward Councillor/s: Bill Hunt
Caroline Shepherd

Date Received: 5 December 2023

Expiry Date: 11 September 2024

1.0 RECOMMENDATION

1.1 Members are recommended to APPROVE the application in accordance with the following terms:

1. The Committee delegates authority to finalise the terms and completion of the S.106 legal agreement to the Planning Manager; and,
2. Following the completion of the S.106, application 23/01338/OUM be approved subject to the planning conditions at Appendix 5 (and summarised below); or,
3. The Committee delegates authority to refuse the application in the event that the Applicant does not agree any necessary extensions to the statutory determination period to enable the completion of the S106 legal agreement.

(summarised conditions)

- 1 Approved Plans
- 2 Reserved matters
- 3 Time Limit - OUT/OUM/RMA/RMM
- 4 Quantum of development
- 5 Archaeology 1
- 6 Archaeology 2
- 7 CEMP
- 8 Reporting of unexpected contamination
- 9 Drainage
- 10 Foul drainage
- 11 Levels
- 12 Noise mitigation
- 13 Biodiversity
- 14 Fire hydrants
- 15 Access
- 16 Access closure
- 17 Access drainage
- 18 Passive design
- 19 Maintenance of streets

2.0 SUMMARY OF APPLICATION

- 2.1 This item was previously discussed at the April 2024 Planning Committee, where the committee deferred the application to allow for the preparation of an independent assessment on the safety of the proposed highways scheme and if it mitigated the additional number of houses from the 38 already approved. This was specifically in reference to the proposed pedestrian crossing across the A10. The deferral request was made without prejudice to the final decision to be made by the Planning Committee. The April Committee Report (including detailed planning consideration assessment and detailed condition list) is attached as **Appendix 1**, with Agreed Committee Minutes at **Appendix 1a**.
- 2.2 The application was then discussed at the June 2024 Planning Committee, at which the findings of the Council's independent assessment were discussed. In accordance with the Officer's recommendation, the committee deferred the application with prejudice to allow the preparation of a revised highways scheme to address the conclusions of the Council's independent report. The Decision List (**Appendix 4**) states that:

*"That the planning application 23/01338/OUM be **DEFERRED** in accordance with the following terms:*

*a) In order to allow the submission, formal consultation and presentation of an acceptable highways scheme at Planning Committee within a period of 6 months
AND*

b) The Committee delegates authority to refuse the application in the event that the Applicant does not agree any necessary extensions to the statutory determination

period to enable the completion of the works set out under a) and final determination of the application

c) That the reserved matters to come back before committee for approval (if the outline application is approved)

d) That the planning committee do not have concerns relating to other aspects of the outline application before them.”

- 2.3 The June Committee Report is attached at **Appendix 2**, with Agreed Committee Minutes at **Appendix 2a**. The independent assessment was prepared by Stantec, and a copy of the report is attached at **Appendix 3**.
- 2.4 Following the outcome of the June Committee, the Applicant prepared a revised highway scheme in discussion with Cambridgeshire County Council’s Local Highways Authority (LHA), culminating in the preparation of a Transport Assessment Addendum. This Addendum contains a revised package of off-site highway works to address the recommendations of the Stantec report and requirements of the Local Highways Authority, including specifically the provision of a Puffin crossing (signalised). The details of these works are set out further within this report.
- 2.5 The full planning application, plans and documents submitted by the Applicant can be viewed online via East Cambridgeshire District Council’s Public Access online service, via the following link <http://pa.eastcambs.gov.uk/online-applications/>.

3.0 PLANNING HISTORY

- 3.1 See **Appendix 1**

4.0 THE SITE AND ITS ENVIRONMENT

- 4.1 See **Appendix 1**

5.0 RESPONSES FROM CONSULTEES

- 5.1 See **Appendixes 1 through to 3** for a full list of consultation comments on the application as originally submitted, including independent Stantec report.
- 5.2 A revised highways scheme was sent for consultation with the relevant statutory consultees as set out below, neighbouring properties and third-party commentators on the 8th July. Only those consultation responses received following this re-consultation on the amended highways scheme have been provided below for brevity, with all previous consultation responses reflected in the two previous committee reports:

Parish Council – No Comments Received

Ward Councillors – No Comments Received
Environmental Health (Domestic) - 8 July 2024

States: "I have no concerns to raise at this time."

Lead Local Flood Authority - 10 July 2024

States: "The applicant has not submitted any new information for review. Therefore, we have no further comments to make since our last response on the 5th of March 2023, and remain supportive of the proposals."

Local Highways Authority - 26 July 2024

States: "Recommendation

On the basis of the information submitted, from the perspective of the Local Highway Authority, I consider the proposed development is acceptable.

Comments

I can confirm that the information contained in the note ref 2006312-R04 dated July 2024 is an accurate record of correspondence with the developer to date. The revised access and crossing drawing 2006312-D01 Revision B contained in this note has been subject to a Stage 1 Road Safety Audit and the problems identified suitably mitigated. While this scheme will still be subject to a detailed design review plus Stage 2 Road Safety Audit post planning (S278 Agreement), the principle of the scheme is accepted. I therefore have no objection to this application.

All conditions and informatives from the previous permission 23/00712/OUM remain applicable and should be appended to any permission the LPA is minded to grant."

County Highways Transport Team – 5 August 2024

"Thank you for your email.

The TA team have recommended no objection to the proposals on 28th February 2024. Therefore, we have no comments to make on the additional information submitted as we didn't request it."

Environmental Health (Scientific) - No Comments Received

The Ely Group Of Internal Drainage Board - No Comments Received

Middle Level Commissioners – No Comments Received

ECDC Trees Team - No Comments Received

6.0 PLANNING COMMENTS

6.1 All material planning considerations are addressed within the original reports (Appendix 1 and 2) and this report **only** addresses matters of highway safety and transport impacts. This was agreed at the June 2024 Planning Committee, with the Decision List (**Appendix 4**) noting that, beyond the consideration of a revised highways scheme, "*...the planning committee do not have concerns relating to other aspects of the outline application before them.*"

6.2 Highways Safety and Transport Impacts

6.3 The revised off-site highways scheme is encapsulated within the Transport Assessment Addendum (July 2024), prepared by Ardent Consulting Engineers. This includes the following summary of measures, all shown on Drawing Ref. **2006312-D01 Rev B**:

- Street lighting to be extended to include the new access;
- “Keep Clear” markings across the site’s proposed access;
- Puffin crossing (signal-controlled) across the A10;
- Widening of the western and eastern footpaths adjoining the A10 to 3-metres serving the site’s vehicular access, proposed Puffin crossing and Short Road junction (tapering down to 1.2-metres along Short Road to assimilate with existing paths);
- Infilling of “missing” section of footway in between No.42 and 44 Cambridge Road to enable access to the northern-bound bus stop along Cambridge Road;
- Measures to encourage reduced vehicle speeds on Cambridge Road are also proposed, including:
 - creation of a “village gateway” (white gates either side of the road in the verges at the start of the 40mph limit) and “dragon’s teeth” road markings applied on the road;
 - 1m wide central hatched strip with red surfacing together with solid white lining 0.5m from the carriageway edges to reduce the running lanes to 2.85m wide (as requested by CCC);
 - “40” roundels on the carriageway and an additional “40” repeater sign

6.4 Third party land affecting visibility splays at the site’s proposed access have also been clarified with the Local Highways Authority, as set out at Page 4 of the Addendum Report.

6.5 The above package of measures has been subject to a Stage 1 Road Safety Audit, prepared by an independent consultant on behalf of the County Council, and any concerns raised during this process have been mitigated; this was confirmed in the Local Highways Authority response on the 26th July 2024.

6.6 The proposed revised highways scheme is considered to address all of the recommendations of the Stantec report, albeit with some alternative solutions proposed to address the matters raised.

6.7 Regarding the proposed pedestrian footpaths in particular, a 0.5-metre grass buffer / margin has not been included as recommended by Stantec, as a grass strip would need to be greater than 1-metre in width in order to provide sufficient space for vegetation growth and sub-surface structures. A path routing through the development was also considered inadvisable by the LHA as this could reduce the visibility of pedestrians to drivers along the highway prior to their point of emergence at the crossing.

- 6.8 However, the footpaths are proposed to be widened to 3-metres wide where they adjoin the A10 carriageway to provide further separation of path users from the carriageway, with scope to introduce pedestrian deterrent hard-paved 0.5-metre 'buffers' at the detailed design stage (S278 stage post-consent). At the request of the LHA, the proposed "village gateway" feature also seeks to encourage reduced traffic speeds beyond those currently experienced upon entrance to the village and prior to the crossing. Collectively, this is considered to reduce the levels of fear and intimidation upon pedestrians, and satisfy the overall objectives of Stantec's conclusions, this being to deliver a pedestrian crossing and associated infrastructure that is inclusive of the majority of users. This is noting the potentially higher levels of child occupants and lower levels of car ownership due to the nature of the proposed development, factors which are likely to give rise to a higher dependence on walking, wheeling and/or cycling to and from the village.
- 6.9 The Local Highways Authority raise no objection to the proposed scheme of highway works, with further detailed design work expected to take place post-consent with the Local Highways Authority, also known as S278 works. This is a standard practice. The County Council's Transport Assessment Team also raise no objection to the proposed highway scheme.
- 6.10 It is therefore considered that the revised highways scheme would ensure the safe crossing of the A10 for prospective occupiers of the proposed affordable housing development, as well as safe vehicular access and egress from the development itself. These measures are considered necessary to ensure that the development provides safe and convenient access to the highway network, whilst giving priority for active modes of travel.
- 6.11 Planning Balance**
- 6.12 A full planning balance has been set out within the previous committee report at **Appendix 1** (April Committee). Following deferral of the application at the April 2024 committee. the report at Appendix 2 (June Committee) provides a further assessment and planning balance on matters of highway safety, supported by Stantec's independent report at Appendix 3.
- 6.13 The Transport Addendum prepared by the Applicant proposes a revised highway scheme which addresses the recommendations of the Stantec Report, whilst taking into account the recommendations and requirements of the Local Highways Authority. The Local Highways Authority and County Council's Transport Assessment Team raise no objection to the revised highway scheme.
- 6.14 On this basis, and for the reasons set out within the original Committee Report at Appendix 1, the proposed development is considered to be acceptable on balance in accordance with the Development Plan and the NPPF, with the proposals considered to carry substantial positive weight overall. This warrants the recommendation of approval, subject to the completion of a S106 legal agreement and suggested conditions.

7.0 **COSTS**

- 7.1 An appeal can be lodged against a refusal of planning permission or a condition imposed upon a planning permission. If a local planning authority is found to have acted unreasonably and this has incurred costs for the applicant (referred to as appellant through the appeal process) then a cost award can be made against the Council.
- 7.2 Unreasonable behaviour can be either procedural ie relating to the way a matter has been dealt with or substantive ie relating to the issues at appeal and whether a local planning authority has been able to provide evidence to justify a refusal reason or a condition.
- 7.3 Members do not have to follow an officer recommendation indeed they can legitimately decide to give a different weight to a material consideration than officers. However, it is often these cases where an appellant submits a claim for costs. The Committee therefore needs to consider and document its reasons for going against an officer recommendation very carefully.
- 7.4 In this case members' attention is particularly drawn to the following points:
- The conclusions of the Planning Inspectorate when approving the development under LPA Ref. 22/00180/OUM.
 - The two previous approvals under LPA Ref. 22/00180/OUM and 23/00712/OUM.
 - The conclusions of the Stantec Report; and
 - The statutory consultee comments of the Local Highways Authority and County Council's Transport Assessment Team raising no objections to the installation of the proposed puffin crossing and the overall acceptability of the proposed highways scheme.
 - The decision as detailed in Appendix 4

8.0 **APPENDICES**

Appendix 1 – Previous Committee Report (April 2024 Planning Committee) with detailed assessment of planning considerations and detailed list of recommended conditions.

Appendix 1a – Agreed Committee Minutes of the April 2024 Committee meeting.

Appendix 2 – Previous Committee Report (June 2024 Planning Committee) with assessment of independent report prepared by Stantec and recommendation of deferral to enable a revised highway scheme to be submitted.

Appendix 2a – Agreed Committee Minutes of the June 2024 Committee meeting.

Appendix 3 – Independent Report prepared by Stantec

Appendix 4 – Decision List June Planning Committee 2024

Appendix 5 – Recommended Conditions: For clarity all conditions as set out within the report at Appendix 1 have been provided below, with no changes except for Condition 15 for highway works.

The proposed development is recommended for approval subject to completion of the necessary s106 agreement(s) and the following suggested planning conditions;

1 Development shall be carried out in accordance with the drawings and documents listed below

<i>Plan Reference</i>	<i>Version No</i>	<i>Date Received</i>
3288-D1000: Location Plan	06	5th December 2023
FRA & Drainage Strategy	1	15th January 2024
Unda Consulting Letter 250224		26th February 2024
Noise Impact Assessment	1	22nd December 2023
2006312-D01 Revision	B	8th July 2024

- 1 Reason: To define the scope and extent of this permission.
- 2 Approval of the details of the Layout, Scale, Appearance and Landscaping (hereinafter called "the reserved matters") shall be obtained from the Local Planning Authority in writing before any development is commenced and shall be carried out as approved. Application for approval of the reserved matters shall be made within 3 years of the date of this permission.
- 2 Reason: The application is for outline permission only and gives insufficient details of the proposed development, and to comply with Section 92 of the Town and Country Planning Act 1990.
- 3 The development hereby permitted shall be commenced within 2 years of the date of the approval of the last of the reserved matters.
- 3 Reason: To comply with Section 92 of the Town and Country Planning Act 1990, as amended.
- 4 The total development hereby permitted within the site shall comprise not more than 83 dwellings.
- 4 Reason: To define the planning permission having regard to the proposal put forward and assessed by the Local Planning Authority for a maximum of 83 dwellings.
- 5 No demolition/development shall take place until a Written Scheme of Investigation shall have been submitted to and approved in writing by the local planning authority. The scheme shall include an assessment of significance and research questions and:
 - i) the programme and methodology of site investigation and recording;
 - ii) the programme for post investigation assessment;
 - iii) the provision to be made for analysis of the site investigation and recording;
 - iv) the provision to be made for publication and dissemination of the analysis and records of the site investigation;
 - v) the provision to be made for archive deposition of the analysis and records of the site investigation;

vi) the nomination of a competent person or persons/organisation to undertake the works set out within the Written Scheme of Investigation.

- 5 Reason: To ensure that any archaeological remains are suitably recorded in accordance with policy ENV14 of the East Cambridgeshire Local Plan 2015 (as amended 2023).
- 6 No demolition/development shall take place other than in accordance with the Written Scheme of Investigation approved under Condition 5.
- 6 Reason: To ensure that any archaeological remains are suitably recorded in accordance with policy ENV14 of the East Cambridgeshire Local Plan 2015 (as amended 2023).
- 7 No development shall take place, including any works of demolition, until a Construction Method Statement has been submitted to, and approved in writing by the local planning authority. The Statement shall provide for:
- i) the parking of vehicles of site operatives and visitors;
 - ii) loading and unloading of plant and materials;
 - iii) storage of plant and materials used in constructing the development;
 - iv) wheel washing facilities;
 - v) measures to control the emission of dust and dirt during construction;
 - vi) in the event of the foundations from the proposed development requiring piling, detailing the type of piling and mitigation measures to be taken to protect local residents from noise and/or vibration
 - vii) measures to control surface water run-off from the site during any construction works;
 - viii) a scheme for recycling/disposing of waste resulting from demolition and construction works;
 - ix) delivery, demolition and construction working hours.

The approved Construction Method Statement shall be adhered to throughout the construction period for the development.

- 7 Reason: To safeguard the residential amenity of neighbouring occupiers, in accordance with policy ENV2 of the East Cambridgeshire Local Plan 2015 (as amended 2023).
- 8 In the event that contamination is found at any time when carrying out the approved development that was not previously identified it must be reported to the Local Planning Authority within 48 hours. No further works shall take place until an investigation and risk assessment has been undertaken and submitted to and approved in writing by the Local Planning Authority. Where remediation is necessary, a remediation scheme must be submitted to and approved in writing by the Local Planning Authority. The necessary remediation works shall be undertaken, and following completion of measures identified in the approved remediation scheme a verification report must be prepared, and approved in writing by the Local Planning Authority.
- 8 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 ENV9 of the East Cambridgeshire Local Plan 2015 (as amended 2023).

- 9 Concurrently with the submission of reserved matters, a detailed design of the surface water drainage of the site shall be submitted, include a timetable for implementation. Those elements of the surface water drainage system not adopted by a statutory undertaker shall thereafter be maintained and managed in accordance with the approved management and maintenance plan.
The scheme shall be based upon the principles within the agreed Flood Risk Assessment and Foul and Surface Water Drainage Strategy for Planning, prepared by Unda Consulting Limited (ref: Ref: 90709d-FuturePD-Stretham V1.0) dated 15th January 2024, and the letter, prepared by Unda Consulting, ref: 90709d-FuturePD-Stretham Addendum Letter 250224, dated 26th February 2024 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) Detailed drawings of the entire proposed surface water drainage system, attenuation and flow control measures, including levels, radients, dimensions and pipe reference numbers, designed to accord with the CIRIA C753 SuDS Manual (or any equivalent guidance that may supersede or replace it);
 - d) Full detail on SuDS proposals (including location, type, size, depths, side slopes and cross sections);
 - e) Site Investigation and test results to confirm infiltration rates;
 - f) Details of overland flood flow routes in the event of system exceedance, with demonstration that such flows can be appropriately managed on site without increasing flood risk to occupants;
 - g) Demonstration that the surface water drainage of the site is in accordance with DEFRA non-statutory technical standards for sustainable drainage systems;
 - h) Full details of the maintenance/adoption of the surface water drainage system;
 - i) Permissions to connect to a receiving watercourse or sewer;
 - j) Measures taken to prevent pollution of the receiving groundwater and/or surface water
- 9 Reason: To prevent the increased risk of flooding and to improve and protect water quality, in accordance with policies ENV2 and ENV8 of the East Cambridgeshire Local Plan 2015 (as amended 2023).
- 10 None of the dwellings hereby permitted shall be occupied until works for the disposal of sewage shall have been provided on the site to serve the development hereby permitted, in accordance with details that have first been submitted, concurrently with the first submission of reserved matters including a timetable for implementation, to and approved in writing, by the Local Planning Authority.
- 10 Reason: In the interests of residential amenity and to prevent the increased risk of flooding and to protect water quality, in accordance with policies ENV2 and ENV8 of the East Cambridgeshire Local Plan 2015 (as amended 2023).
- 11 Concurrently with the first submission of reserved matters the following information shall have been submitted to and approved in writing by the local planning authority:

- i) a full site survey showing: the datum used to calibrate the site levels; levels along all site boundaries; levels across the site at regular intervals and floor levels of adjoining buildings;
- ii) full details of the proposed finished floor levels of all buildings and hard landscaped surfaces.

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

- 11 Reason: In the interests of visual amenity in accordance with policies ENV 1 and ENV 2 of the East Cambridgeshire Local Plan, 2015 (as amended 2023).
- 12 Construction work shall not take place until a scheme for protecting the proposed noise-sensitive development from noise from the A10 shall have been submitted to and approved in writing by the local planning authority. The scheme shall reflect the principles of the recommendations identified in Cass Allen RP01-23701-R1 revision 1 dated 21st December 2023 and associated documentation. All works which form part of the scheme shall be completed before any part of the noise sensitive development is occupied and retained thereafter.
- 12 Reason: In the interests of residential amenity protection in accordance with policy ENV 2 of the East Cambridgeshire Local Plan, 2015 (as amended 2023).
- 13 Concurrently with the first submission of reserved matters a scheme of biodiversity protection, mitigation and enhancement, including a timeframe for implementation and a long-term management plan, informed by an updated ecological appraisal of the site shall be submitted to and approved in writing by the local planning authority. The biodiversity improvements shall be installed prior to the first occupation of the hereby approved development and thereafter maintained in perpetuity.
- 13 Reason: To protect and enhance species in accordance with policy ENV 7 of the East Cambridgeshire Local Plan 2015 (as amended 2023).
- 14 Prior to works proceeding 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 or alternative scheme shall be submitted to and approved in writing by the Local Planning Authority. The hydrants or alternative scheme shall be installed and completed in accordance with the approved details prior to the occupation of any part of the development.
- 14 Reason: To ensure proper infrastructure for the site in the interests of community safety in that adequate water supply is available for emergency use, in accordance with the aims of policy ENV 2 of the East Cambridgeshire Local Plan (as amended 2023).
- 15 Prior to first occupation of any dwelling hereby approved, the works as detailed in principle on drawing 2006312-D01 Revision B shall have been completed to the satisfaction of the Local Planning Authority and shall thereafter be retained.
- 15 Reason: In the interests of Highway safety in accordance with Policy COM 7 of the East Cambridgeshire Local Plan 2015 (as amended 2023). This condition is a Grampian condition because it requires work within the public highway.

- 16 The existing agricultural access(es) to A10 Cambridge Road shall be permanently and effectively closed and the footway shall be reinstated in accordance with a scheme to be agreed with the Local Planning Authority, within 28 days of the bringing into use of the new access.
- 16 Reason: In the interests of Highway safety in accordance with Policy COM 7 of the East Cambridgeshire Local Plan 2015 (as amended 2023).
- 17 The access and all hardstanding within the site shall be constructed with adequate drainage measures to prevent surface water run-off onto the adjacent public highway and retained in perpetuity.
- 17 Reason: In the interests of Highway safety in accordance with Policy COM 7 of the East Cambridgeshire Local Plan 2015 (as amended 2023).
- 18 The detailed design of the dwellings hereby permitted shall incorporate the five principles of passive house design, as set out within submitted the Energy & Sustainability Strategy, October 2022. Prior to occupation of any dwelling, evidence shall be submitted to the local planning authority to demonstrate that the development has been constructed adopting these principles.
- 18 Reason: The application is deemed acceptable having regard to the need to protect the amenity of future occupiers, balanced with the energy sustainability benefits of the proposal in accordance with policies ENV 2 and ENV 4 of the East Cambridgeshire Local Plan 2015 (as amended 2023).
- 19 Prior to first occupation or commencement of use details of the proposed arrangements for future management and maintenance of the proposed streets within the development shall be submitted to and approved in writing by the Local Planning Authority. (The streets shall thereafter be maintained in accordance with the approved management and maintenance details for the lifetime of the development, by the applicant or a private management company, until such time as an Agreement has been entered into unto Section 38 of the Highways Act 1980 or a Private Management and Maintenance Company has been established).
- 19 Reason: To ensure satisfactory development of the site and to ensure estate roads are managed and maintained thereafter to a suitable and safe standard, in accordance with policy COM7 of the East Cambridgeshire Local Plan 2015 (as amended 2023).

Background Documents

23/01338/OUM
 22/00180/OUM
 23/00712/OUM

National Planning Policy Framework -
https://www.gov.uk/government/uploads/system/uploads/attachment_data/file/6077/2116950.pdf

East Cambridgeshire Local Plan 2015 -
<http://www.eastcambbs.gov.uk/sites/default/files/Local%20Plan%20April%202015%20-%20front%20cover%20and%20inside%20front%20cover.pdf>

23/01338/OUM

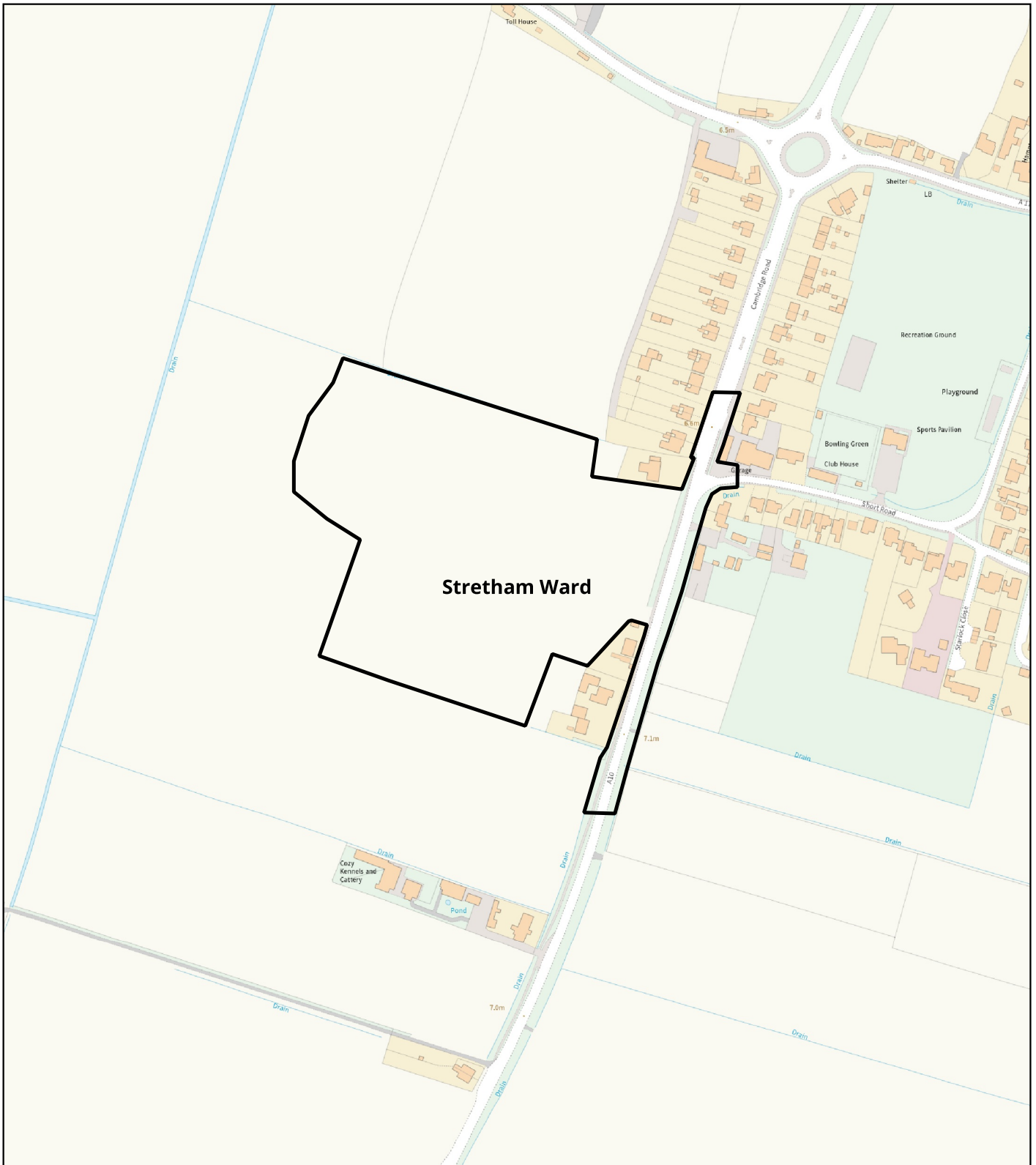
Land At Cambridge Road
Stretham

Outline planning application for the erection of up to 83 Affordable Homes with associated access, parking and landscaping - all matters reserved except for means of access

To view all of the public access documents relating to this application please use the following web address or scan the QR code:

<http://pa.eastcambs.gov.uk/online-applications/applicationDetails.do?activeTab=summary&keyVal=S57EU9GGHP100>





23/01338/OUM



Land At Cambridge Road
Stretham

East Cambridgeshire
District Council

Date: 15/03/2024
Scale: 1:4,000



Agenda Item 6

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AGENDA ITEM NO 6

TITLE: 23/01338/OUM

Committee: Planning Committee

Date: 3 April 2024

Author: Senior Planning Officer

Report No: Y187

Contact Officer: Holly Chapman, Senior Planning Officer
holly.chapman@eastcambs.gov.uk
01353 616360
Room No 011 The Grange Ely

Site Address: Land At Cambridge Road Stretham Cambridgeshire

Proposal: Outline planning application for the erection of up to 83 Affordable Homes with associated access, parking and landscaping - all matters reserved except for means of access

Applicant: Long Term Land Limited

Parish: Stretham

Ward: Stretham

Ward Councillor/s: Bill Hunt
Caroline Shepherd

Date Received: 5 December 2023

Expiry Date: 5 April 2024

1.0 RECOMMENDATION

1.1 Members are recommended to APPROVE the application in accordance with the following terms:

1. The Committee delegates authority to finalise the terms and completion of the S.106 legal agreement to the Planning Manager; and,
2. Following the completion of the S.106, application 23/01338/OUM be approved subject to the planning conditions at Appendix 1 (and summarised below); or,
3. The Committee delegates authority to refuse the application in the event that the Applicant does not agree any necessary extensions to the statutory determination period to enable the completion of the S106 legal agreement.

(summarised conditions)

- 1 Approved Plans
- 2 Reserved matters
- 3 Time Limit - OUT/OUM/RMA/RMM
- 4 Quantum of development
- 5 Archaeology 1
- 6 Archaeology 2
- 7 CEMP
- 8 Reporting of unexpected contamination
- 9 Drainage
- 10 Foul drainage
- 11 Levels
- 12 Noise mitigation
- 13 Biodiversity
- 14 Fire hydrants
- 15 Access
- 16 Access closure
- 17 Access drainage
- 18 Passive design
- 19 Maintenance of streets

2.0 SUMMARY OF APPLICATION

- 2.1 The application seeks outline planning permission for the residential development of the site for up to 83 affordable dwellings. Only matters of access are committed, meaning that matters of layout, scale, appearance and landscaping are reserved for future consideration.
- 2.2 The application is supported by an access plan (2006310-004 Rev B) detailing how the access is proposed to be configured, which details an access directly from Cambridge Road (the A10 highway) into the site, with a general access arrangement also proposing amendments to Cambridge Road, in summary; by way of footway widening leading northwards towards the roundabout and to the kerb radii and footway at the junction of Short Road (north east), with a refuge island providing a crossing point across the A10. All on/off-site highway works are to take place within the 40mph speed-restriction zone.
- 2.3 The application is accompanied by an illustrative layout plan and illustrative aerial layout plan to show how the quantum of dwellings could be arranged within the site, which shows a terrace of dwellings fronting the highway north of the access, with a looser planned development of dwellings behind, extending southwards behind No. 46 Cambridge Road and westward into the countryside. An area of open space is shown at the site's frontage with Cambridge Road (inclusive of indicative play space), with an indicative community orchard along the southern/western site boundary. SuDS are shown indicatively along the site's northern boundary.
- 2.4 Whilst the detailed matters of the dwellings are not committed, the applicant has indicated that dwellings will be between 1 and 2 storeys in height, and passivhaus ('passive house') principles will be adopted for construction. However, this does mean that the proposed dwellings may not necessary be constructed to Passive

House certification standards. A Design and Access Statement (DAS) has also been submitted with the proposals to provide an assessment of the site's context, and the proposals are also supported by a Landscape Visual Impact Assessment (LVIA).

- 2.5 The application is being presented to Planning Committee in accordance with the Council's Constitution as it comprises an outline application of more than 50 dwellings.
- 2.6 The full planning application, plans and documents submitted by the Applicant can be viewed online via East Cambridgeshire District Council's Public Access online service, via the following link <http://pa.eastcambs.gov.uk/online-applications/>.

3.0 PLANNING HISTORY

- 3.1 Relevant planning history for the application site is set out below:

22/00180/OUM

Outline planning application for the erection of up to 19 Affordable Homes with associated access, parking and landscaping - all matters reserved except for Means of Access

Refused

17 November 2022

Appeal Allowed (Appeal ref: APP/V0510/W/23/3317675)

22 August 2023

23/00712/OUM

Outline planning application for the erection of up to 38 Affordable Homes with associated access, parking and landscaping - all matters reserved except for Means of Access

Approved

28 November 2023

4.0 THE SITE AND ITS ENVIRONMENT

- 4.1 The site comprises circa 5.18-hectares (12.8 acres) of agricultural land located to the southwest of Stretham, immediately adjoining the policy-defined settlement boundary to the north.
- 4.2 To the north of the site is a linear development of semi-detached properties and to the south is a loose knit arrangement of 3 dwellings, which the proposed development would partially sit behind. To the west of the application site is open countryside, and immediately opposite the site (to the east) beyond the A10 is paddock land enclosed in part by corrugated fencing along the A10 boundary.
- 4.3 The site lies in Flood Zone 1 in respect of flooding from rivers and sea, and mainly at a low risk of flooding from surface water.
- 4.4 There are no nearby listed buildings or conservation areas that would be affected by the application proposals.

5.0 **RESPONSES FROM CONSULTEES**

5.1 Responses were received from the following consultees and these are summarised below. The full responses are available on the Council's web site.

Parish - 7 February 2024

States: "Stretham Parish Council considered this matter at the meeting held last night (6th February 2024) and recorded a decision to OBJECT to this application on the following grounds:

Inadequate access: insufficient provision for motorised vehicles; safety concerns for non-motorised vehicles and public safety

Highways issue: exceptionally fast road; busy junction; insufficient provision by developer to address these concerns

Flooding risk - insufficient provision for surface water drainage."

Parish - 8 March 2024

States: "Stretham Parish Council considered this matter at the meeting held on Tuesday 5th 2024 and recorded to make no comment on the additional surface water drainage and flood risk assessment information provided.

As previously advised, Stretham Parish Council decided to OBJECT to this application, due to the inadequate provision of highway and pedestrian safety issues."

Ward Councillors - No Comments Received

Design Out Crime Officers - 25 January 2024

States: "I have viewed the documents in relation to crime, disorder, and the fear of crime.

I note the updated documents. My additional comment is that safety signage is placed near to the SUDS to alert residents of the risks."

Design Out Crime Officers - 18 December 2023

States: "Thank you for the opportunity to comment on this application. I have viewed the documents in relation to crime, disorder, and the fear of crime. I have searched the Constabulary crime and incident systems covering location and ward for the last 2 years and have provided an updated crime analysis of the ward. I would consider the proposed location to be an area of medium to high risk to the vulnerability to crime based on the figures below.

Total Crime: 2121	Stretham Ward	Cambridge Road
Criminal Damage	54	3
Robbery	1	0
Theft from person	0	0
Bicycle Theft	1	0
Theft from a vehicle	24	2
Theft of a vehicle	6	1
Vehicle Interference	3	0
Public Order	34	3
Burglary Business	10	0
Burglary Dwelling	30	2
Possession of drugs	1	0
Theft other	39	6
Trafficking of drugs	5	0
Possession of weapons	2	1
Violence (including Stalking/Harassment)	143	2
Total Incidents: 1022		
Rowdy Nuisance	27	2
Vehicle Nuisance / Stolen Vehicle	22	0
Suspicious Circumstances	112	1
Drugs	3	1

I note section 4.8 - Safety and Security on page 42 of the Design and Access Statement (DAS). It is important that security and crime prevention are considered and discussed at the earliest opportunity to ensure that the security of buildings, homes, amenity space and the environment provide a safe place for people living, working in, and visiting this location.

NPPF Para 130(f) states - Planning policies and decisions should ensure that developments - create places that are safe, inclusive, and accessible and which promote health and well-being, with a high standard of amenity for existing and future users and where crime and disorder, and the fear of crime, do not undermine the quality of life or community cohesion and resilience.

The proposed development looks very nice, with most gardens being back-to-back, and the orientation of plots appear to overlook the public realm, this will help reduce the vulnerability to crime and provide natural surveillance. Due to the limited detailed drawings available, this office will reserve further comment until we have received the reserved matters/full application. In the meantime, I have the following recommendations for your consideration.

- External lighting - Our recommendation for external lighting is that all adopted and un-adopted roads, private roads, shared drives, footpaths, and parking areas/courts should be lit with columns to BS5489 1 2020. Care should be taken in relation to the location of lighting columns with the entry method for most of the

dwelling burglary being via rear gardens, especially where there is little surveillance from neighbouring properties as they can be used as a climbing aid if positioned too close to the fence/wall. Home security lights to the front and rear of the properties should be dusk to dawn LED lights, including car ports for the safety of the resident. Please note: Bollard lighting should be used as wayfinding only and not as a main source of lighting. A qualified lighting engineer will be able to produce a lighting plan appropriate for the safety and security of residents and their property as well as ecology and wildlife. I would like to see the lighting plan, including lux levels and calculations when available please.

- Boundary Treatments - All boundary treatments should be 1.8m close boarded fencing or walls for each dwelling. It is important to note that most burglaries occur at the rear of the property and is therefore essential to reduce that risk where possible.

- All private gates should be fitted with a self-closer and are lockable from both sides and any shared gates should have a self-closer.

- Our recommendation is that no rear footpaths are created to the rear of properties to allow the resident to move bins, these will only increase the vulnerability to crime.

- It is important that boundary treatments to the site are considered as Cambridgeshire experience hare coursing on open fields.

- Rear access footpaths - There is a rear footpath within the cluster of plots 1-12. As mentioned above, shared gates should be as close to the front building or fence line as possible fitted with a self-closer, private gate should be fitted with self-closers and lockable from both sides. Whilst the shared gates to the front are not be lockable, they will provide a defensible space and help to deter un-authorized access, this will also allow the residents to challenge anyone seen within these areas. It is recognised that most burglaries occur via the rear garden so it important that security measures are always considered. The fence to the rear of the garden should be lowered to 1.5m with 300mm trellis to improve the surveillance over the footpath.

- The Community Orchard - The plots with the fence line backing onto the Orchard and open field should be lowered to 1.5m and 300mm trellis added to allow the resident to have some surveillance at the back of their dwelling.

- Residents parking (houses) - The parking is to the front, side, or opposite dwelling. The parking areas opposite side of the road appear to be overlooked by properties, this will provide some natural surveillance. Those parking areas should be lit by columns - see lighting standard above.

- Cycle Storage (houses) - There is a proposal to have sheds in the rear garden to allow the resident to store and secure their bikes (this is our preferred option for bike security).

- Minimum requirements are as follow:

- Shed construction and security 38x50mm (min) planed timber frame.

- Floor and roof constructed from 11mm boards (minimum).

- 11x125mm (min) Tongue & Grooved board walls and door.

- No window to be present.

- door hinges should be coach-bolted through the shed structure or secured with security or non-return screws.

- Two hasp and staples that meet 'Sold Secure' Silver should be used. One positioned 200mm - 300mm down from the top of the door, and one positioned 200mm - 300mm up from the bottom of the door. Additionally, hasp and staples should be coach bolted through the shed structure or secured with either security or non-return screws.
- Both padlocks should meet 'Sold Secure' Gold or LPS 1654 Issue 1.1:2014 Security Rating 1. Specialist Cycle Parking (Page 20 section 5.8) - Please click on the link for more information: [05132-Cycle-Parking-and-Security-Standards-June-2021-REV-6.pdf \(securedbydesign.com\)](#)

- Apartments - Doorsets & Access Control - The communal entrance doors to the flats should be access controlled with a video entry system to allow the resident to see/speak to any visitors before allowing access, there should be no trade buttons. All doorsets allowing direct access into to the home, e.g., front, and rear doors, interconnecting garage doorsets, French doors, bi-fold or sliding patio doorsets, dedicated private flat or apartment entrance doorsets, communal doorsets, easily accessible balcony doorsets should be certificated to one of the following standards:
 - PAS 24:2016 (Note 23.4b), or
 - PAS 24:2022 (Note 23.4b), or
 - STS 201 Issue 12:2020 (Note 23.4c), or
 - LPS 1175 Issue 7.2:2014 Security Rating 2+ (Note 23.4d), or
 - LPS 1175 Issue 8:2018 Security Rating A3+, or
 - STS 202 Issue 10:2021 Burglary Rating 2 (Note 23.4d), or
 - LPS 2081 Issue 1.1:2016 Security Rating B (Notes 23.4d and 23.4e), or
 - STS 222 Issue 1:2021

- Cycle Parking (Apartments) - Can you confirm what the provision is for the apartments please. Our recommendation is as follow.
Internal Cycle (Apartments blocks) - Cycle storage should be enclosed within a solid structure, well-lit and the doors should have LPS1175 SR1 rated security enhanced door-sets fitted with self-closers and a thumb turn or push to exit for egress to ensure that people cannot be locked in. There should be no visibility inside the stores to prevent criminals viewing the cycles (no windows). Stands should be secured (cemented 300mm) into the ground (not bolted down) as per Secured by Design guidelines. Minimum requirements for such equipment are:
 - Galvanised steel bar construction (Sheffield stands).
 - Minimum foundation depth of 300mm with welded 'anchor bar'
 - The cycle stands must facilitate the locking of both wheels and the crossbar.Clarification required what construction will these doors be?

- Will there be provision for E-bikes and cargo bikes?
- Secondary doors within the storage area providing access to the main core of the block should be access controlled and not a push to release. This is to mitigate against any technical problems or if the door is left insecure.

- Covered by CCTV both internal and external

Please be aware there are now tested products available and are listed on the SBD site which would be advisable when taking into consideration the high cycle crime rates within Cambridgeshire. Specialist Cycle Parking Page 20 section 5.8 - Please click on the link for more information 05132-Cycle-Parking-and-Security-Standards-June-2021-REV-6.pdf securedbydesign.com

- Footpath, Open Space, Landscaping, whole development including - pedestrian links on this proposed development, footpaths should be straight with clear visibility and a minimum 2m wide, the landscaping along these paths should be maintained with a good management plan in place. Please ensure that tree crowns are raised above 2m in height and ground planting and hedging is kept to a minimum of 1 - 1.2m in height, this will allow for ongoing natural surveillance across the development, open spaces, and footpaths and to reduce possible conflict with lighting. Care should also be taken not to place column lighting within 5m of trees to reduce conflict or within 1m of private residential fences as they could be used as a climbing aid most dwelling burglaries are committed via rear gardens. These should encourage residents to use the green space and further improve natural surveillance which is always a proven deterrent to crime and anti-social behaviour as well as being a positive to health and wellbeing and a safe route. See lighting standard above

Our office would be happy to discuss Secured by Design and measures available to reduce the risk to vulnerabilities of crime. Please be aware that the secured by design homes guide has been updated, the latest edition is the SBD homes 2023 guide

Design Out Crime Officers - 22 December 2023

States: "I have viewed the documents in relation to crime, disorder, and the fear of crime.

I note the additional documentation. I have no further comment or objection. "

Anglian Water Services Ltd - 24 January 2024

States: "We have reviewed the submitted documents and we can confirm we have no additional comments to add to our previous response PLN-0201002."

Anglian Water Services Ltd - 2 January 2024

ASSETS

Section 1 - Assets Affected

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. Anglian Water would ask that the following text be included within your Notice should permission be granted.

Anglian Water has assets close to or crossing this site or there are assets subject to an adoption agreement.

Therefore the site layout should take this into account and accommodate those assets within either prospectively adoptable highways or public open space. If this is not practicable then the sewers will need to be diverted at the developers cost under Section 185 of the Water Industry Act 1991. or, in the case of apparatus under an adoption

agreement, liaise with the owners of the apparatus. It should be noted that the diversion works should normally be completed before development can commence.

WASTEWATER SERVICES

Section 2 - Wastewater Treatment

The foul drainage from this development is in the catchment of Stretham Water Recycling Centre that will have available capacity for these flows

Section 3 - Used Water Network

This response has been based on the following submitted documents: Design and Access, Illustrative layout plan.

The sewerage system located in Cambridge Road at present has available capacity for these flows. If the developer wishes to connect to our sewerage network they should serve notice under Section 106 of the Water Industry Act

1991. We will then advise them of the most suitable point of connection. 1. INFORMATIVE - Notification of intention to connect to the public sewer under S106 of the Water Industry Act Approval and consent will be required by

Anglian Water, under the Water Industry Act 1991. Contact Development Services Team 0345 606 6087. 2.

INFORMATIVE - Protection of existing assets - A public sewer is shown on record plans within the land identified for the proposed development. It appears that development proposals will affect existing public sewers. It is

recommended that the applicant contacts Anglian Water Development Services Team for further advice on this matter. Building over existing public sewers will not be permitted (without agreement) from Anglian Water. 3.

INFORMATIVE - Building near to a public sewer - No building will be permitted within the statutory easement width of 3 metres from the pipeline without agreement from Anglian Water. Please contact Development Services Team on

0345 606 6087. 4. INFORMATIVE: The developer should note that the site drainage details submitted have not been approved for the purposes of adoption. If the developer wishes to have the sewers included in a sewer

adoption agreement with Anglian Water (under Sections 104 of the Water Industry Act 1991), they should contact

our Development Services Team on 0345 606 6087 at the earliest opportunity. Sewers intended for adoption

should be designed and constructed in accordance with Sewers for Adoption guide for developers, as supplemented by Anglian Water's requirements.

Section 4 - Surface Water Disposal

The preferred method of surface water disposal would be to a sustainable drainage system (SuDS) with connection to sewer seen as the last option. Building Regulations (part H) on Drainage and Waste Disposal for England includes a surface water drainage hierarchy, with infiltration on site as the preferred disposal option, followed by discharge to watercourse and then connection to a sewer.

The preferred method of surface water disposal would be to a sustainable drainage system SUDS with connection to the sewer seen as the last option. A flood risk assessment or surface water strategy has not been submitted, there is insufficient information to allow us to comment make comments on the surface water proposal. We would like to note that Anglian Water has no designated surface water sewers within the area of the proposed development site and we are unable to offer a solution for the surface water discharge at a later stage. We would expect the developer to consider the use of a Suds scheme as the surface water strategy. We recommend that once the surface water information is submitted that the Cambridge LLFA is re-consulted as per their response to the planning application dated 20-12-2023 We request a condition be applied to the decision notice if permission is granted. The purpose of the planning system is to achieve sustainable development. This includes the most sustainable approach to surface water disposal in accordance with the surface water hierarchy. It is appreciated that surface water disposal can be dealt with, in part, via Part H of the Building Regulations, it is felt that it is too late at this stage to manage any potential adverse effect. Drainage systems are an early activity in the construction process and it is in the interest of all that this is dealt with early on in the development process.

Section 5 - Suggested Planning Conditions

Anglian Water would therefore recommend the following planning condition if the Local Planning Authority is mindful to grant planning approval.

Surface Water Disposal (Section 4)

No development shall commence until a surface water management strategy has been submitted to and approved in writing by the Local Planning Authority. No hard-standing areas to be constructed until the works have been carried out in accordance with the strategy.

FOR THE ATTENTION OF THE APPLICANT - if Section 3 or Section 4 condition has been recommended above, please see below information:

Next steps

Desktop analysis has suggested that the proposed development will lead to an unacceptable risk of flooding downstream. We therefore highly recommend that you engage with Anglian Water at your earliest convenience to develop in consultation with us a feasible drainage strategy.

If you have not done so already, we recommend that you submit a Pre-planning enquiry with our Pre-Development team. This can be completed online at our website <http://www.anglianwater.co.uk/developers/pre-development.aspx>

Once submitted, we will work with you in developing a feasible mitigation solution.

If a foul or surface water condition is applied by the Local Planning Authority to the Decision Notice, we will require a copy of the following information prior to recommending discharging the condition:

Surface water:

- Feasible drainage strategy agreed with Anglian Water detailing the discharge solution, including:
 - Development hectare size
 - Proposed discharge rate (Our minimum discharge rate is 2l/s. The applicant can verify the site's existing 1 in 1 year greenfield run off rate on the following HR Wallingford website - <http://www.uksuds.com/drainagecalculation-tools/greenfield-runoff-rate-estimation> . For Brownfield sites being demolished, the site should be treated as Greenfield. Where this is not practical Anglian Water would assess the roof area of the former development site and subject to capacity, permit the 1 in 1 year calculated rate)
- Connecting manhole discharge location
- Sufficient evidence to prove that all surface water disposal routes have been explored as detailed in the surface water hierarchy, stipulated in Building Regulations Part H (Our Surface Water Policy can be found on our website)

Anglian Water Services Ltd - 14 December 2023

States: "We are unable to make an accurate assessment for the proposed development because no drainage strategy has been submitted with the application and therefore it is not clear where the applicant is proposing to connect to Anglian Water network."

Cambridgeshire Archaeology - 22 January 2024

States: "Thank you for the re consultation regarding the archaeological implications of the above referenced planning application. We have reviewed the additional documents and confirm that this does not alter our previous advice, 22/12/2023 and 11/12/23.

Namely that due to the archaeological potential of the site, a further programme of investigation and recording is required in order to provide more information regarding the presence or absence, and condition, of surviving archaeological remains within the development area, and to establish the need for archaeological mitigation of the development as necessary. Usage of the following condition is recommended:

Archaeology Condition

No demolition/development shall commence until the applicant, or their agents or successors in title, has implemented a programme of archaeological work, commencing with the evaluation of the application area, that has been secured in accordance with a Written Scheme of Investigation (Wintertree Software Inc.) that has been submitted to and approved by the Local Planning Authority in writing. For land that is included within the Wintertree Software Inc., no demolition/development shall take place other than under the provisions of the agreed Wintertree Software Inc., which shall include:

- a) The statement of significance and research objectives;
- b) The programme and methodology of investigation and recording and the nomination of a competent person(s) or organisation to undertake the agreed works;
- c) The timetable for the field investigation as part of the development programme;
- d) The programme and timetable for the analysis, publication & dissemination, and deposition of resulting material and digital archives.

REASON: To safeguard archaeological assets within the approved development boundary from impacts relating to any demolitions or groundworks associated with the development scheme and to ensure the proper and timely preservation and/or investigation, recording, reporting, archiving and presentation of archaeological assets affected by this development, in accordance with national policies contained in the National Planning Policy Framework (MHCLG 2021)

Informatives:

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

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

A brief for the recommended programme of archaeological works is available from this office upon request. Please see our website for CHET service charges."

Cambridgeshire Archaeology - 22 December 2023

We have reviewed the newly uploaded documentation and can confirm they do not alter the advice given by this office on 11/12/23.

Namely that due to the archaeological potential of the site, a further programme of investigation and recording is required in order to provide more information regarding the presence or absence, and condition, of surviving archaeological remains within the development area, and to establish the need for archaeological mitigation of the development as necessary. Usage of the following condition is recommended:

Archaeology Condition

No demolition/development shall commence until the applicant, or their agents or successors in title, has implemented a programme of archaeological work, commencing with the evaluation of the application area, that has been secured in accordance with a Written Scheme of Investigation (WSI) that has been submitted to and approved by the Local Planning Authority in writing. For land that is included within the WSI, no demolition/development shall take place other than under the provisions of the agreed WSI, which shall include:

- a) The statement of significance and research objectives;
- b) The programme and methodology of investigation and recording and the nomination of a competent person(s) or organisation to undertake the agreed works;
- c) The timetable for the field investigation as part of the development programme;
- d) The programme and timetable for the analysis, publication & dissemination, and deposition of resulting material and digital archives.

REASON: To safeguard archaeological assets within the approved development boundary from impacts relating to any demolitions or groundworks associated with the development scheme and to ensure the proper and timely preservation and/or investigation, recording, reporting, archiving and presentation of archaeological assets affected by this development, in accordance with national policies contained in the National Planning Policy Framework (MHCLG 2021).

Informatives:

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

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

Cambridgeshire Archaeology - 11 December 2023

States: "Our records indicate that this site lies in an area of archaeological potential, immediately adjacent to the west of the 18th century Ely turnpike road (Cambridgeshire Historic Environment Record reference 05353) and less than 200m west of the projected line of a former Roman Road running north to Ely and Littleport (CHER ref 05352). To the east and south of the application area extensive artefactual evidence of Prehistoric-Roman occupation (for example, MCB17005, MCB17019, MCB16998, 06928a, MCB17002, MCB17023) is recorded in proximity to a settlement site of Romano-British date visible on historic aerial photographs as

cropmarks and which was mapped as part of the East Cambridgeshire Aerial Investigation and Mapping project (ECB6189, MCB31404). Archaeological investigations to the north within the village have revealed evidence of early through to late medieval remains, including structures possibly associated with an early manor (CHER refs MCB19851, 09833, MCB17659, 10199 and MCB17658). Earthwork remains of ridge and furrow cultivation and known to the north and south of the development area, including levelled earthwork remains within the development area itself (CHER refs MCB31270 and MCB30384).

We have commented on development within the area previously (22/00180/OUM and 23/00712/OUM) and advise that our previous recommendations remain for this application also. Namely that due to the archaeological potential of the site, a further programme of investigation and recording is required in order to provide more information regarding the presence or absence, and condition, of surviving archaeological remains within the development area, and to establish the need for archaeological mitigation of the development as necessary. Usage of the following condition is recommended:

Archaeology Condition

No demolition/development shall commence until the applicant, or their agents or successors in title, has implemented a programme of archaeological work, commencing with the evaluation of the application area, that has been secured in accordance with a Written Scheme of Investigation (WSI) that has been submitted to and approved by the Local Planning Authority in writing. For land that is included within the WSI, no demolition/development shall take place other than under the provisions of the agreed WSI, which shall include:

- a) The statement of significance and research objectives;
- b) The programme and methodology of investigation and recording and the nomination of a competent person(s) or organisation to undertake the agreed works;
- c) The timetable for the field investigation as part of the development programme;
- d) The programme and timetable for the analysis, publication & dissemination, and deposition of resulting material and digital archives.

REASON: To safeguard archaeological assets within the approved development boundary from impacts relating to any demolitions or groundworks associated with the development scheme and to ensure the proper and timely preservation and/or investigation, recording, reporting, archiving and presentation of archaeological assets affected by this development, in accordance with national policies contained in the National Planning Policy Framework (MHCLG 2021).

Informatives:

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

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

Cambridgeshire County Council Education - 8 January 2024

States: “A summary of the County Council’s Education and Libraries/Lifelong Learning contributions are set out in the extract below. Their full response is available on the Council’s Portal, and should be read in conjunction with the below table:

2. S106 Summary Table

2.1 Table 1 below summarises the contributions requested by the Council. Subsequent sections of this response provide the detailed explanation as to how these contributions have been calculated. The Council provides a cost for the proposed education mitigation projects calculated in accordance the standards as set out in Building Bulletin 103. Where there is no project cost available, the most recent Department for Education scorecard costs will be used.

Table 1: s106 contributions – summary table

	Contribution	Project	Indexation date	Trigger
Early Years	To be calculated in accordance with appendix 3	Additional Early Years Places in Stretham	1Q2022	50% prior to commencement 50% prior to occupation of 50% of the scheme
Primary	N/A	N/A	N/A	
Secondary	To be calculated in accordance with appendix 3	Expansion of Witchord Village College	1Q2022	
Libraries	£12,272	Enhanced provision at Ely Library	1Q2021	100% prior to occupation of 50% of the development
Strategic Waste	n/a			

CCC Growth & Development - No Comments Received

Cambridgeshire Fire And Rescue Service - 23 January 2024

States: “With regard to the above application, should the Planning Authority be minded to grant approval, the Fire Authority would ask that adequate provision be made for fire hydrants, which may be by way of Section 106 agreement or a planning condition.

The position of fire hydrants are generally agreed upon when the Water Authority submits plans to:

Water & Planning Manager
 Community Fire Safety Group
 Hinchingsbrooke Cottage
 Brampton Road
 Huntingdon
 Cambs, PE29 2NA

Where a Section 106 agreement or a planning condition has been secured, the cost of Fire Hydrants will be recovered from the developer.

The number and location of Fire Hydrants will be determined following Risk Assessment and with reference to guidance contained within the "National Guidance Document on the Provision of Water for Fire Fighting" 3rd Edition, published January 2007.

Access and facilities for the Fire Service should also be provided in accordance with the Building Regulations Approved Document B5 Vehicle Access. Dwellings Section 13 and/or Vol 2. Buildings other than dwellings Section 15 Vehicle Access.

If there are any buildings on the development that are over 11 metres in height (excluding blocks of flats) not fitted with fire mains, then aerial (high reach) appliance access is required, the details of which can be found in the attached document.

I trust you feel this is reasonable and apply our request to any consent given."

Cambridgeshire Fire And Rescue Service - 12 December 2023

States: "With regard to the above application, should the Planning Authority be minded to grant approval, the Fire Authority would ask that adequate provision be made for fire hydrants, which may be by way of Section 106 agreement or a planning condition.

The position of fire hydrants are generally agreed upon when the Water Authority submits plans to:

Water & Planning Manager
Community Fire Safety Group
Hinchingsbrooke Cottage
Brampton Road
Huntingdon
Cambs
PE29 2NA

Where a Section 106 agreement or a planning condition has been secured, the cost of Fire Hydrants will be recovered from the developer.

The number and location of Fire Hydrants will be determined following Risk Assessment and with reference to guidance contained within the "National Guidance Document on the Provision of Water for Fire Fighting" 3rd Edition, published January 2007.

Access and facilities for the Fire Service should also be provided in accordance with the Building Regulations Approved Document B5 Vehicle Access. Dwellings Section 13 and/or Vol 2. Buildings other than dwellings Section 15 Vehicle Access.

If there are any buildings on the development that are over 11 metres in height (excluding blocks of flats) not fitted with fire mains, then aerial (high reach) appliance access is required, the details of which can be found in the attached document.

I trust you feel this is reasonable and apply our request to any consent given.

Should you require any further information or assistance I will be pleased to advise.”

County Highways Transport Team – 29 February 2024

States:

“Background

The document reviewed is the transport assessment dated December 2023, written by Ardent for a proposed 83 dwellings.

Transport Assessment Review

2.3

A review of the existing network has been undertaken.

It is noted that there is a missing section of footway just to the north of the proposed development.

2.16

Stretham is a small, isolated village with very limited facilities, its unlikely many residents would walk/cycle at peak times to schools or employment.

A site in this location is likely to be reliant on the private motor car as demonstrated by the census data and mode share.

2.18

It is noted that Stretham is served by a limited bus service.

2.24

it is noted that accident data has only been provided for a few hundred metres fronting the site and not an agreed study area.

2.28

The use of 2021 census data is not acceptable, due to covid and restrictions the results are not a true reflection.

2.30

MCC were undertaken at the Cambridge Road junction with Short Road on 15 sept 2021.

3.5

It is proposed to provide a pedestrian refuge island and a new section of footway on the eastern side of the A10. This will enable pedestrians from the site to walk north into the village centre. It should be noted that the footway and pram crossing at the petrol filling station whilst may be within public highway, looks difficult to deliver.

3.18

The LPA are the parking authority and will provide comments on parking.

5.1

The use of TRICS is acceptable.

5.8

The use of census 2011 data to determine modal split is acceptable.

As expected for a site in such a rural location there are just a handful of walking/cycling trips in the peaks.

6.2

The network peaks have been determined from the 2021 traffic surveys,

6.3

2027 does seem a bit optimistic, but the future years are noted.

6.4

The use of TEMPRO is acceptable.

6.7

The proposed distribution is acceptable.

6.9

A percentage impact assessment is not acceptable as this does not show how a junction is operating. If a junction is operating over capacity, then any new vehicles could have a severe impact.

6.18

The modelling results are noted.

The Highway Authority is aware that the A10/A1123 roundabout already suffers from being over capacity and leads to queuing on more than one arm at peak times. Queuing at the roundabout is also shown on google earth.

It is likely that vehicles will queue from the A10 roundabout past the proposed site access at peaks times, this could prevent vehicles from exiting the site. Queuing of vehicles trying to exit the site on a small side road is not a concern to the Highway Authority. A planning application of this size is not able to “fix” the existing capacity issues at the A10 roundabout.

The Highway Authority does not wish to object to the proposals subject to the following –

1. Prior to first occupation of any dwelling, the applicant shall deliver on the ground the footway improvements, refuge island and pram crossings as show in principle on drawing 20 0 6310-0 0 4 Rev B. Full details to be submitted to and approved in writing by the local planning authority.”

Environment Agency - No Comments Received

Environmental Health - 22 January 2024

States: “I have no additional comments to make at this time.”

Environmental Health - 5 January 2024

States: "I have read the Design & Access Statement dated June 2023 prepared by Metropolis which indicates that this is a greenfield site. I recommend that a condition requiring investigation for contamination is not required. Due to the proposed sensitive end use of the site (residential) I recommend that standard contaminated land condition 4 (unexpected contamination) is attached to any grant of permission."

Environmental Health - 14 December 2023

States: "We have commented on a similar proposal at this location in the past.

If Peter wishes to make any comments he will respond separately.

I would advise that construction times and deliveries during the construction phase are restricted to the following:

07:30 - 18:00 each day Monday - Friday
07:30 - 13:00 on Saturdays and
None on Sundays or Bank Holidays

I would also advise that prior to any work commencing on site a Construction Environmental Management Plan (CEMP) shall be submitted and agreed in writing with the Local Planning Authority (LPA) regarding mitigation measures for the control of pollution (including, but not limited to noise, dust and lighting etc) during the construction phase. The CEMP shall be adhered to at all times during the construction phase, unless otherwise agreed in writing with the Local Planning Authority (LPA).

If it is necessary to undertake ground piling I would request that a method statement be produced and agreed in writing with the Local Planning Authority (LPA) before work takes place. This document should include the commitment to notifying nearby properties prior to the work commencing to advise how long the works will last. This notification should also provide a contact number so that if there are any concerns while the piling is taking place they can contact the contractor. If the method of piling involves impact driving I would request a commitment to the following restricted hours specifically for piling - 09:00 - 17:00 each day Monday - Friday and None on Saturdays, Sundays or Bank Holidays.

If there is no intention to utilise ground piling then I would request this be confirmed in writing and a condition which prevents it be attached until such time as a ground piling method statement is agreed with the LPA.

For the previous application at this site there was a NIA included. There isn't one visible on the Portal for this application. It may be useful to have a discussion concerning noise at this site before I comment further.

No other comments to raise at this time but please send out the environmental notes."

Housing Section - 16 February 2024

States: "The application will support East Cambridgeshire District Council to address housing need.

Developers will be encouraged to bring forward proposals which will secure the affordable housing tenure as recommended by the most up to date SHMA at 77% rented and 23% intermediate housing.

Detailed discussions are recommended with the developer prior to submission of the reserved matters application in order to secure an affordable housing mix that meets the housing needs of the area. Early indications suggest that we will be requiring an affordable housing mix of one to five-bedroom homes on site.

It is recommended that the space standards for the affordable dwellings should meet the minimum gross internal floor area as defined within the DCLG; National Describes Space Standards. Please see link: https://assets.publishing.service.gov.uk/government/uploads/system/uploads/attachment_data/file/524531/160519_Nationally_Described_Space_Standard_Final_Web_version.pdf

Agenda Item 6

Should consent be granted, I would request the s106 Agreement contains the following Affordable Housing provisions:

1. That Affordable Housing is secure with the tenure requirement of 77% rented and 23% intermediate housing.
2. That the dwellings will be Affordable Housing in accordance with the definition contained in NPPF.
3. That the dwellings will transfer to a provider of social housing approved by the Council, either a Private Registered Provider or an alternative affordable housing provider (including but not limited to a housing trust or company, a community land trust or an almshouses society).
4. That the tenure of each dwelling will be Affordable Rent, Social Rent or Shared Ownership, and no subsequent alteration will be permitted without the Council's prior approval.
5. That the rent charged for the Affordable Rented properties will not exceed Local Housing Allowance rate for the equivalent property size.
6. That the Affordable Dwellings are constructed to DCLG, National Described Space Standards or as a minimum all new dwellings should meet Building Regulation Part M (Volume 1), Category 2, unless there are exceptional design reasons why this is not possible.
7. That the Provider will not dispose of any dwelling by outright sale (except any sale to a tenant under statutory provisions)
8. That occupation will be in accordance with a nomination agreement.
9. That these affordable housing conditions shall be binding on successors in title, with exceptions for mortgagees in possession and protected tenants."

Local Highways Authority - 1 February 2024

States: "Following a review of the updated information submitted, I have no further comments

or recommendations following my response on the 2nd January 2024.

I have not provided comment on the layout presuming it is illustrative and noting it is not to CCC adoptable standard."

Lead Local Flood Authority - 5 March 2024

States: "We can remove our objection to the proposed development.

The above documents demonstrate that surface water from the proposed development can be managed using a step swale (planted step) and an attenuation basin which will be discharged to an ordinary watercourse site via a pump, restricting surface water discharge to greenfield equivalents.

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

We request the following conditions are imposed:

Condition 1

No laying of services, creation of hard surfaces or erection of a building shall commence until a detailed design of the surface water drainage of the site has been submitted to and approved in writing by the Local Planning Authority. Those elements of the surface water drainage system not adopted by a statutory undertaker shall thereafter be maintained and managed in accordance with the approved management and maintenance plan.

The scheme shall be based upon the principles within the agreed Flood Risk Assessment and Foul and Surface Water Drainage Strategy for Planning prepared by Unda Consulting (ref: 90709d-FuturePD-Stretham) dated 15th January 2024 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) Detailed drawings of the entire proposed surface water drainage system, attenuation and flow control measures, including levels, gradients, dimensions and pipe reference numbers, designed to accord with the CIRIA C753 SuDS Manual (or any equivalent guidance that may supersede or replace it);
- d) Full detail on SuDS proposals (including location, type, size, depths, side slopes and cross sections);
- e) Site Investigation and test results to confirm infiltration rates;
- f) Details of overland flood flow routes in the event of system exceedance, with demonstration that such flows can be appropriately managed on site without increasing flood risk to occupants;
- g) Demonstration that the surface water drainage of the site is in accordance with DEFRA non-statutory technical standards for sustainable drainage systems;
- h) Full details of the maintenance/adoption of the surface water drainage system;
- i) Permissions to connect to a receiving watercourse or sewer;
- j) Measures taken to prevent pollution of the receiving groundwater and/or surface water

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 and to ensure that the principles of sustainable drainage can be incorporated into the development, noting that initial preparatory and/or construction works may compromise the ability to mitigate harmful impacts.

Condition 2

No development, including preparatory works, shall commence until details of measures indicating how additional surface water run-off from the site will be avoided during the construction works have been submitted to and approved in writing by the Local Planning Authority. The applicant may be required to provide collection, balancing and/or settlement systems for these flows. The approved measures and systems shall be brought into operation before any works to create buildings or hard surfaces commence.

Reason

To ensure surface water is managed appropriately during the construction phase of the development, so as not to increase the flood risk to adjacent land/properties or occupied properties within the development itself; recognising that initial works to prepare the site could bring about unacceptable impacts.”

Lead Local Flood Authority - 5 February 2024

States: “At present we object to the grant of planning permission for the following reasons:

1. Limited SuDS

It is appreciated that the applicant proposes basins and step swales. However, interception source control should be sought on every site, such as permeable paving, rain gardens, bioretention, or green roofs. This sets up the start of the SuDS Management Train and provides the first stage of treatment and surface water management before discharging into the watercourse. The applicant has not incorporated source control into the site, nor provided evidence of why they would be inappropriate.

2. Impermeable Areas

It is currently unclear whether the applicant has included the surface area of the attenuation basin as part of the total impermeable area. The attenuation basin must be treated as an impermeable surface in calculations these areas will be positively drained into the system.

3. Further information required about proposed outfall

It is acknowledged that images provided appear to show a well-maintained watercourse, however clarification of maintenance on the downstream extents is required. In addition, the following information is also required:

- capacity of the watercourse (the applicant must demonstrate that the watercourse has sufficient available capacity to cope with the influx of surface water from the site). An approximate assessment of channel capacity based on its dimensions should be undertaken. As a worst-case scenario, the smallest part of the watercourse should be assessed.

- outfall of the watercourse (the applicant must identify a final effective outfall of the watercourse). We would accept a desktop trace, but the applicant should also include any other available information, such as aerial photography, that proves the physical presence of a watercourse.

Informatives

Ordinary Watercourse Consent

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

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

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

Pollution Control

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

Assistance For Developers

- Cambridgeshire County Council has a surface water guidance document which is available to view here. This document provides checklists and templates to help ensure you include sufficient information within your drainage strategies. Following this guidance will help reduce the risk of an objection which can hold up a planning application.

- We also offer a pre-application service which enables you to discuss your drainage proposals with the LLFA Officers prior to submission of a formal application.”

Lead Local Flood Authority - 5 January 2024

States: “At present we object to the grant of planning permission. The applicant has not provided any new information since our last response. Therefore, the LLFA would like to reiterate the following:

Paragraph 173 of the National Planning Policy Framework requires planning applications to be supported by a site-specific flood risk assessment. Such an assessment should include a surface water strategy and must demonstrate that the proposed development incorporates sustainable drainage systems (SuDS), unless there is clear evidence that this would be inappropriate. The SuDS should:

- a) Take account of advice from the Lead Local Flood Authority;
- b) Have appropriate minimum operational standards;
- c) Have maintenance arrangements in place to ensure an acceptable standard of operation for the lifetime of the development; and
- d) Where possible, provide multifunctional benefits

As a flood risk assessment/surface water strategy containing the above information has not been submitted there is insufficient information in order for us to determine the impacts of the proposal.

In order to assist developers with the preparation of surface water strategies Cambridgeshire County Council has prepared a guidance document which is available to view here.

For an outline application the following should be included within the surface water strategy:

- i. Existing impermeable area
- ii. Proposed impermeable area / developable area (including an allowance for urban creep)
- iii. A description of site topography
- iv. A description of ground conditions (using site investigation where possible)
- v. Identification of any surface water flood risk
- vi. Existing site drainage arrangements
- vii. Proposed method of surface water disposal
- viii. Existing and proposed runoff rates (if discharging off-site)
- ix. Existing and proposed runoff volumes (if discharging off-site)
- x. Required volume of attenuation (m³ per m² of impermeable area)
- xi. Preliminary SuDS proposals
- xii. Infiltration test results in accordance with BRE365 (or second viable option for surface water disposal if testing hasn't yet been undertaken)
- xiii Details of proposed phasing”

The Ely Group Of Internal Drainage Board - 9 February 2024

States: “The Board has no further comment to make from our letter dated 21 st December 2023.

You may wish to contact Haddenham Level IDB regarding this application.”

The Ely Group Of Internal Drainage Board - 21 December 2023

State: “This application for development is outside of the Littleport and Downham Internal Drainage District.

The Board has no comment on this aspect of the application.”

Haddenham Level Drainage Commissioners - No Comments Received

Waste Strategy (ECDC) - 30 January 2024

States: “East Cambs District Council will not enter private property to collect waste or recycling, therefore it would be the responsibility of the owners/residents to take any sacks/bins to the public highway boundary on the relevant collection day and this should be made clear to any prospective purchasers in advance, this is especially the case where bins would need to be moved over long distances; the RECAP Waste Management Design Guide defines the maximum distance a resident should have to take a wheeled bin to the collection point as 30 metres (assuming a level smooth surface).

o

A swept path analysis will be required to comment on the safe access and reversing of our vehicles for collection, assuming the roads are built to adoptable standards. We advise the applicant to refer to the Recap Waste Management and Design

Guide, which includes the specifications of our collection vehicles and road dimensions.

o

Under Section 46 of The Environmental Protection Act 1990, East Cambridgeshire District Council as a Waste Collection Authority is permitted to make a charge for the provision (delivery and administration) of waste collection receptacles, this power being re-enforced in the Local Government Acts of 1972, 2000, and 2003, as well as the Localism Act of 2011.

o

Each new property requires a set of receptacles; the contribution is currently £57 per set. We would recommend the developer made the contribution on behalf of the residents. Please note that the bins remain the property of East Cambridgeshire District Council.

o

Payment must be made in advance of bins being delivered; East Cambs District Council Account Number 43135897, Sort Code 52-41-19, reference should be the planning application number followed by (bins) i.e. 15/012345/FUL (bins) a separate e-mail should also be sent to waste@eastcambs.gov.uk detailing the payment amount and the planning reference number.”

5.2 A site notice was displayed near the site on 14th December 2023 and a press advert was published in the Cambridge Evening News on 21st December 2023.

5.3 **Neighbours** – 87 neighbouring properties were notified of the proposal. 74 responses were received with 4 objections to the proposal and 70 comments in support. The responses have been summarised below. A full copy of the responses are available on the Council’s website.

All of the supportive comments were received from contributors through the ‘Just Build Homes’ service, a service established by ‘Shared Voice’, a communications agency.

- Many people were supportive of the application due to its high affordable housing scheme and rent- to- buy options. This was stated to be “a step towards addressing the housing affordability issues in the area” and providing “fantastic opportunities for families starting out.”
- The inclusion of the community orchard and play area within the scheme was also praised.

Four objections were also raised to the proposal stating:

- Concerns with highways safety in particular with how the A10 and highway network would be able to accommodate the additional traffic.
- It was also noted that many concerns were raised with pedestrian safety when crossing the A10 and that many felt a solution should be provided.
- Neighbouring properties raised concerns with a lack of parking being provided for future occupiers on site.
- It was also raised that residents have concerns with the existing water pressure and drainage systems being unable to accommodate the additional development.
- Concerns with flooding of the site were also raised.

6.0 THE PLANNING POLICY CONTEXT

6.1 *East Cambridgeshire Local Plan, 2015 (as amended 2023)*

- GROWTH 1: Levels of housing, employment and retail growth
- GROWTH 2: Locational strategy
- GROWTH 3: Infrastructure requirements
- GROWTH 4: Delivery of growth
- GROWTH 5: Presumption in favour of sustainable development
- HOU 1: Housing mix
- HOU 2: Housing density
- HOU 3: Affordable housing provision
- HOU 4: Affordable housing exception sites
- ENV 1: Landscape and settlement character
- ENV 2: Design
- ENV 4: Energy and water efficiency and renewable energy in construction
- ENV 7: Biodiversity and geology
- ENV 8: Flood risk
- ENV 9: Pollution
- ENV 14: Sites of archaeological interest
- COM 7: Transport impact
- COM 8: Parking provision

6.2 *Cambridgeshire & Peterborough Waste and Minerals Local Plan, 2021*

6.3 *National Planning Policy Framework, 2023 (December)*

- 1 Introduction
- 2 Achieving sustainable development
- 3 Plan-making
- 4 Decision-making
- 6 Building a strong competitive economy
- 9 Promoting sustainable transport
- 11 Making effective use of land
- 12 Achieving well-designed places
- 14 Meeting the challenge of climate change, flooding and coastal change
- 15 Conserving and enhancing the natural environment
- 16 Conserving and enhancing the historic environment

6.4 *Planning Practice Guidance*

- Noise

6.5 *ProPG: Planning and Noise for New Residential Development, May 2017*

6.6 *Supplementary Planning Documents (SPD)*

- East Cambridgeshire Design Guide
- Flood and Water
- Contaminated Land
- Natural Environment
- Climate Change

6.7 Section 38(6) of the Planning and Compulsory Purchase Act 2004 requires a planning application to be determined in accordance with the Development Plan unless material planning considerations indicate otherwise. The Development Plan for the purposes of this application comprises the adopted East Cambridgeshire Local Plan (2015)(as amended 2023) and the Cambridgeshire and Peterborough Minerals and Waste Local Plan (2021).

7.0 **PLANNING COMMENTS**

7.1 Key Issues:

- Principle of Development
 - Access and Highway Safety
 - Indicative Layout and Visual Amenity
 - Residential Amenity
 - Flood Risk and Drainage
 - Biodiversity
 - Infrastructure
 - Other matters
- Agenda Item 6

7.2 **Background to the Application**

7.3 An application for outline planning permission at the site for 19-affordable dwellings was recently refused in 2022 (see history section above) on the following grounds;

- 1 *The application site is located in an area exposed to noise from the adjacent transport network. The application proposes to mitigate the noise by relying on closed windows and mechanical ventilation throughout all properties. Whilst this would reduce internal noise levels to acceptable levels, it would not be possible for occupiers to open any windows without being affected by noise levels in excess of recommended limits. Consequently, the development would fail to provide a high-quality living environment contrary to policy ENV 2 of the East Cambridgeshire Local Plan (2015) and paragraph 130(f) of the NPPF.*
- 2 *The application site is located in an area exposed to noise from the adjacent transport network. The application proposes to mitigate the noise by arranging dwellings fronting the highway in a terrace formation. The site sits outside of the development envelope of Stretham where buildings are looser knit and as such the introduction of a terrace of properties in this location would fail to complement and enhance the local distinctiveness of the area, contrary to policies ENV 1 and ENV 2 and paragraph 130 of the NPPF.*
- 3 *The application proposes a residential housing scheme which would require contributions towards education, open space as well as securing affordable housing as a rural exception site. However, the application is not supported by a legal agreement deemed necessary to secure this, contrary to policy GROWTH 3 and HOU 4 of the East Cambridgeshire Local Plan, 2015.*

7.4 An appeal against the Council's refusal was subsequently lodged and the appeal dismissed, thereby granting outline planning permission. In summary, the following key conclusions were drawn by the Planning inspectorate;

- That the proposal would be built to passive-house standards, whereby it is not necessary to open windows,
- That through the appeal submission and notwithstanding the passive-house standard, the development demonstrates that at least 1 window on the quieter façade of all properties and serving habitable rooms could be opened whilst achieving acceptable internal noise levels,
- That the use of a terrace design would not result in unacceptable visual harm to the character of the area
- That, through the appeal submission, the infrastructure contributions necessary to the make the development acceptable were secured via legal agreement.

7.5 A subsequent application for a 38-dwelling scheme was then submitted (23/00712/OUM), incorporating some of the same design solutions to the appealed proposal e.g., passive-house standard design, quieter facades and terrace design along the frontage. Significant weight was afforded to the appeal decision when considering the most recently approved 38-unit scheme, given its similarities with the appeal proposals.

7.6 It is considered, as above, that significant weight should again be afforded to the appeal decision and the recently approved 38-unit scheme when considering the current scheme as material considerations in the planning consideration process. Albeit a larger proposal, the scheme seeks to incorporate the same design-principles as above.

7.7 Principle of Development

7.8 The site is located outside of the defined development envelope of Stretham and comprises an agricultural field. Policy GROWTH 2 of the adopted Local Plan 2015 seeks to strictly control development outside of defined development envelopes, having regard to the need to protect the countryside and the setting of towns and villages. Development will be restricted to the main categories listed below, and may be permitted as an exception, providing there is no significant adverse impact on the character of the countryside and that other Local Plan policies are satisfied;

- Affordable housing exception schemes (see Policy HOU 4).

7.9 The site comes forward as 100% affordable housing, with a provider, Stonewater Ltd. confirming that they intend to take on the scheme. In this regard, the proposal would meet with the exception set out in policy GROWTH 2 under Policy HOU 4, subject to compliance with the development plan and consideration of impacts on the character of the countryside.

7.10 Policy HOU 4 supports Affordable Housing exception sites, subject the following being met;

- There is an identified local need which cannot be met on available sites within the development envelope (including allocation sites), or sites which are part of community-led development.
- The site is well related to a village which offers a range of services and facilities, and there is good accessibility by foot/cycle to those facilities.
- No significant harm would be caused to the character or setting of the settlement and the surrounding countryside.

- The scale of the scheme is appropriate to the location and to the level of identified local affordable housing need.
 - The scheme incorporates a range of dwelling sizes, types and tenures appropriate to the identified local need; and
 - The affordable housing provided is made available to people in local housing need at an affordable cost for the life of the property.
- 7.11 It is acknowledged that there is a significant need for affordable housing in East Cambridgeshire (paragraph 4.5.1 of the Local Plan) with an accepted under-delivery of sites in the plan period so far.
- 7.12 The application is supported by a Housing Needs Assessment (HNA) (January 2024) which considers the needs of the villages of Stretham and Little Thetford, both of which are in the Stretham ward. The inclusion of Stretham and Little Thetford as part of the HNA was agreed for both of the previous consents within the application site, and has therefore been taken forwards under the current scheme. The results indicate a need for at least 44 affordable dwellings, with only 63 affordable dwellings granted in the last 6 years in Stretham and Little Thetford (57 of which have been granted within the application site under the two recent approvals, one of which at appeal). The other 6 of these 63 units were delivered as part of the Plantation Gate housing scheme and passed to the Stretham Community Land Trust (CLT).
- 7.13 The Council's Housing team have advised that as of late February 2024, there are 75 people on the housing register with a 'local connection' to Stretham and Little Thetford (49 Stretham/26 Lt. Thetford), with 327 and 317 people also indicating a preference to live within either Stretham or Little Thetford respectively.
- 7.14 The Council's Housing team has reviewed the proposal and confirmed that the scheme would meet an identified local need (subject to the final tenure and mix) and in this regard, the proposal would comply with policy HOU 4. Furthermore, with the proposed highway improvements, the site would be well-linked to local services and facilities within Stretham itself including the recreation ground, garage and central village amenities.
- 7.15 With regard to tenure, following review of the Housing Needs Assessment, the Council's Strategic Housing Team have also agreed that a tenure split of circa 50/50 rent to intermediate housing across the site is also acceptable in the context of the need within the local area, as opposed to the usual preference of 77/23 rent to intermediate housing. This also includes a tenure mix of affordable rent, shared ownership and rent-to-buy, offering a range of tenure as required by Policy HOU 4. Further details of Heads of Terms and S106 legal agreement are provided in following sections of this report, including matters of affordable housing.
- 7.16 On the above basis, it is considered there is sufficient evidence of local need for affordable housing in the Stretham ward, and the scheme would satisfy this local need. Whilst the 83-unit scheme would slightly exceed the current local need as understood from the Council's Housing Team, it is relevant that the scheme is for 'up-to' 83-units, and this is a maximum not a minimum number subject to future reserved matters submission(s).

- 7.17 The understanding of local need for affordable housing is also highly unlikely to be static, and the scheme has the potential to therefore in-build a small degree of flexibility in meeting a growing local need, which has itself increased across applications within the site since 2022 (from 45 to 75 individuals with a local connection). This flexibility should also be considered in the light of the district's aforementioned significant need for affordable housing and accepted under-delivery of sites in the plan period so far, and limited delivery of affordable housing in the Stretham ward over preceding years, which itself should be afforded weight in the decision-making process. It is therefore considered that the scale of the scheme is appropriate to the location and to the level of identified local affordable housing need, in compliance with Policy HOU 4.
- 7.18 In respect of policies GROWTH 2 and HOU 4 and the impact of the development on the countryside; the site is straddled by built form, but it is acknowledged that the development extends notably beyond existing built form within the village. It is also acknowledged that views of the openness in this section would be lost through the development. This would need to be balanced against the benefits of delivering an affordable housing scheme where there is an identified need, and that the Local Plan accepts some loss of open countryside through rural exception sites. In this respect it is likely that a scheme could come forward (subject to detailed design) which would not significantly harm the open character of the countryside. Further comments on landscape and settlement impacts are provided within later sections of this report.
- 7.19 It is considered therefore, that the principle of the development can be supported through strategic policy GROWTH 2 and housing policy HOU 4 and other relevant policies of the development plan.

7.20 Access and Highway Safety

- 7.21 The Local Highways Authority (LHA) has confirmed that, as agreed under the previous scheme (LPA Ref. 23/00712/OUM) the access arrangements and wider mitigation as set out on plan ref: 2006310-004 B are acceptable, subject to conditions. The LHA has confirmed in further discussions that the highway mitigation works are acceptable to mitigate the impact of the development in highway safety terms. Subject to the scheme being delivered in accordance with the arrangement and conditional requirements, it is considered that the proposal would be served by safe and suitable access as required under policy COM 7 of the ECLP and paragraph 114(b) of the NPPF. The additional works beyond the site access including footpath widening, refuge island and tactile paving could also provide benefits to residents accessing Short Road e.g. to access the recreation ground.
- 7.22 The County Council's Transport Assessment Team have also raised no objections to the proposals, subject to the proposed highway works being completed prior to occupation of the proposed development. It is noted in their comments the Transport Assessment Team have raised a few technical concerns with the data used in the Transport Assessment, and deliverability of the off-site highway works. However, in further clarification with Officers, the Transport Assessment Team have concluded that making further amendments to the submitted Transport Assessment to address the technical issues raised would not affect the current outcome of the assessment. On this basis, there are no objections raised, and no further amendments technical or otherwise to the Transport Assessment required.

- 7.23 Regarding the deliverability of the off-site highway works, the Local Highways Authority (LHA) have confirmed that all works proposed are understood to take place within the highway boundary which benefits from highway rights. However, it has been advised that matters of existing encroachment into the highway boundary may potentially need to be addressed when the highway works are undertaken (for example under S278 and S38 works for adoption and works in the highway). This is a separate legislative process and relates to third-party disputes, not the technical acceptability or deliverability of the proposals to mitigate the development's impacts. This legal process is also independent of the planning system, and Officers have been advised by the LHA that given the land is subject to highway rights, the LHA cannot in principle refuse highway mitigation works within it. The highway mitigation works are therefore considered to be deliverable to mitigate the impacts of the development, and the Grampian condition trigger suggested at Condition 15 would preclude occupation of the site until such a time these mitigation works were completed.
- 7.24 Car parking in accordance with Policy COM 8 (two spaces per dwelling – maximum requirement) is also shown indicatively on the submitted plans as being possible.
- 7.25 On the above basis the proposed development is considered to be acceptable in terms of its highway impacts and in terms of highway safety as per the policies of the Local Plan and NPPF.
- 7.26 Indicative Layout and Visual Amenity**
- 7.27 Whilst layout is not a committed detail with this application, it is generally necessary for the applicant to demonstrate that the quantum of development could be satisfactorily accommodated within the site. In this respect, the applicant has submitted an indicative layout plan and an assessment of the scheme in the context of the wider Stretham village as set out within the Design and Access Statement (DAS).
- 7.28 The indicative layout demonstrates that the quantum could likely satisfactorily fit into the site and could achieve rear garden sizes and open space (inclusive of play space) compliant with standards expected within the adopted Design Guide and Developer Contributions SPDs. An indicative density of c.18.2 dwellings per hectare (7.4 units per acre) is shown within the DAS suggesting a density generally commensurate with the density of development along Cambridge Road immediately to the north of the application site.
- 7.29 The Council previously raised concerns under LPA Ref.22/00180/OUM that a terrace of dwellings along the frontage would be at odds with the prevailing looser-knit character of the area. However, as noted above, this concern has recently been tested at appeal, whereby the Inspector considered that, whilst only in outline, such an arrangement would not result in visual harm sufficient to warrant refusal of the application and that a suitable scheme could likely be secured at reserved matters which could respond positively to the character and settlement pattern of the area. In this respect, having regard to the significant weight to be afforded to the appeal decision, the Council found under the subsequent scheme for 38-dwellings (23/00712/OUM) that the proposal to repeat the indicative frontage of terrace dwellings does not warrant sufficient grounds to refuse the application. It is considered that the same conclusions can be drawn for the current proposals on this matter.

- 7.30 The previous application proposed only up to 38 dwellings and therefore occupying a smaller area of the site, with the above-mentioned indicative terrace of dwellings across the site's frontage with a looser-knit secondary row of rearward units. This latest proposal utilises a deeper area of the agricultural field, introducing more dwellings and a greater amount of supporting infrastructure e.g., roads, landscaping and open space and therefore extends further into the open countryside.
- 7.31 The application is supported by a landscape and visual impact assessment (LVIA), which considers the visual impact of the development from various viewpoints across the open countryside.
- 7.32 It is to be noted that the proposed development would result in adverse landscape impacts during construction and at completion stages, with these impacts diminishing with the establishment of the site and the proposed mitigative planting, and with distance from the site itself. The perceptibility of the development itself contributes to these adverse impacts, albeit the presence of development itself is not inherently harmful, rather how it's introduction impacts upon the characteristics of a visual composition/landscape and the ability to enjoy the view. It is also to be noted that as a rural exception site, it is accepted by local and national policy that such schemes will more often than not come forwards on sites not normally used for housing and in rural areas (Policy HOU 4 and Paragraph 82 of the NPPF), and that a degree of countryside incursion and associated adverse landscape and character impacts is likely in order to meet local affordable housing needs.
- 7.33 In terms of specific landscape/character impacts, the LVIA concludes that at a local scale at completion (taken to be Year 1), the proposed development could potentially result in development of a minor adverse landscape effect on the cusp of Significant and Not Significant. Officers concur that the development at Year 1 and beyond, in the absence of any mitigation, would be clearly perceptible and would affect how the landscape/character of the area is appreciated, with the most perceptible impacts within the immediate locality of the site and its frontage to Cambridge Road. The development at completion / Year 1 is therefore likely to result in moderate to high adverse impacts upon the immediate local landscape character, but these impacts quickly diminish with distance from the site, which is acknowledged itself to be adversely characterised by the A10 highway.
- 7.34 To mitigate these potentially significant effects, mitigative planting is proposed predominantly south/west boundaries, with reinforcement of existing eastern and northern boundaries. After this planting has established after the 15 year mark (where planting establishment becomes effective and effects are then considered to be permanent) the development would have a Low Adverse Landscape Impact with a Negligible to Minor Landscape Effect/Not Significant/Long Term.
- 7.35 In simplified terms, the LVIA concludes that after established mitigative planting, the development will result in perceptible albeit small, long term (permanent and irreversible) changes in the components of a landscape and how it is appreciated, with further mitigation beyond that already set out deemed unnecessary or to be a consideration of only limited weight. The resulting permanent impacts of the development upon the character of the area would not ultimately therefore be significant.

- 7.36 It is to be noted that the use of landscaping to make an unacceptable scheme acceptable is rarely an acceptable approach adopted by the LPA. However, there is an overall planning balance to be reached (as set out within the later section of this report).
- 7.37 At a county and national level, the LVIA also concludes that the Magnitude of Landscape Impact/Effect is judged to be Low Adverse Impact/Minor Landscape Effect/Not Significant/Long Term at completion and after planting would have established. In simple terms, at the national/county scale the scale of change as a result of the development would be perceived as indiscernible at both completion and after establishment of planting (15 years onwards).
- 7.38 The LVIA therefore ultimately concludes that the Site is capable of accommodating change and would not be an incongruous new development at a local scale or county/national scale and would not result in significant harm to the character of the countryside or village with mitigative planting once established. Officers concur with this assessment at the outline stage.
- 7.39 Cumulative impacts, impacts upon public viewpoints (including Public Right of Ways) as well as nighttime (lighting) impacts have also been considered within the LVIA, concluding that impacts would also not be significant, with lighting in particular seen in the context of the existing village.
- 7.40 Consequently, the development as indicated would conflict with policies ENV 1, ENV 2 or HOU 4 at completion/Year 1. However, with mitigation and establishment of landscaping, it is likely a detailed design scheme could come forward (based on the indicative arrangement proposed) which would complement the local distinctive character of the area which protecting the intrinsic beauty of the countryside, and not result in significant harm to the character or setting of the settlement and the surrounding countryside, and therefore comply with the overall aim of Policy HOU 4.
- 7.41 Residential Amenity**
- 7.42 Whilst matters of precise layout, scale and appearance e.g., specific location of window positions, would be matters to be considered at future time, the indicative layout suggests that it is unlikely that the development would result in any severe overlooking, overshadowing or overbearing impacts on existing residents. Furthermore, and as noted above, each property would likely achieve adequate garden sizes for future occupiers.
- 7.43 Whilst the construction of the development could cause some disruption to living conditions for existing residents, this could reasonably be managed through an agreed Construction Management Plan, for example to ensure that hours of construction, use of plant and machinery and dust and mud suppression is controlled appropriately. The plan could reasonably be secured through planning condition as recommended by the Council's Environmental Health team.
- 7.44 As noted, the Noise Impact Assessment (NIA) submitted by the applicant indicates that ambient noise levels across the site are dictated by constant road traffic noise from Cambridge Road adjacent, with some noise impacts from the Cosy Kennels to the south of the site also. These impacts, predominantly road traffic noise, would need

to be carefully managed, with confirmation that the proposed layout would fail to achieve acceptable internal noise levels for a high number of units without some reliance on closed windows and a Mechanical Ventilation and Heat and Recovery system (MVHR).

- 7.45 The indicative layout plan is supported by an acoustic modelling plan which demonstrates that the exposed facets of a large number of dwellings would be affected by noise exceeding 50dB, meaning that it would not be possible for occupiers to open windows on these affected facades without being affected by noise levels in excess of current guidance (35dB LAeq daytime (resting and bedrooms) and 30dB LAeq at 23:00hrs to 07:00hrs for bedrooms) in accordance with the acceptable levels set out at Figure 2 of the ProPG Guidance. Indicative plots 55-83 would however be able to rely on openable windows to control overheating and for general amenity purposes whilst achieving reasonable internal noise levels.
- 7.46 The scheme is for affordable housing for which, as established above there is a significant need for. As such, it would be reasonable to apply the +5dB uplift and this relaxation does result in a number of dwellings (in their indicative locations) falling into 'acceptable' noise levels. Nonetheless there would still be a reliance on a number of facets needing the MVHR mitigation to maintain acceptable internal noise levels.
- 7.47 It is acknowledged that this approach would likely achieve adequate ventilation, in-line with passivhaus standards/principles which the NIA concludes will be applied across the site's construction, and is a recognised and sustainable means of building, effectively recycling and re-circulating air to maintain internal temperatures and clean air in an energy efficient way. It is also recognised that ProPG guidance identifies this method as an acceptable means to mitigate noise, as previously acknowledged by the Council's Environmental Health Officer when assessing the previous scheme for 38 dwellings under 23/00712/OUM.
- 7.48 As set out above in the background section of this report, the Council previously objected the scheme on the basis of a significant reliance on MVHR to manage noise interference, concluding that its degree of use would not achieve high standards of amenity for future occupiers. However, given the weight to be afforded to the associated appeal decision, and the acceptance of MVHR under the 38-unit scheme (23/00712/OUM), the repeated proposal to design the development to passivhaus principles, it is considered that a refusal on this basis would not be supported at appeal and therefore that this approach should be supported with this application. The Environmental Health Officer has raised no objections to this MVHR approach.
- 7.49 With regard to noise from the kennels, the NIA concludes that the proposed glazing and MVHR strategy would ensure acceptable internal noise levels to address any noise interference from this nearby use, reducing its impact to 'present and not intrusive', requiring no further specific measures. The Council's Environmental Health Officer has not raised any concerns with this approach. It is also concluded on this basis that the presence of the development would not result in detrimental impacts upon the operation of the existing business.
- 7.50 With regard to external amenity areas of the development, noise levels are predicted to be acceptable and compliant with national guidance, provided that 2m high close-

boarded timber fencing is used around all gardens. The Environmental Health Officer has raised no objections to this approach.

- 7.51 As such, it is concluded based on the design standards and mitigation proposed and in giving significant weight to the associated application history to the site, the development would achieve high standards of general amenity as required under NPPF Chapter 12 and Local Plan Policy ENV 2.

7.52 Flood Risk and Drainage

- 7.53 The application site is generally agreed to be in an area at low risk of flooding (wholly within Flood Zone 1). The Flood Risk Assessment nevertheless suggests that the site is subject to surface water flooding, with the site frontage subject to a low risk of surface water flooding, and very small parts of the site at medium to high risk of surface water flooding (area already has planning approval). Flood depths are predicted to be between 150mm to 300mm (c.6 to 12 inches) in the 'High' 1 in 30-year model (3.3% probability), and a maximum of 600mm (c. 24 inches) in the 'medium' (1:100 year) (1% probability) and 'low' (1:1000 year) (0.1% probability) events. Residential development should usually be considered as being in-situ for a minimum of 100-years, and there is no reason to consider this development as especially time-limited (i.e. no impacts of coastal change) to warrant a shorter flooding probability forecast.
- 7.54 In terms of alternative sites at a lower risk of surface water flooding, whilst it is not considered that a sequential test is required to consider whether alternative sites are available at a lower risk of surface water flooding, it has been previously accepted by the LPA (on the basis of evidence submitted previously by the Applicant) that there are no other areas of land reasonably available at a lower risk of surface water flooding that could accommodate the proposed development. It is considered unreasonable for the LPA to conclude differently for the current proposals.
- 7.55 In terms of a site-specific sequential approach, the Applicant's Flood Risk Assessment puts forward a strategy for locating development, with the majority of residential development *indicatively* shown to avoid the majority of the low, medium and high surface water flood risk areas. Raised thresholds above finished floor levels of 300mm (12 inches) are recommended for the majority of the site within the FRA, with raised thresholds of 600mm (24 inches) for the parts of the site with the deepest flood depths, to mitigate the worst flooding impacts in a flood event (low risk). It is considered that at a detailed design stage, this strategy could be appropriately realised and a condition has been imposed to secure compliance of the detailed scheme with the recommendations of the FRA.
- 7.56 Ultimately, the application is supported by a flood risk assessment which demonstrates that surface water can be adequately managed on site without causing flooding elsewhere, and that solutions are available to make the development safe for its lifetime. This would be subject to further demonstration a detailed design stage – but nonetheless the Lead Local Flood Authority has accepted the outline drainage strategy and it is considered that the proposal complies at this stage with the aims of Local Plan policy ENV 8 and the NPPF.
- 7.57 Matters of foul drainage would also need to be secured at detailed design stage (reserved matters) and there is nothing to indicate that solutions would not be

available to the developer in achieving a satisfactory scheme in this regard, with Anglian Water confirming that the Stretham wastewater recycling centre has available capacity for the development.

7.58 Biodiversity

- 7.59 Policy ENV 7 of the adopted Local Plan seeks to protect biodiversity and geological value of land and buildings and requires that through development management processes, management procedures and other positive initiatives, the council will among other criteria, promote the creation of an effective, functioning ecological network. The Council's adopted Natural Environment SPD sets out that all development proposals would be expected to provide environmental enhancements proportionate to the scale and degree of the development proposed.
- 7.60 The application is supported by a preliminary ecological appraisal (PEA), comprising a Phase 1 habitat survey which formed consideration for the previous planning applications and assess the application site and the wider area for constraints and opportunities for biodiversity protection and enhancement. The PEA was undertaken in 2020 and is therefore out of date in accordance with CIEEM guidance, but it has nevertheless informed the two previous (extant) consents and provides a general overview of the site as follows.
- 7.61 The site features generally comprise arable bare ground with boundary hedgerow, perimeter scrubland and dry ditches. Whilst the site area has been extended further with this latest application, the previous conclusions of the PEA (which captured a much wider site area in any case) can be generally relied upon and are proportionate to the nature and scale of the application and are sufficient to guide the Local Planning Authority in their statutory duties at this outline stage when considering the principle of development and access only.
- 7.62 The site is agricultural land with the main feature being the front and northern boundary hedge. It is considered that whilst at present the site likely yields low to modest biodiversity value; most likely in respect of invertebrates, and nesting/ foraging for birds and commuting/foraging bats through the hedge, it is likely that a scheme could come forward which would demonstrate biodiversity net gain through the retention of the hedge (with exception to where the access is proposed and highway visibility is necessary) and additional planting and habitat creation.
- 7.63 Members are advised that given the submission date of 5 December 2023, the current proposals (and any future reserved matters pursuant to it) would not be the subject of mandatory 10% biodiversity net gain (as established by the Environment Act 2021 and secondary legislation). Nevertheless, the Local Plan and Natural Environment SPD are still applicable during this transitional period, and a significant biodiversity net gain would still be required to be demonstrated with any reserved matters consent.
- 7.64 It is noted that recommendations of the PEA include further pre-development surveys, such as for reptiles and badgers due to the transient nature of these species. Given the date of the PEA, it is also considered a future reserved matters submission would need to be supported by an up-to-date ecological appraisal of the site. It is considered that this can be incorporated into an updated ecological survey and mitigation scheme to accompany any future reserved matters application(s) and would meet the aims of

Local Plan policy ENV 7 and the aims of the SPD. This strategy was adopted when approving LPA Ref. 23/00712/OUM for the 83-unit scheme and is therefore considered to be applicable to the current proposals.

7.65 Infrastructure and S106 Planning Obligation

- 7.66 Policy GROWTH 3 of the East Cambridgeshire Local Plan, 2015 requires developments to mitigate their impacts through infrastructure provision, by way of planning conditions and / or S106 obligations – this includes where affordable housing, open space, sustainable drainage, and education contributions are to be secured.
- 7.67 As with the previous 38-unit consent, given the quantum of dwellings proposed it is considered that the education and library contributions sought by the County Council, the open space requirements (comprising on-site infrastructure inclusive of play-space and orchard), the sustainable drainage (SuDS), and the affordable housing (which would include details of a nomination agreement and a guarantee of being retained as affordable housing and future transfer agreements), are necessary to mitigate the impacts of the development and meet the tests as set out under CIL 122 Regulations (necessary to make the development acceptable in planning terms; directly related to the development; and fairly and reasonably related in scale and kind to the development).
- 7.68 With specific regard to the affordable housing obligations, the Applicant has agreed to include a cascade mechanism within the S106 to ensure priority is first given to those with a local connection to Stretham and/or Little Thetford, with this then widening out to surrounding parishes and then the wider district. This is considered pertinent given the notable uplift in affordable units being proposed under the current scheme, and to ensure that the housing is genuinely meeting the local identified needs as per Policy HOU 4. The S106 obligation will also include details of tenure split (c.50/50 rented to intermediate housing as agreed with the Council's Strategic Housing Officer) to reflect locally identified need.
- 7.69 It would be necessary to secure the above via S106 legal agreement to make the development acceptable and the applicant has confirmed their agreement to the heads of terms set out by the Council. Subject to the completion of the necessary S106 agreement(s), the development would accord with the requirements of policies GROWTH 3 and HOU 4 of the Local Plan.

7.70 Other matters

- 7.71 Archaeology
- 7.72 The County Council's Archaeology team has advised that the site lies in an area of potential interest and has sought a planning condition to secure a written scheme of investigation, in the interests of safeguarding archaeological assets. It's considered this would be necessary having regard to the aims of policy ENV 14 of the Local Plan and such a pre-commencement condition could be reasonably secured.

7.73 Community safety and security

7.74 The comments from the Local Policing team are noted and it would be for the developer to bring forward a detailed scheme which considers the recommendations as set out by the Police, in order to address security and the fear of crime in accordance with Local Plan policy ENV 2.

7.75 Planning Conditions

7.76 A number of conditions have been recommended by consultees during the assessment of this application. Whilst most have been accommodated with the conditions schedule as set out below, as with the approved 38-unit scheme, regard is had to the suite of recommended conditions set out by the Planning Inspector under the previous appeal for LPA Ref. 22/00180/OUM, which considered the conditions suggested by the Council, against the tests of planning conditions. A number of conditions recommended by consultees were not accepted by the Inspector. These included;

- The Council's Environmental Health team's previous recommendation for a full ground contamination site investigation. Instead, the standard unsuspected contaminated land condition was imposed, and this has been accepted by the Council's Scientific Officer under the current application;
- The Council's Environmental Health team's recommendation to restrict construction hours which the Inspector felt could be secured via an overarching Construction Management Plan. A condition is recommended to secure such a plan;
- The Local Highway Authority's recommendation to remove permitted development to erect gates across the access, which they have requested under the current application but will not be imposed for the above reason;
- The Lead Local Flood Authority's request for a condition controlling construction surface water run-off. Pollution control measures are captured under their first condition requiring an overall drainage strategy. This requirement has been repeated in the LLFA's latest consultation response, and will not therefore be incorporated into the recommended conditions list.

7.77 In the interests of consistency, the conditions set out within Appendix 9 are generally identical to those imposed upon the approved 38-unit scheme with minor updates where necessary.

7.78 Planning Balance and Conclusion

7.79 The scheme would achieve significant benefits in bringing forward a wholly affordable housing scheme to meet a robustly evidenced locally identified need (significant benefit), contribute to district-wide need for affordable housing (limited weight), with a variety of tenures indicated. The dwellings themselves would be built to sustainable passivhaus principles (high benefit), which would likely result in a development with low energy usage. These factors together would carry substantial positive weight,

primarily in social benefits. Furthermore, there would be economic benefits (limited benefit), through local spend by future occupiers, thereby helping to sustain the village.

- 7.80 As with the previous 38-unit scheme, it is acknowledged that the scheme would rely, in part, on closed windows and mechanical means of ventilation to mitigate the effects of transport noise from the A10 highway (and nearby kennels), which carries negative weight. However, the associated appeal decision, which concluded that this is an acceptable means of mitigation and would achieve high levels of amenity, having regard to the passivhaus principles relied upon, carries significant weight in the determination of this application. This is in conjunction with the subsequent approval of the 38-unit scheme adopting such Passivhaus principles, and it would therefore be unreasonable for the LPA to object to this strategy for the current scheme.
- 7.81 Notwithstanding the above, the scheme would be expected to secure net gains in biodiversity, in-line with current national and local policy, and would introduce highway upgrades which would likely also provide some very modest benefit to existing nearby residents on the western side of the A10 highway.
- 7.82 Finally, and based on the indicative layout, it is likely a details scheme could come forward which would positively respond to the built environment of Stretham and would not result in significant harm in the long term to the character of the countryside. Whilst the development could have potential significant harm to the immediate locality in the short term, in the long term with the establishment of mitigative planting, any resulting adverse impacts upon the landscape character and settlement at a local, county and national scale (which are likely to be at a low level) are also considered to be outweighed by the benefits of delivering a 100% affordable housing scheme to meet an evidenced local need, which itself is afforded significant weight in the decision-making process.

8.0 COSTS

- 8.1 An appeal can be lodged against a refusal of planning permission or a condition imposed upon a planning permission. If a local planning authority is found to have acted unreasonably and this has incurred costs for the applicant (referred to as appellant through the appeal process) then a cost award can be made against the Council.
- 8.2 Unreasonable behaviour can be either procedural ie relating to the way a matter has been dealt with or substantive ie relating to the issues at appeal and whether a local planning authority has been able to provide evidence to justify a refusal reason or a condition.
- 8.3 Members do not have to follow an officer recommendation indeed they can legitimately decide to give a different weight to a material consideration than officers. However, it is often these cases where an appellant submits a claim for costs. The Committee therefore needs to consider and document its reasons for going against an officer recommendation very carefully.

8.4 In this case members' attention is particularly drawn to the following points:

- There are no technical objections from statutory consultees. Specifically, this includes no objections regarding noise impacts, highway safety impacts (including pedestrian crossing of the A10), flooding/drainage or contamination; and
- The conclusions of the Planning Inspectorate when approving the development under LPA Ref. 22/00180/OUM.

9.0 APPENDICES

9.1 Approve subject to completion of the necessary s106 agreement(s) and the following planning conditions (Appendix 1).

Appendix 1 (April Committee Report)

1 Development shall be carried out in accordance with the drawings and documents listed below

<i>Plan Reference</i>	<i>Version No</i>	<i>Date Received</i>
3288-D1000: Location Plan	06	5th December 2023
FRA & Drainage Strategy	1	15th January 2024
Unda Consulting Letter 250224		26th February 2024
2006310-004: Access Plan	B	22nd December 2023
Noise Impact Assessment	1	22nd December 2023

- 1 Reason: To define the scope and extent of this permission.
- 2 Approval of the details of the Layout, Scale, Appearance and Landscaping (hereinafter called "the reserved matters") shall be obtained from the Local Planning Authority in writing before any development is commenced and shall be carried out as approved. Application for approval of the reserved matters shall be made within 3 years of the date of this permission.
- 2 Reason: The application is for outline permission only and gives insufficient details of the proposed development, and to comply with Section 92 of the Town and Country Planning Act 1990.
- 3 The development hereby permitted shall be commenced within 2 years of the date of the approval of the last of the reserved matters.
- 3 Reason: To comply with Section 92 of the Town and Country Planning Act 1990, as amended.
- 4 The total development hereby permitted within the site shall comprise not more than 83 dwellings.
- 4 Reason: To define the planning permission having regard to the proposal put forward and assessed by the Local Planning Authority for a maximum of 83 dwellings.
- 5 No demolition/development shall take place until a Written Scheme of Investigation shall have been submitted to and approved in writing by the local planning authority. The scheme shall include an assessment of significance and research questions and:
 - i) the programme and methodology of site investigation and recording;
 - ii) the programme for post investigation assessment;
 - iii) the provision to be made for analysis of the site investigation and recording;
 - iv) the provision to be made for publication and dissemination of the analysis and records of the site investigation;
 - v) the provision to be made for archive deposition of the analysis and records of the site investigation;
 - vi) the nomination of a competent person or persons/organisation to undertake the works set out within the Written Scheme of Investigation.
- 5 Reason: To ensure that any archaeological remains are suitably recorded in accordance with policy ENV14 of the East Cambridgeshire Local Plan 2015 (as amended 2023).
- 6 No demolition/development shall take place other than in accordance with the Written Scheme of Investigation approved under Condition 5.
- 6 Reason: To ensure that any archaeological remains are suitably recorded in accordance with policy ENV14 of the East Cambridgeshire Local Plan 2015 (as amended 2023).

- 7 No development shall take place, including any works of demolition, until a Construction Method Statement has been submitted to, and approved in writing by the local planning authority. The Statement shall provide for:
- i) the parking of vehicles of site operatives and visitors;
 - ii) loading and unloading of plant and materials;
 - iii) storage of plant and materials used in constructing the development;
 - iv) wheel washing facilities;
 - v) measures to control the emission of dust and dirt during construction;
 - vi) in the event of the foundations from the proposed development requiring piling, detailing the type of piling and mitigation measures to be taken to protect local residents from noise and/or vibration
 - vii) measures to control surface water run-off from the site during any construction works;
 - viii) a scheme for recycling/disposing of waste resulting from demolition and construction works;
 - ix) delivery, demolition and construction working hours.

The approved Construction Method Statement shall be adhered to throughout the construction period for the development.

- 7 Reason: To safeguard the residential amenity of neighbouring occupiers, in accordance with policy ENV2 of the East Cambridgeshire Local Plan 2015 (as amended 2023).
- 8 In the event that contamination is found at any time when carrying out the approved development that was not previously identified it must be reported to the Local Planning Authority within 48 hours. No further works shall take place until an investigation and risk assessment has been undertaken and submitted to and approved in writing by the Local Planning Authority. Where remediation is necessary, a remediation scheme must be submitted to and approved in writing by the Local Planning Authority. The necessary remediation works shall be undertaken, and following completion of measures identified in the approved remediation scheme a verification report must be prepared, and approved in writing by the Local Planning Authority.
- 8 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 ENV9 of the East Cambridgeshire Local Plan 2015 (as amended 2023).
- 9 Concurrently with the submission of reserved matters, a detailed design of the surface water drainage of the site shall be submitted, include a timetable for implementation. Those elements of the surface water drainage system not adopted by a statutory undertaker shall thereafter be maintained and managed in accordance with the approved management and maintenance plan. The scheme shall be based upon the principles within the agreed Flood Risk Assessment and Foul and Surface Water Drainage Strategy for Planning, prepared by Unda Consulting Limited (ref: Ref: 90709d-FuturePD-Stretham V1.0) dated 15th January 2024, and the letter, prepared by Unda Consulting, ref: 90709d-FuturePD-Stretham Addendum Letter 250224, dated 26th February 2024 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) Detailed drawings of the entire proposed surface water drainage system, attenuation and flow control measures, including levels, radiants, dimensions and pipe reference

numbers, designed to accord with the CIRIA C753 SuDS Manual (or any equivalent guidance that may supersede or replace it);

d) Full detail on SuDS proposals (including location, type, size, depths, side slopes and cross sections);

e) Site Investigation and test results to confirm infiltration rates;

f) Details of overland flood flow routes in the event of system exceedance, with demonstration that such flows can be appropriately managed on site without increasing flood risk to occupants;

g) Demonstration that the surface water drainage of the site is in accordance with DEFRA non-statutory technical standards for sustainable drainage systems;

h) Full details of the maintenance/adoption of the surface water drainage system;

i) Permissions to connect to a receiving watercourse or sewer;

j) Measures taken to prevent pollution of the receiving groundwater and/or surface water

- 9 Reason: To prevent the increased risk of flooding and to improve and protect water quality, in accordance with policies ENV2 and ENV8 of the East Cambridgeshire Local Plan 2015 (as amended 2023).
- 10 None of the dwellings hereby permitted shall be occupied until works for the disposal of sewage shall have been provided on the site to serve the development hereby permitted, in accordance with details that have first been submitted concurrently with the first submission of reserved matters including a timetable for implementation, to and approved in writing, by the Local Planning Authority.
- 10 Reason: In the interests of residential amenity and to prevent the increased risk of flooding and to protect water quality, in accordance with policies ENV2 and ENV8 of the East Cambridgeshire Local Plan 2015 (as amended 2023).
- 11 Concurrently with the first submission of reserved matters the following information shall have been submitted to and approved in writing by the local planning authority:
- i) a full site survey showing: the datum used to calibrate the site levels; levels along all site boundaries; levels across the site at regular intervals and floor levels of adjoining buildings;
 - ii) full details of the proposed finished floor levels of all buildings and hard landscaped surfaces.

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

- 11 Reason: In the interests of visual amenity in accordance with policies ENV 1 and ENV 2 of the East Cambridgeshire Local Plan, 2015 (as amended 2023).
- 12 Construction work shall not take place until a scheme for protecting the proposed noise-sensitive development from noise from the A10 shall have been submitted to and approved in writing by the local planning authority. The scheme shall reflect the principles of the recommendations identified in Cass Allen RP01-23701-R1 revision 1 dated 21st December 2023 and associated documentation. All works which form part of the scheme shall be completed before any part of the noise sensitive development is occupied and retained thereafter.
- 12 Reason: In the interests of residential amenity protection in accordance with policy ENV 2 of the East Cambridgeshire Local Plan, 2015 (as amended 2023).
- 13 Concurrently with the first submission of reserved matters a scheme of biodiversity protection, mitigation and enhancement, including a timeframe for implementation and a long-term management plan, informed by an updated ecological appraisal of the site shall be submitted to and approved in writing by the local planning authority. The biodiversity improvements shall be installed prior to the first occupation of the hereby approved development and thereafter maintained in perpetuity.

- 13 Reason: To protect and enhance species in accordance with policy ENV 7 of the East Cambridgeshire Local Plan 2015 (as amended 2023).
- 14 Prior to works proceeding 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 or alternative scheme shall be submitted to and approved in writing by the Local Planning Authority. The hydrants or alternative scheme shall be installed and completed in accordance with the approved details prior to the occupation of any part of the development.
- 14 Reason: To ensure proper infrastructure for the site in the interests of community safety in that adequate water supply is available for emergency use, in accordance with the aims of policy ENV 2 of the East Cambridgeshire Local Plan (as amended 2023).
- 15 Prior to first occupation of the development, the works as detailed in principle on drawing 2006310-004 Revision B shall have been completed to the satisfaction of the Local Planning Authority and shall thereafter be retained.
- 15 Reason: In the interests of Highway safety in accordance with Policy COM 7 of the East Cambridgeshire Local Plan 2015 (as amended 2023). This condition is a Grampian condition because it requires work within the public highway.
- 16 The existing agricultural access(es) to A10 Cambridge Road shall be permanently and effectively closed and the footway shall be reinstated in accordance with a scheme to be agreed with the Local Planning Authority, within 28 days of the bringing into use of the new access.
- 16 Reason: In the interests of Highway safety in accordance with Policy COM 7 of the East Cambridgeshire Local Plan 2015 (as amended 2023).
- 17 The access and all hardstanding within the site shall be constructed with adequate drainage measures to prevent surface water run-off onto the adjacent public highway and retained in perpetuity.
- 17 Reason: In the interests of Highway safety in accordance with Policy COM 7 of the East Cambridgeshire Local Plan 2015 (as amended 2023).
- 18 The detailed design of the dwellings hereby permitted shall incorporate the five principles of passive house design, as set out within submitted the Energy & Sustainability Strategy, October 2022. Prior to occupation of any dwelling, evidence shall be submitted to the local planning authority to demonstrate that the development has been constructed adopting these principles.
- 18 Reason: The application is deemed acceptable having regard to the need to protect the amenity of future occupiers, balanced with the energy sustainability benefits of the proposal in accordance with policies ENV 2 and ENV 4 of the East Cambridgeshire Local Plan 2015 (as amended 2023).
- 19 Prior to first occupation or commencement of use details of the proposed arrangements for future management and maintenance of the proposed streets within the development shall be submitted to and approved in writing by the Local Planning Authority. (The streets shall thereafter be maintained in accordance with the approved management and maintenance details for the lifetime of the development, by the applicant or a private management company, until such time as an Agreement has been entered into unto Section 38 of the Highways Act 1980 or a Private Management and Maintenance Company has been established).

- 19 Reason: To ensure satisfactory development of the site and to ensure estate roads are managed and maintained thereafter to a suitable and safe standard, in accordance with policy COM7 of the East Cambridgeshire Local Plan 2015 (as amended 2023).

Background Documents

23/01338/OUM

23/00712/OUM

22/00180/OUM

National Planning Policy Framework -

https://www.gov.uk/government/uploads/system/uploads/attachment_data/file/6077/2116950.pdf

East Cambridgeshire Local Plan 2015 -

<http://www.eastcamb.gov.uk/sites/default/files/Local%20Plan%20April%202015%20-%20front%20cover%20and%20inside%20front%20cover.pdf>

increase in height of the detached dwelling would have been acceptable given that there was some variation in the heights within the street scene, however, under the current application for a semi-detached property it was necessary to look at the adjoining property and it was considered that the additional height would be harmful to the character and appearance of the street scene.

In response to a question from Cllr Huffer, the Planning Officer explained that Officers had no concerns regarding the height of the previously submitted detached property, but it was the overall scale and design that officers had concerns with.

Cllr Goodearl proposed the Officer's recommendation for refusal explaining that although the existing dwelling was not fit in live in and required an upgrade, it still needed to suit and support the surrounding dwellings. Cllr Wilson seconded Cllr Goodearl's proposal.

Cllr Huffer agreed with Cllrs Goodearl and Wilson and stated that she also supported the Officer's recommendation for refusal.

The Chair added that the street scene did have various types of dwellings but with regard to semi-detached properties, there was an obligation to keep the two dwellings at an identical height.

It was resolved unanimously:

- i) That the planning application ref 23/00877/FUL be REFUSED for the following reason:
The proposed replacement dwelling, due to its height, roof alignment and overall form, would visually dominate the existing semi-detached dwelling that it would be joined to, to the detriment of the visual amenity of the semi-detached pair. The dwelling, by virtue of its significant footprint, height, and overall design, is considered to be out of keeping with the existing character and appearance of the development within the wider street scene, appearing incongruous within its setting. The proposal is therefore contrary to policies ENV1 and ENV2 of the East Cambridgeshire Local Plan as well as the aims of the National Planning Policy Framework.

81. 23/01338/OUM – Land at Cambridge Road, Stretham

Holly Chapman, Senior Planning Officer presented a report (Y187, previously circulated) recommending approval for outline planning permission for the erection of up to 83 Affordable Homes with associated access, parking and landscaping with all matters reserved except for means of access and updated Members to the following minor changes within the report, of which neither change affected the recommendation:

- 7.4 of the report should read 'allowed' and not 'dismissed'
- 7.13 of the report should read 'households' and not 'individuals'

Members were shown slides of the location, proposal, highway works, planning history and site photos.

The main considerations for the application were deemed to be:

- **Principle of Development** – The application site is located outside the development envelope and was a 100% affordable housing rural exception site for up to 83 units. There had been a need identified for affordable housing in Stretham and Little Ely. The application complied with the objectives of Policy HOU4 and therefore GROWTH2. Contributions would be provided regarding education and libraries in accordance with GROWTH3.
- **Access and Highway Safety** – The on and off-site highway works was to mitigate the impact of the development. An identical highways scheme has been approved under LPA Ref. 22/00180/OUM and 23/00712/OUM. The County Council's Highways Authority and Transport Assessment Team raised no objections in terms of highway safety or sustainability. The site provided capacity for on-site parking in accordance with Policy COM8.
- **Indicative Layout and Visual Amenity** – This was supported by a Landscape Visual Impact Assessment. There would be adverse landscape impact during construction and completion, with the impacts diminishing with the establishment of the site and mitigative planting. The site was capable of accommodating change and the detailed design scheme could compliment the local distinctive character. Long term impacts of the development were not significant at local, national, or county scales.
- **Residential Amenity** – A number of dwellings (plots 1-54) would require Mechanical Ventilation and Heat Recovery (MVHR) systems to mitigate noise impacts from the A10 highway. All dwellings proposed to be constructed in accordance with Passivhaus (passivehouse) principles. The use of MVHR/Passivhaus principles to mitigate noise was established at appeal (22/00180/OUM) and the MVHR would address any noise concerns from nearby kennels and ensure the operation of business was not unnecessarily restricted due to noise complaints.

In summary, the scheme would achieve significant benefits in bringing forward a wholly affordable housing scheme to meet robustly evidenced locally identified need, contribute to district-wide need for affordable housing with a variety of tenures indicated. The dwellings themselves would be built to sustainable Passivhaus principles, which would likely result in a development with low energy usage. These factors together would carry substantial positive weight, primarily in social benefits. Furthermore, there would be economic benefits, through local spend by future occupiers, thereby helping to sustain the village. Mechanical ventilation is an accepted mitigative measure to address residential amenity concerns. The scheme would be expected to secure net gains in biodiversity, in-line with current national and local policy, and would introduce highway upgrades which would likely also provide some very modest benefit to existing nearby

residents on the western side of the A10 highway. It is likely a detailed scheme could come forward which would positively respond to the built environment of Stretham and would not result in significant harm in the long term to the character of the countryside. Whilst the development could have potential significant harm to the immediate locality in the short term, in the long term with the establishment of mitigative planting, any resulting adverse impacts upon the landscape character and settlement at a local, county and national scale (which are likely to be at a low level) are also considered to be outweighed by the benefits of delivering a 100% affordable housing scheme to meet an evidenced local need, which itself is afforded significant weight in the decision-making process.

The Chair invited Laura O'Brien, Agent, to address the committee.

"The application before you seeks approval for 83 affordable homes and follows a previous approval for 38 similar homes on broadly the same site. The scheme is brought forward in association with Stonewater Housing Group, a registered affordable housing provider who will be developing the site. The scheme has been developed in consultation with the Council's Planning and Housing Officers and in order to achieve the best mix of affordable housing tenures to meet local housing needs informed by both the Council's Housing Register and the Local Housing Needs Survey specifically undertaken for the villages of Stretham and Little Thetford. The development will be entirely affordable but will incorporate a mix of tenures to meet demand; this will comprise of 42 rented homes, 16 shared ownership homes and 25 rent to buy homes. The demand for rent to buy tenure was specifically identified by the Local Housing Needs Survey providing a pathway to home ownership by giving a 20% discounted rent to allow residents to save for a deposit, with an option to buy their home outright or a shared ownership within five years. The proposed mix of tenures, including shared and full homeownership will ensure that the development promotes social cohesion and provides housing options for a wide range of local people. The Officer's report sets out in detail the clear and significant need for affordable housing in the borough and more generally in the Parish of Stretham specifically. As part of Stonewater's commitment to building sustainable homes for the future within the development will be constructed following Passivhaus principles, as previously mentioned, to provide highly energy efficient home that will in turn provide low energy and water costs for future residents. We note that there are no objections to the proposal from statutory consultees, including the Highways Authority and the Lead Local Flood Authority. Furthermore, the application has received significant support from local residents including 70 comments from people who wish to support affordable housing in the area. In addition, CIL contributions to the application are already agreed to make substantial 106 contributions towards education, libraries, and open space enhancements. To conclude, we believe that this is an excellent scheme, and we trust that you will follow your officer's recommendations and approve."

The Chair invited Members to ask questions of Laura O'Brien.

Cllr Huffer asked how residents would be able to cross the busy A10 highway in order to access the schools, doctors and shops and stated that she could not support the application when residents would need to 'take their life in the hands' to cross the A10.

In answer to a question from Cllr Wilson, the Agent confirmed that Stonewater Housing Association would manage the affordable housing and the Planning Manager confirmed that the Section 106 ensured the properties were retained as affordable housing properties in perpetuity.

Cllr Trapp approved of the housing be built to Passivhaus standards but had concerns regarding the continuous flow of traffic along the A10.

The Chair asked if the development would receive certification in regard to the Passivhaus principles as this would enable the Council to check that standards had been adhered to. The Senior Planning Officer explained that the conditions only imposed the Passivhaus principles and not the standards and therefore did not require certification. It was also confirmed that there would be a play area on the development. The Senior Planning Officer clarified that there had been no technical objections to this scheme with regard to transport and highways and there was no proposal for traffic lights on the A10. It was also confirmed that all statutory consultees had been consulted.

In response to a question from Cllr Lay, the Senior Planning Officer confirmed that housing would be offered to local residents initially before being offered to the wider parishes and then further out.

Cllr Goodearl asked why a Highways representative had not attended the meeting as he had significant concerns with the crossing of the A10 and that during the site visit earlier in the day, Members were unable to cross the road, and this was not at peak travel time. The Planning Manager reiterated that no objections had been received from Highways and as Planning Officers were not experts in highways, the Planning Officer had consulted both the Highways Teams on more than one occasion. The Planning Manager pointed out to Members that there were no technical highways objections and permission had been granted on the two previous occasions, therefore a refusal would need to explain the difference that 83 dwellings made to the agreed 30+ on site.

Cllr Goodearl stated that the two previous applications had not come before the committee and Members were of the opinion that the road was unsafe, he therefore proposed a postponement until discussions could take place with highways regarding their decision. The Planning Manager advised that Highways could not be forced to attend Planning Committee meetings, but an alternative option would be to request a third party to carry out an independent traffic assessment.

Cllr Huffer seconded the proposal made by Cllr Goodearl to defer the item until further information was received. Cllr Huffer added that she fully supported affordable housing but could not support the current application.

Cllr Whelan added that it was her experience that the traffic was fast and busy along that section of the A10, with cars travelling 50-60mph instead of the enforced 40mph. Cllr Whelan was concerned with the potential amount of people attempting to cross the road, it would result in a major traffic collision. The queue to the nearby roundabout was heavy and therefore she supported refusing the application on the grounds of safety, noise, and speed of vehicles.

The Chair explained he could not support an application that would expose over 200 people to the danger of crossing the A10, he agreed with Cllr Whelan and stated that his opinion was that the scheme was also damaging to the character of the area and hurtful to the views of the open countryside.

Cllr Trapp commented that the affordable housing would be built to a high standard and the application was a good scheme but he was concerned with the proposed access.

It was resolved unanimously:

- i) That the planning application ref 23/01338/OUM be DEFERRED for further information via a traffic report/assessment.
- ii) That the Planning Manager be delegated to arrange an independent traffic report/assessment on the safety of the proposed highways scheme and if it mitigates the additional number of houses from the 38 already approved. The application will then come back to committee once the traffic report/assessment information has been received.
- iii) That this request is made without prejudice to the final decision to be made by the Planning Committee.

82. Planning performance report – February 2024

David Morren, Interim Planning Manager, presented reports (Y188 previously circulated) summarising the performance of the Planning Department in February 2024.

It was resolved unanimously: That the Planning Performance Reports for February 2024 be noted.

The meeting concluded at 4:32pm

Chair.....

Date.....

23/01338/OUM

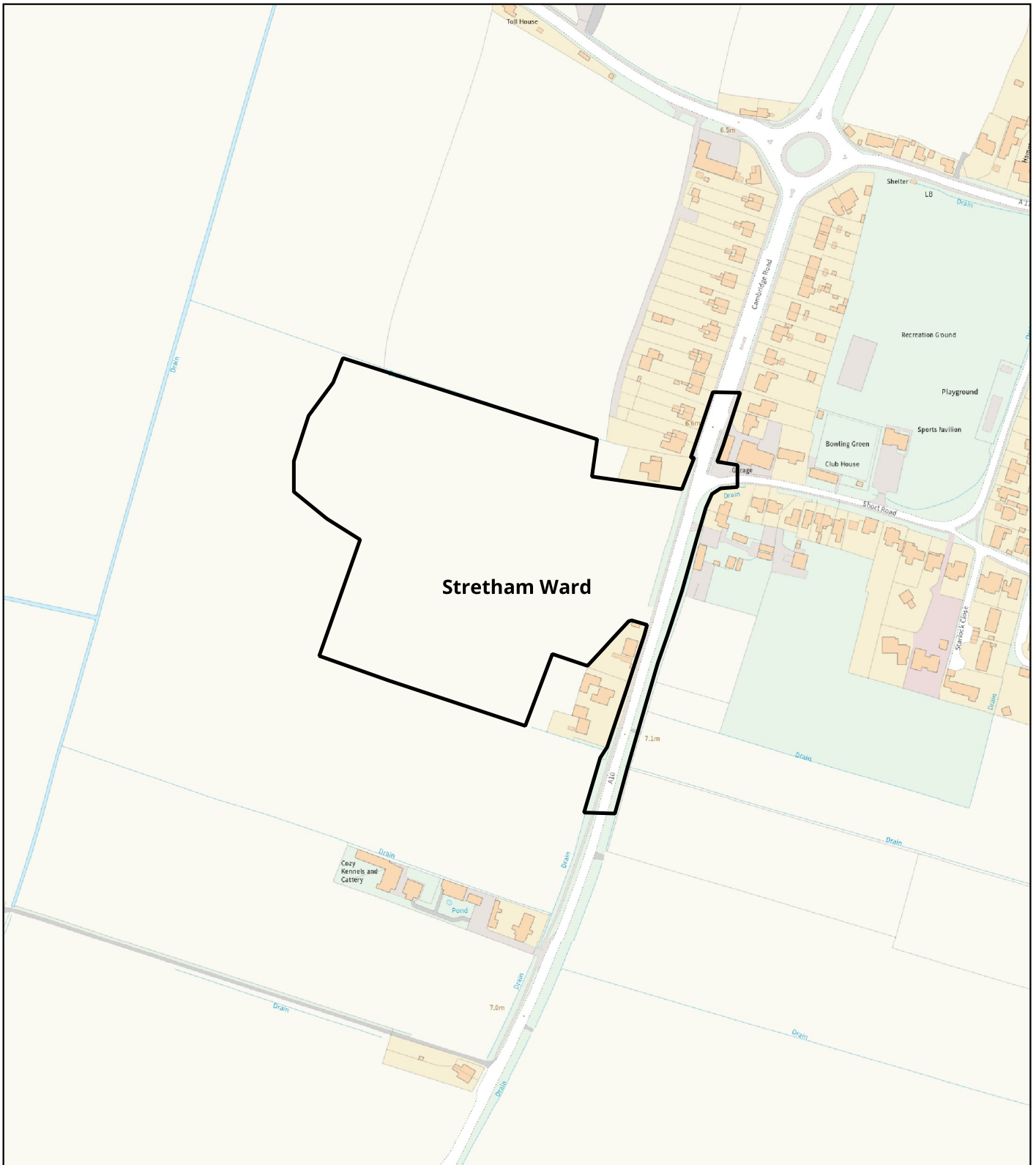
Land At Cambridge Road
Stretham
Cambridgeshire

Outline planning application for the erection of up to 83 Affordable Homes with associated access, parking and landscaping - all matters reserved except for means of access

To view all of the public access documents relating to this application please use the following web address or scan the QR code:

<https://pa.eastcambs.gov.uk/online-applications/applicationDetails.do?activeTab=summary&keyVal=S57EU9GGHP100>





23/01338/OUM



Land At Cambridge Road
Stretham

East Cambridgeshire
District Council

Date: 15/03/2024
Scale: 1:4,000



Agenda Item 6

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TITLE: 23/01338/OUM

Committee: Planning Committee

Date: 5 June 2024

Author: Senior Planning Officer

Report No: Z9

Contact Officer: Holly Chapman, Senior Planning Officer
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Site Address: Land At Cambridge Road Stretham Cambridgeshire

Proposal: Outline planning application for the erection of up to 83 Affordable Homes with associated access, parking, and landscaping - all matters reserved except for means of access

Applicant: Long Term Land Limited

Parish: Stretham

Ward: Stretham

Ward Councillor/s: Bill Hunt
Caroline Shepherd

Date Received: 5 December 2023

Expiry Date: 12 August 2024

1.0 RECOMMENDATION

- 1.1 Members are recommended to DEFER the application in accordance with the following terms:
- a) In order to allow the submission, formal consultation, and presentation of an acceptable highways scheme at Planning Committee within a period of 6-months; AND
 - b) The Committee delegates authority to refuse the application in the event that the Applicant does not agree any necessary extensions to the statutory determination period to enable the completion of the works set out under (a) and final determination of the application.

2.0 SUMMARY OF APPLICATION

- 2.1 This item was previously discussed at the April 2024 Planning Committee and the previous committee report (including detailed planning consideration assessment and detailed condition list) is attached as Appendix 1.
- 2.2 The committee deferred the application to allow for the preparation of an independent assessment on the safety of the proposed highways scheme and if it mitigated the additional number of houses from the 38 already approved. This was specifically in reference to the proposed pedestrian crossing across the A10. The deferral request was made without prejudice to the final decision to be made by the Planning Committee.
- 2.3 The independent assessment was prepared by Stantec, and a copy of the report is attached at Appendix 2.
- 2.4 The application has not been amended and no further consultation with statutory consultees has been undertaken since the April Planning Committee.
- 2.5 The full planning application, plans and documents submitted by the Applicant can be viewed online via East Cambridgeshire District Council's Public Access online service, via the following link <http://pa.eastcambs.gov.uk/online-applications/>.

3.0 PLANNING HISTORY

- 3.1 See Appendix 1

4.0 THE SITE AND ITS ENVIRONMENT

- 4.1 See Appendix 1

5.0 RESPONSES FROM CONSULTEES

- 5.1 See Appendix 1
- 5.2 See Appendix 2 for independent report prepared by Stantec.

6.0 PLANNING COMMENTS

- 6.1 All material planning considerations are addressed within the original report (Appendix 1) and this report only addresses matters of highway safety and transport impacts.
- 6.2 Highway Safety and Transport Impacts**
- 6.3 The independent report prepared by Stantec can be read in full at Appendix 2. Based on the report's overall findings and summarised conclusions (Page 22), Stantec makes the following recommendations (Page 23):

- i. The applicant reviews the site access design to ensure the construction of the access and visibility splay to the right can be achieved without the need for third-party land.
- ii. The existing street lighting on the A10 is extended past the proposed site access at the detailed design stage.
- iii. That 'KEEP CLEAR' road markings are provided across the site access at the detailed design stage to maintain access in/out of the site at peak times.
- iv. Further discussions are held between the developer, ECDC, and the local highway authority to ascertain whether CCC Highways would accept a standalone controlled crossing in this location given the analysis set out in this independent review.
- v. That the footway provision be reviewed, with either:
 - a. a service margin strip be provided, to decrease the proximity between pedestrians and the carriageway, or
 - b. the footway being re-routed through the site and emerging at the pedestrian crossing only.

6.4 Based on the independent Stantec report, which is a new material consideration in the assessment of this application, it is considered the current highways scheme does not appropriately support the proposed development and therefore introduces highway safety concerns of significant weight and potential new transport considerations of any revised highway scheme.

6.5 Notwithstanding, following receipt of the report, the Applicant has indicated their intention of engaging further with the Local Planning Authority (LPA) and Cambridgeshire County Council's Highways Authority to explore the delivery of an alternative highways scheme, including provision of a controlled crossing.

6.6 It is therefore recommended that Members resolve to defer the application to enable further investigation into the preparation of an acceptable highways scheme as per the recommendation as set out at 1.1.

6.7 The Applicant is encouraged to follow all recommendations of the Stantec report when designing any alternative highway scheme to reach an acceptable proposal in terms of highway safety.

6.8 Planning Balance

6.9 A full planning balance has been set out within the previous committee report at Appendix 1. Notwithstanding the matter of highway safety, the conclusions of the report are considered to remain unchanged in all respects.

6.10 It is considered that significant weight should be afforded to matters of highway safety, particularly for a development of this size. The independent report prepared by Stantec has raised new material concerns regarding the highway safety impacts of the proposed development, and the adequacy of the proposed infrastructure to serve the development proposals. Based on the conclusions and

recommendations of the Stantec report, in the eventuality that an acceptable highways scheme was not delivered in accordance with the recommendations of the report, it is considered that the harm caused by the absence of this infrastructure would be so significant as to outweigh the benefits of the proposal and warrant a recommendation of refusal.

- 6.11 However, as above, the Applicant has indicated their intention to work with the LPA and County Council to consider an alternative solution. On the basis of the Stantec report and conclusions of the previous committee report, the LPA are satisfied that there is a realistic prospect of an acceptable highways scheme being designed and that there are significant merits of the application proposals to justify further exploration of this.

7.0 COSTS

- 7.1 An appeal can be lodged against a refusal of planning permission or a condition imposed upon a planning permission. If a local planning authority is found to have acted unreasonably and this has incurred costs for the applicant (referred to as appellant through the appeal process) then a cost award can be made against the Council.
- 7.2 Unreasonable behaviour can be either procedural ie relating to the way a matter has been dealt with or substantive ie relating to the issues at appeal and whether a local planning authority has been able to provide evidence to justify a refusal reason or a condition.
- 7.3 Members do not have to follow an officer recommendation indeed they can legitimately decide to give a different weight to a material consideration than officers. However, it is often these cases where an appellant submits a claim for costs. The Committee therefore needs to consider and document its reasons for going against an officer recommendation very carefully.
- 7.4 In this case members' attention is particularly drawn to the following points:
- The conclusions of the Planning Inspectorate when approving the development under LPA Ref. 22/00180/OUM.
 - The two previous approvals under LPA Ref. 22/00180/OUM and 23/00712/OUM.

8.0 APPENDICES

Appendix 1 – Previous Committee Report (April 2024 Planning Committee) with detailed assessment of planning considerations and detailed list of recommended conditions.

Appendix 2 – Independent Report prepared by Stantec

Background Documents

23/01338/OUM
22/00180/OUM
23/00712/OUM

National Planning Policy Framework -

https://www.gov.uk/government/uploads/system/uploads/attachment_data/file/6077/2116950.pdf

East Cambridgeshire Local Plan 2015 -

<http://www.eastcambbs.gov.uk/sites/default/files/Local%20Plan%20April%202015%20-%20front%20cover%20and%20inside%20front%20cover.pdf>



**Land West of Cambridge Road, Stretham,
Cambridgeshire**

**East Cambridgeshire District Council Planning
Application Ref: 23/01338/OUM**

Third-Party Review on Behalf of ECDC – Highways and Transport

On behalf of **East Cambridgeshire District Council**



Project Ref: 332611436 | Rev: AA | Date: May 2024

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Document Control Sheet

Project Name: Land West of Cambridge Road, Stretham

Project Ref: 332611436

Report Title: Third-Party Review on Behalf of ECDC – Highways and Transport

Date: May 2024

	Name	Position	Signature	Date
Prepared by:	B Haydon	Assistant Transport Planner	<i>B Haydon</i>	May 2024
Reviewed by:	J Hopkins	Senior Associate	<i>J Hopkins</i>	May 2024
Approved by:	N Fern	Director of Transport Planning	<i>N Fern</i>	May 2024
For and on behalf of Stantec UK Limited				

Revision	Date	Description	Prepared	Reviewed	Approved

This report has been prepared by Stantec UK Limited ('Stantec') on behalf of its client to whom this report is addressed ('Client') in connection with the project described in this report and takes into account the Client's particular instructions and requirements. This report was prepared in accordance with the professional services appointment under which Stantec was appointed by its Client. This report is not intended for and should not be relied on by any third party (i.e. parties other than the Client). Stantec accepts no duty or responsibility (including in negligence) to any party other than the Client and disclaims all liability of any nature whatsoever to any such party in respect of this report.

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Appendices

Appendix A - ADPV² Calculation

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1 Introduction

1.1 Introduction and Background

- 1.1.1 Stantec UK Ltd (Stantec) has been appointed by East Cambridgeshire District Council (ECDC) to undertake a third-party review of transport and access matters relating to an Outline Planning Application (planning ref. 23/01338/OUM). This application is for 83 affordable residential dwellings, with all matters reserved except access.
- 1.1.2 The site already benefits from an existing extant planning consent, with access to the A10 agreed, for up to 38 affordable residential dwellings (planning ref. 23/0072/OUM), granted in 2023. The site also previously had a successful Appeal decision for 19 affordable residential dwellings, also with access agreed from the A10, granted in 2023.
- 1.1.3 Following a deferral at the Planning Committee, ECDC, as the local planning authority, has requested an independent review of the planning application in terms of the following for the additional 45 dwellings:
- Acceptability of the proposed vehicular access onto the A10;
 - Safety measures required to serve the development, specifically pedestrian safety / crossing points; and
 - Transport impacts of the Proposed Development upon the A10 highway network.
- 1.1.4 Due to the extant planning permission for 38 dwellings that the site already benefits from remaining live, this review assesses the impact of the additional 45 dwellings, and not the impacts or acceptability of the already consented 38 dwellings. However, the cumulative impact of the 83 dwellings has been considered and reported in this review.
- 1.1.5 In terms of highways, the following is noted:
- The proposed on and off site highway works remain the same as the previous two planning consents - for 19 affordable dwellings, and 38 affordable dwellings; and
 - Cambridgeshire County Council (CCC) Highways, as the local highway authority and a statutory consultee, has reviewed this application and has offered no technical objections to the proposals.

1.2 Material Review

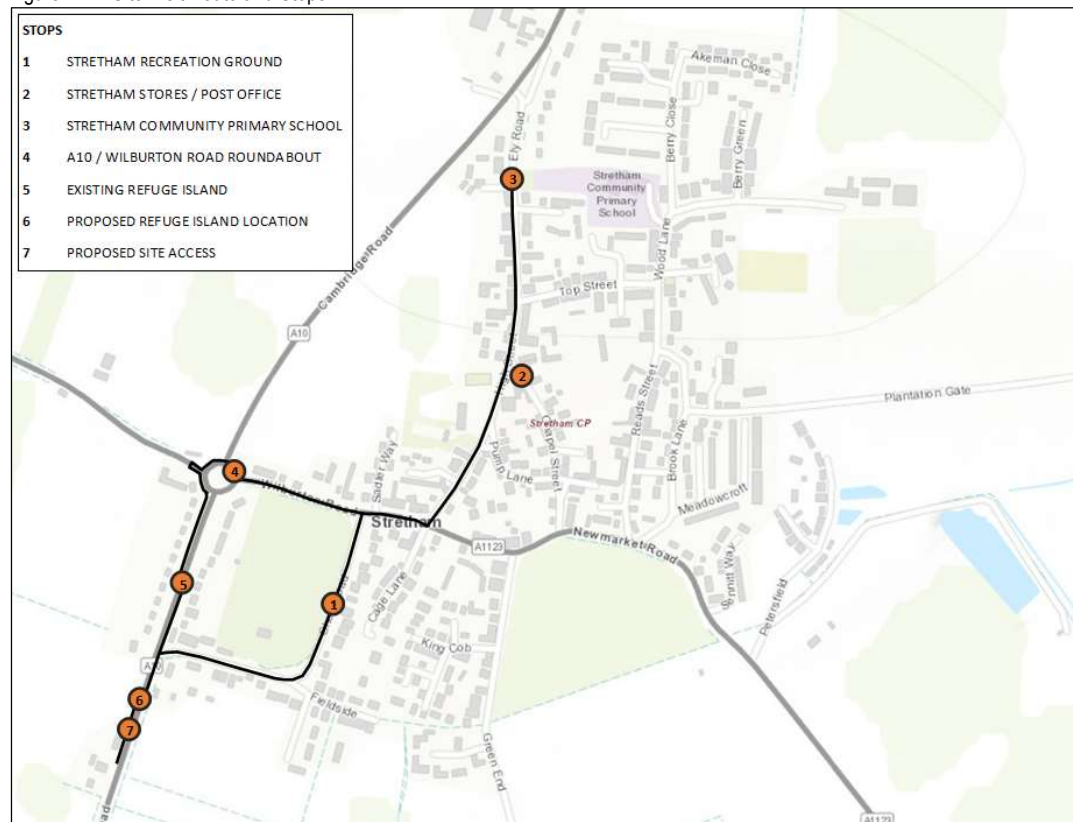
- 1.2.1 As part of this report, the following documents have been reviewed:
- Transport Assessment (Ardent, December 2023);
 - Transport Assessment Comments (Cambridgeshire County Council Highways, February 2024);
 - Road Safety Audit Stage 1 (M & S Traffic, July 2022); and
 - Revised Stage 1 RSA – Designer’s Response (Ardent, August 2022).
- 1.2.2 In addition to the above, the video recording of the Planning Committee (3rd April 2024) was also reviewed. It was during this Committee that the Members decided to appoint a third-party highways consultant to review all matters pertaining to transport and access matters.

- 1.2.3 No additional traffic surveys have been commissioned as part of this independent review. Reference has been made to the submitted survey material and evidence.
- 1.2.4 Any conclusions and recommendations made by Stantec will be based on evidence-based analyses, and with reference to local and national policy and guidance.

1.3 Site Visit (Tuesday 30th April 2024)

- 1.3.1 A site visit was conducted by Nigel Fern and Beth Haydon of Stantec on 30th April 2024 between 10:30 and 11:30 to assess the existing conditions, levels of infrastructure and general highway network conditions.
- 1.3.2 The site visit took the form of an on-foot assessment around Stretham village to observe:
- local facilities and amenities;
 - the A10 / Wilburton Road roundabout;
 - A10 / Short Road priority T junction;
 - A10 Cambridge Road; and
 - the Proposed Development site.
- 1.3.3 The weather during the site visit was dry and sunny.
- 1.3.4 The walking route taken and stops made are shown on **Figure 1.1**.

Figure 1.1 – Site Visit Route and Stops



Stop 1

- 1.3.5 The first stop on the site visit was to Stretham Recreation Ground, providing a key destination for recreational activity for local residents, providing sports facilities such as a football pitch and basketball court, a playpark and picnic areas.

Stop 2

- 1.3.6 The second stop on the site visit was the local convenience store and post office, which were observed to be within acceptable walking distance of the proposed site.

Stop 3

- 1.3.7 The third stop on the site visit was to Stretham Community Primary School. The school caters for children from 4 to 11 years of age, and also has a pre-school, Tiddlywinks, on site. The school currently has approximately 180 students organised into 7 classes. It is likely that any primary school aged children living in the Proposed Development would attend this school. The school is within acceptable walking distance of the site - 1,100m walking distance – national guidance provided below.

Figure 1.2 – Suggested Acceptable Walking Distance

	Town centres (m)	Commuting/School Sight-seeing (m)	Elsewhere (m)
Desirable	200	500	400
Acceptable	400	1000	800
Preferred maximum	800	2000	1200

Source - Guidelines for Providing For Journeys on Foot, IHT, 2000

Stop 4

- 1.3.8 The A10 / Wilburton Road Roundabout was the fourth stop on the site visit and was used to cross onto the western verge of A10 Cambridge Road. This roundabout experiences high levels of traffic with limited, uncontrolled, pedestrian crossing facilities.

Stop 5

- 1.3.9 The fifth stop on the site visit was the existing pedestrian refuge island crossing south of the A10 / Wilburton Road Roundabout. This gave an insight into the potential conditions crossing the A10 at an existing refuge island.

Stop 6

- 1.3.10 The sixth stop of the site visit was the location of the proposed pedestrian refuge island, to assess the speed and frequency of the traffic that would be experienced here.

Stop 7

- 1.3.11 Finally, the site visit stopped at the location of the proposed site access, to assess general highway conditions and visibility.
- 1.3.12 The findings of the site visit will be discussed in more detail in the following sections of this report.

1.4 Structure of this report

1.4.1 The next sections of this report review the following:

- Review of the submitted traffic survey data;
- Proposed vehicular access onto the A10;
- Pedestrian Safety review; and
- Transport impacts of the Proposed Development upon the A10 highway network.

2 Review of Submitted Traffic Survey Data

2.1 Introduction

2.1.1 As no additional traffic surveys or road traffic collision data have been acquired as part of this independent review, the applicant's submitted survey material has been considered and commented upon.

2.2 Existing Traffic Surveys

2.2.1 To support the outline planning application, the following existing traffic surveys were undertaken:

- Manual classified junction turning count at the A10 / Short Road priority T junction (immediately to the north of the proposed site access) on Wednesday 15th September 2021 during the AM and PM peaks only; and
- Manual speed survey on the A10 on Tuesday 14th and Wednesday 15th September 2021 on the approach to the proposed site access.

2.2.2 Stantec's observations are as follows:

- i) The surveys were undertaken by Trafficsense, an independent traffic data collection company;
- ii) Although the survey data is from 2021 - over 2½ years old - it is representative still as data up to 3 years old are generally accepted;
- iii) The surveys in September 2021 were outside of any Covid-19 lockdown restrictions;
- iv) A Wednesday in September is classed as a neutral survey month, hence the timing is appropriate;
- v) The survey counted traffic on one day only (Wednesday 15th September), and was used as the evidence base for the rest of the assessment. The traffic survey data strategy did not include for any Automatic Traffic Counts (ATCs). ATCs are used to record the number of vehicles travelling in both directions along a road, and typically collect data for a longer period than a Junction Turning Count (JTC) - for example, 1 - 2 weeks, recording vehicle movements every hour. This continuous ATC data, when collected in the same week of a JTC, can be used to validate that the day on which the JTC was undertaken is representative of typical network conditions;
- vi) The JTC count included for movements only, but did not include queueing data on the A10 to understand better the peak period congestion conditions on this part of the A10;
- vii) The speed survey was completed as per the appropriate National Highways' Design Manual for Roads and Bridges (DMRB) guidance. The existing speed limit in this location is 40mph, and the recorded speeds were as follows (dry weather conditions):
 - Northbound: average speed of 37.6mph, 85th percentile dry weather speed of 43.2mph; and
 - Southbound: average speed of 37.4mph, 85th percentile dry weather speed of 43.1mph.

2.2.3 Stantec comment as follows:

- i) Without the support of ATC data, Stantec cannot make further comment whether the one day traffic survey is representative of typical network conditions. Notwithstanding, it is unlikely that further ATC data would materially change the conclusions.
- ii) Observed existing vehicle speeds are appropriate at a location subject to a 40mph speed limit, and do not highlight a current vehicle speeding issue.

2.3 Road Traffic Collision Data

2.3.1 Road traffic collision data were supplied as part of the planning application documentation, for a 5 year period to 2023. This reflects the standard road safety review approach.

2.3.2 There were no recorded collisions within 120m of the proposed site access (120m being the appropriate forward visibility splay for a junction located within a section of road subject to a 40mph speed limit).

2.3.3 There was a pedestrian injury collision (Slight injury) on the A10 outside 18 Cambridge Road at the existing pedestrian crossing near the existing bus stops, some 175m north of the proposed site access - albeit this incident was more than 5 years ago, in November 2017. From a further review of CrashMap, a pedestrian using the crossing was struck by a motor cyclist.

2.3.4 The Transport Assessment concluded that there are no existing highway safety issues locally. Stantec agrees with this comment as:

- The one incident does not represent a road safety issue; and
- This incident was outside of the 5 year period considered.

3 Proposed Vehicular Site Access Review

3.1 Introduction

3.1.1 Stantec has reviewed the proposed vehicular site access to the A10, in terms of both design and future operation for 83 dwellings. This section considers:

- a site access design review; and
- a junction capacity assessment review.

3.2 Site Access Design Review

3.2.1 The proposed site access junction form for the Proposed Development onto the A10 Cambridge Road as shown on Ardent drawing 2003310-004 Rev B is a simple priority T-junction.

3.2.2 The Local Highway Authority, Cambridgeshire County Council Highways, has approved this layout for the 83 dwelling planning application, and it has undergone a Stage 1 Road Safety Audit process.

3.2.3 In terms of the overall design layout, Stantec concurs that the proposed site access design is in accordance with CCC requirements in terms of the access road width, kerbed radii, and vehicle swept paths. Further detail is provided of the visibility splay review.

3.2.4 The existing street lighting on the A10 stops before the proposed site access. Stantec recommends that the existing street lighting is extended past the proposed site access, as part of the detailed design process.

Visibility splays to the left and right out of the site access

3.2.5 The appropriate visibility splay for a priority junction within a section of road subject to a 40mph speed limit is 2.4m x 120m.

3.2.6 From observation, Stantec concurs that visibility to the left of the minor arm appears achievable – subject to existing vegetation being cut back. This is shown in **Figure 3.1**, a photo taken 2.4m back from the main A10 carriageway kerblin, as per the design standards, and mimics the position of a driver arriving at the junction to exit the Proposed Development.

Figure 3.1 – Proposed Vehicular Site Access – Left Visibility Along A10 Cambridge Road



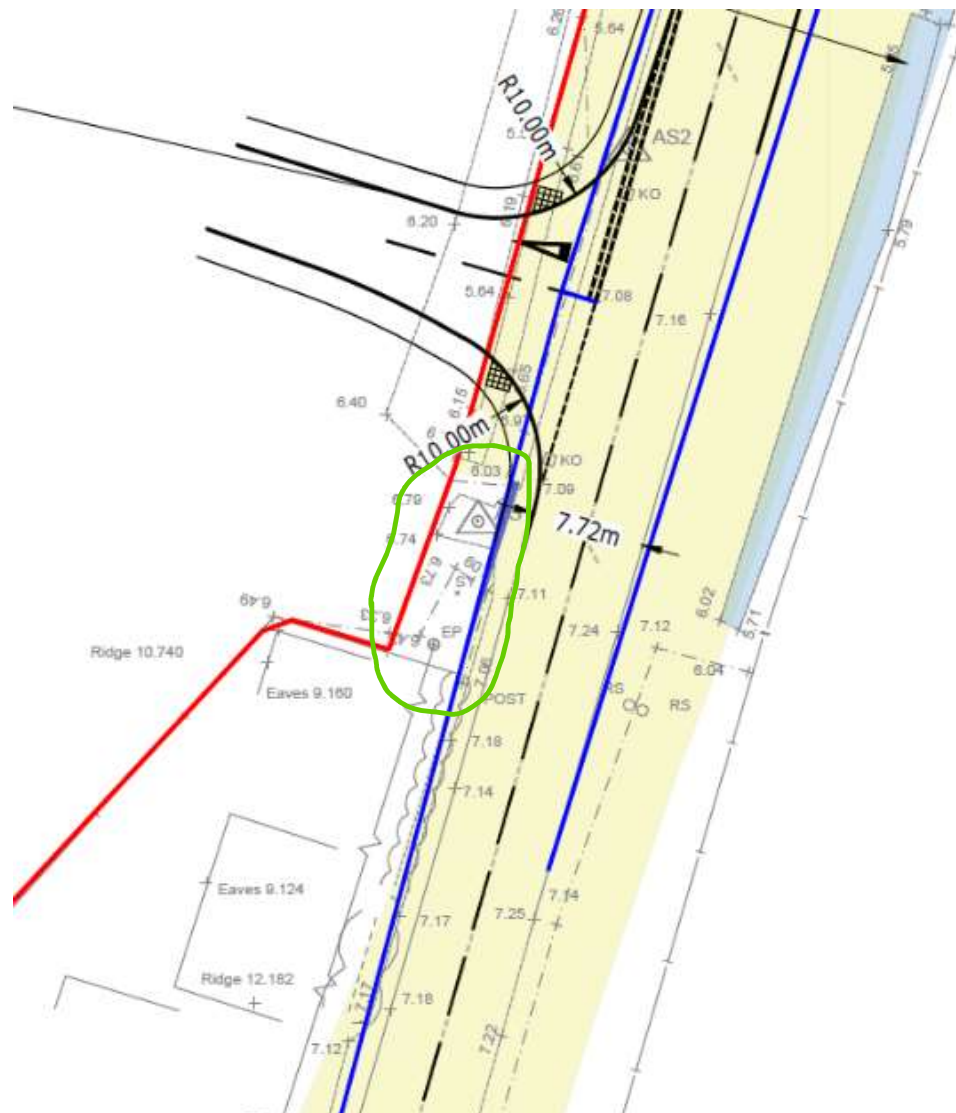
- 3.2.7 Stantec questions whether the 120m visibility splay can be achieved to the right of the proposed site access. The splay is obstructed by further existing vegetation intruding into the highway - as shown in **Figure 3.2** - as well as third-party land. The photo in Figure 3.2 has also been taken 2.4m back from the main carriageway kerbline to mimic the position of a driver waiting to turn.

Figure 3.2 – Proposed Vehicular Site Access – Right Visibility Along A10 (photo position marginally south of the proposed access point due to dense vegetation cover)



- 3.2.8 Whilst Stantec accepts vegetation within the highway may be removed to increase visibility, the site access drawing (2006310-004 Rev B – Proposed Site Access Arrangements – Priority 'T' Junction) does not provide sufficient detail to confirm that the right visibility splay can be provided without potentially needing third-party land, as well as the construction of the footway kerb line (adopted public highway been shown as shaded yellow). The area of land in question is circled green below in **Figure 3.3**, and does not appear to be within public highway or the development red line boundary.

Figure 3.3 – Site Access – Proposed T-Junction



- 3.2.9 Stantec recommends the Applicant is required to provide further detail of the highway boundary for review to determine whether an appropriate visibility can be achieved without third party land.
- 3.2.10 Stantec also recommend that the existing street lighting is extended past the proposed site access, as part of the detailed design process.

3.3 Site Access Capacity (at peak times)

- 3.3.1 The form and principle of access to the A10 reflects the forecast number of vehicles entering and leaving proposed site - in the network peak periods, and during the day. A junction capacity assessment has been undertaken using the industry-standard computer model (JUNCTIONS 10) by the applicant.
- 3.3.2 Junction capacity assessment results for both the permitted 38 dwellings and the proposed full 83 dwellings are provided within the submitted Transport Assessment, a summary is provided for completeness in **Table 3.1** below.

Table 3.1 – Proposed Vehicular Site Access – Junction Capacity Assessment Results

Assessment Year and Manoeuvre	Base Case (Background growth + Waterbeach Barracks + 115 houses at Wilburton + previously consented 38 houses on application site)						Development Case (Base + additional 45 houses on application site)					
	Weekday am peak			Weekday pm peak			Weekday am peak			Weekday pm peak		
	RFC	Queue (vehs)	Delay (secs)	RFC	Queue (vehs)	Delay (secs)	RFC	Queue (vehs)	Delay (secs)	RFC	Queue (vehs)	Delay (secs)
2027												
B-C Left turn out of site access	0.03	0.0	7.39	0.01	0.0	7.84	0.06	0.1	7.74	0.02	0.0	7.98
B-A Right turn out of site access	0.05	0.0	18.10	0.02	0.0	16.88	0.10	0.1	19.25	0.04	0.0	17.65
C-AB A10 southbound ahead + right turn	0.02	0.0	3.26	0.04	0.0	4.17	0.03	0.0	3.28	0.09	0.1	4.27
Junction Delay (secs/veh)	0.18			0.13			0.37			0.29		
Network Residual Capacity	45%			64%			44%			58%		
2032												
B-C Left turn out of site access	0.03	0.0	7.49	0.01	0.0	7.98	0.06	0.1	7.85	0.02	0.0	8.13
B-A Right turn out of site access	0.05	0.1	19.07	0.02	0.0	17.76	0.11	0.1	20.35	0.04	0.0	18.62
C-AB A10 southbound ahead + right turn	0.02	0.0	3.23	0.04	0.1	4.15	0.03	0.0	3.25	0.09	0.2	4.25
Junction Delay (secs/veh)	0.18			0.13			0.38			0.29		
Network Residual Capacity	41%			59%			40%			54%		

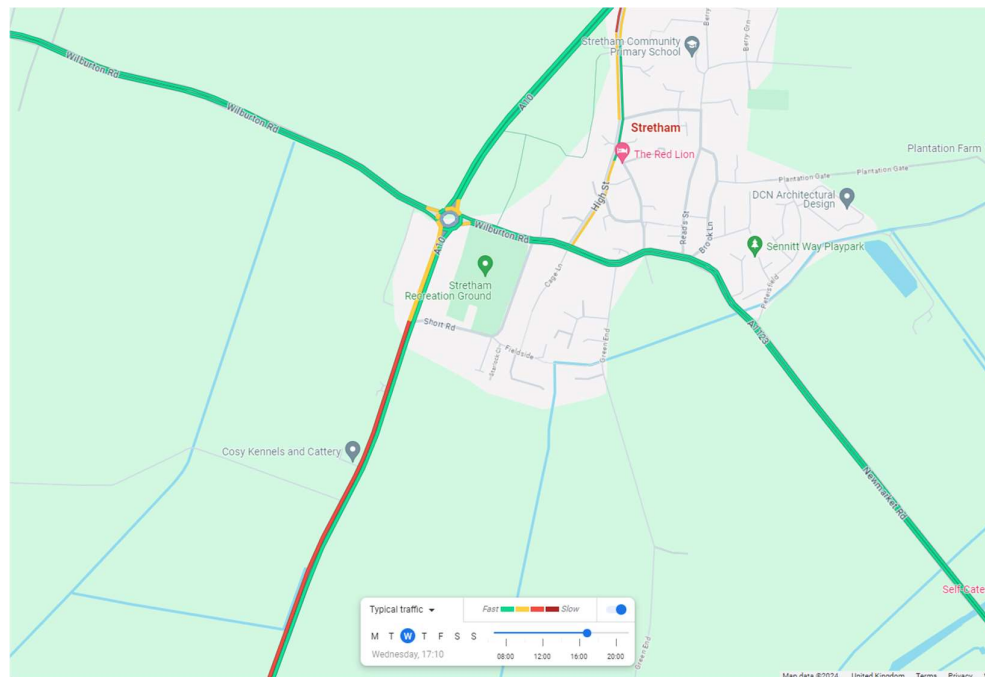
- 3.3.3 The “RFC” - Ratio of Flow to Capacity - provides a measure of the forecast utilised capacity of an individual movement at a junction. RFC values of 0.85 (i.e., at 85% capacity) was generally considered to represent a junction operating at practical capacity: a RFC above this value represents a junction beginning to become congested.
- 3.3.4 **Table 3.1** shows that in the 2032 future year scenario, the site access is forecast to operate with low RFCs and low levels of delay. A maximum RFC of 0.11 in the AM peak and 0.09 in the PM peak fall well within the 0.85 RFC.
- 3.3.5 When comparing conditions for the consented scheme for 38 dwellings against the same scheme with the additional 45 dwellings, there is only an additional delay of 1 second for vehicles leaving the site, with minimal increases in RFC. The forecast average delay leaving the site would be 20 seconds in the AM peak, and 19 seconds in the PM peak.
- 3.3.6 With respect to the right turn in movement:
- The delay entering the site from the north is 3 – 4 seconds – this delay is minimal, and is acceptable.

- The Stage 1 Road Safety Audit queried the absence of a right turn lane on the A10, and if the development should increase in size, the lack of a protected right turn facility could lead to rear end shunts (Problem 3.3.2).
 - The Designers' Response identified that the simple priority T junction form was agreed with CCC Highways for the larger scheme.
- 3.3.7 Stantec has reviewed the likely development vehicular trip generation, and the modelling results above. Based on the DMRB CD 123 'Geometric design of at-grade priority and signal-controlled junctions' (which applies to trunk roads), Stantec concurs that the proposed 83 dwellings does not require a ghost island right turn lane access form on the A10 (and also particularly within a 40mph speed limit).
- 3.3.8 Therefore, these results are well-within acceptable criteria, and it can be concluded that the site access form would perform within capacity and would suitably serve further development.
- 3.3.9 However, as noted in Chapter 2 of this report, no ATC data were collected for a longer period to validate that the day on which the survey was undertaken is representative of a typical network day. Nevertheless, given the modelling results above, and the site access shown to be operating well-within capacity, additional survey data is unlikely to make a material difference to the conclusions already reached.

Other capacity issues

- 3.3.10 The CCC Highways Officer response referred to the A10 / A1123 roundabout peak period congestion leading to queueing traffic on the A10 extending to the proposed site access which could prevent vehicles from exiting / entering the site.
- 3.3.11 The Google Maps typical PM Peak traffic conditions shown in Figure 3.4 shows this.

Figure 3.4 – Google Maps Typical Traffic Conditions



- 3.3.12 As conditions at the A10 / A1123 Roundabout were not assessed as part of this Transport Assessment, Stantec is unable to comment further.
- 3.3.13 Notwithstanding,
- A development of 83 dwellings would typically generate circa. 50 two-way vehicle trips in the PM peak;
 - The Transport Assessment identified that 59% would assign northwards – this equates to 1 additional trip every 2 minutes; and
 - Whilst a development of this scale would impact conditions by a marginal amount, it is not reasonable for the developer to be expected to resolve these capacity issues.
- 3.3.14 As queues of these levels could affect the ability for vehicles to exit and enter the Proposed Development at peak times, Stantec recommends that 'KEEP CLEAR' road markings are provided across the site access frontage during the detailed design stage, to maintain access in / out of the site at peak times.

4 Pedestrian Safety Review

4.1 Introduction

- 4.1.1 This section includes a review of design and safety matters relating to the pedestrian proposals included in the outline planning application.
- 4.1.2 These proposals include for an uncontrolled pedestrian crossing across the A10 in the form of a pedestrian refuge island, south of the junction with Short Road, and a 2 metre wide footway with no service margin connecting the site to the proposed crossing and onwards to the village of Stretham.
- 4.1.3 This pedestrian provision was previously accepted and agreed by CCC for the 38 dwellings.
- 4.1.4 Neither the Transport Assessment response submitted by CCC Highways, nor the Road Safety Audit Stage 1 identified any concerns regarding the suitability of the proposed pedestrian provision.
- 4.1.5 No technical evidence is contained within the submitted Transport Assessment supporting the chosen pedestrian crossing type.
- 4.1.6 Given the location of the Proposed Development on the western side of the A10, all future resident pedestrians would need to cross the A10 to access Stretham, the local facilities/amenities, primary school, play areas, and the southbound bus stop on the A10.

4.2 Pedestrian Facilities Design

- 4.2.1 The proposed footway connecting to the site is 2m wide, with no service margin (protection from the carriageway).
- 4.2.2 The pedestrian refuge island has a width of 2m, therefore exceeds the minimum 1.8 metre width for pushchair users identified in CIHT's 'Designing for Walking' (2015). This width is also the same width as the footway, maintaining consistency with this route.
- 4.2.3 There are no obstructions within the standard visibility of the pedestrian crossing.
- 4.2.4 Tactile paving is proposed on the refuge island to ensure the crossing is accessible to visually impaired users.
- 4.2.5 The proposed pedestrian refuge island would be within the existing network of street lighting on the A10. However, it is recommended that the street lighting is extended past the proposed site access.

4.3 Review of Transport Assessment Person Trip Generation

- 4.3.1 The predicted pedestrian generation of the Proposed Development provided in the Transport Assessment has been reviewed.
- 4.3.2 Trip rates were obtained from the TRICS database to inform this assessment. Whilst the 'Houses Privately Owned' sub-category was used instead of 'Affordable / Local Authority Houses / Flats', this is reasonable due to the limited survey data available for the latter sub-category, albeit noting that levels of car ownership in privately owned houses are generally higher than in affordable housing.

- 4.3.3 The Transport Assessment used the latest available Census 2011 journey to work mode split data to estimate the likely number of residents walking and cycling to and from the proposed development. For 83 dwellings, the report forecasts 4 two-way pedestrian trips and 3 two-way pedestrian trips in the AM and PM peak hours respectively - this would be 2 and 1 pedestrians respectively for the extant consent of 38 dwellings. Stantec considers these forecasts are considerably low as:
- The Census data are for journeys to work only – it does not consider other journey purposes like trips to education, retail, and leisure more commonly made by non-car modes; and
 - The Proposed Development is entirely for affordable housing, generally with lower access to cars.
- 4.3.4 As such, Stantec has provided an alternative assessment.
- 4.3.5 According to the Office for National Statistics (ONS), 89% of all privately owned households owned at least one car in 2018, whilst this percentage drops to 46% in affordable housing. This suggests that the number of private car trips generated by the Proposed Development will be lower than predicted, whilst the number of trips via public transport and sustainable active travel modes such as walking and cycling will be higher.
- 4.3.6 Additionally, affordable housing is likely to accommodate higher numbers of school-aged children than private houses - the Department for Education's 'National Pupil Yields from Housing Development' statistics stating that for the 2021 / 22 academic year the average number of primary school age children per household for the entire country was 0.250, rising to 0.336 in affordable homes. This trend is mimicked in the demand for secondary school spaces, with the national average being 0.130 rising to 0.189 in affordable homes.
- 4.3.7 Using these data, it is estimated that the 83 units would accommodate around 28 primary school aged children and 16 secondary school aged children living at the Proposed Development, based on 100% affordable housing provision.
- 4.3.8 It is expected that the majority – if not all - of these primary school pupils would attend the Stretham Community Primary School, which is a 1.1km walk from the Proposed Development: this is an acceptable walking distance. Combined with the lower levels of car ownership associated with affordable housing, the majority of these primary education trips would be made on foot. A worse-case scenario would be all 28 primary school pupils travelling to school on foot, with each one accompanied by an adult. There could be circa 50 one-way pedestrian movements in the AM peak.
- 4.3.9 There is no secondary education within Stretham, with children from the village generally attending schools in Ely. The bus stops to the north of the Proposed Development would facilitate the travel of children to secondary schools outside of the village. This would further increase the number of pedestrian movements, possibly by a further 16 children.
- 4.3.10 The Transport Assessment reported a total of 30 two-way pedestrian and 6 two-way cycle movements in a weekday 12-hour period. For the reasons set out above, this prediction fails to take into account the characteristics of the site being 100% affordable housing, with lower levels of private car ownership and increased numbers of children residing there, and is below the likely number of pedestrian trips.
- 4.3.11 All of the above assessment is based on the total 83 dwellings, acknowledging that 38 dwellings already has extant planning consent with this proposed provision.

4.4 Pedestrian Crossing Guidance Review

- 4.4.1 To determine the suitability of the proposed uncontrolled pedestrian refuge island crossing, a review of national guidance has been carried out. The type of crossing facility required is a response to many factors, and should be reviewed on a site by site basis including:
- Numbers of people wishing to cross at any one time;
 - Speed and volume of traffic;
 - Crossing distance;
 - Confidence of the people crossing;
 - Age of the people crossing;
 - Physical or visual considerations of the people crossing;
 - Perception of danger; and
 - Time of day
- 4.4.2 The decision making of the type of crossing chosen is clearly subjective, and professionals will have differing views and conclusions.
- 4.4.3 There is no definitive national or local threshold for determining the type of crossing provision required based on levels of pedestrians, traffic flows, or vehicle speeds - e.g., when a crossing must be a controlled. Due to this, this review will refer to several relevant national guidance documents that advise the suitability of crossing types to provide a more evidence-base analysis. These include:
- i) Designing for Walking (Chartered Institute of Highways and Transportation) - March 2015;
 - ii) Local Transport Note 1/20 Cycle Infrastructure Design (Department for Transport) – December 2020; and
 - iii) ADPV² Crossing Assessment.

Designing for Walking (Chartered Institute of Highways and Transportation)

- 4.4.4 CIHT's 'Designing for Walking' March 2015 provides guidance on implementing pedestrian facilities including crossings.
- 4.4.5 **Table 4.1** shows guidance provided on suitability of pedestrian crossing provision based on levels of traffic flow and the speed of the road. This document does not advise what level of flow is "low", "medium" or "high" though. The provided two-way peak hour counts of 1,500-1,650 vehicles per hour suggest a daily flow of around 15,500 vehicles, which is considered to be a High flow.

Table 4.1 – Designing for Walking – Pedestrian Crossing Suitability

<i>Crossing Type</i>	<i>Traffic Flow</i>	<i>Traffic Speed</i>				
Refuge/central reservation	High	20	30	35	40	50+
	Medium	20	30	35	40	50+
	Low	20	30	35	40	50+
Signal controlled (stand-alone)	High	20	30	35	40	50+
	Medium	20	30	35	40	50+
	Low	20	30	35	40	50+

Generally Acceptable ■Design With Caution ■Generally Unacceptable ■

4.4.6 The above indicates that:

- The advantages of refuge island facilities allows crossing the road in two stages;
- For the observed speeds of 37mph, the application of a pedestrian refuge island crossing on the A10 should be 'designed with caution'; but that
- The same guidance identifies that the application of a signal controlled crossing for these speeds is should also be 'designed with caution'.

LTN 1/20 Cycle Infrastructure Design (Department for Transport)

4.4.7 LTN 1/20 provides guidance for local authorities on designing high quality and safe cycle infrastructure. This guidance does focus on cyclists, and a pedestrian equivalent does not exist though. We have still included this in our guidance review as similar principles apply.

4.4.8 **Table 4.2** below taken from LTN 1/20 provides an indication of the suitability of each type of crossing, depending on the speed and volume of traffic and the number of lanes to be crossed in one movement.

Table 4.2 – LTN 1/20 – Cycle Infrastructure Design – Crossing Design Suitability

Speed Limit	Total traffic flow to be crossed (pcu)	Maximum number of lanes to be crossed in one movement	Uncontrolled	Cycle Priority	Parallel	Signal	Grade separated
≥ 60mph	Any	Any	Unsuitable	Unsuitable	Unsuitable	Unsuitable	Suitable
40 mph and 50 mph	> 10000	Any	Unsuitable	Unsuitable	Unsuitable	Unsuitable	Suitable
	6000 to 10000	2 or more	Unsuitable	Unsuitable	Unsuitable	Unsuitable	Suitable
	0-6000	2	Unsuitable	Unsuitable	Unsuitable	Unsuitable	Suitable
	0-10000	1	Unsuitable	Unsuitable	Unsuitable	Unsuitable	Suitable
≤ 30mph	> 8000	> 2	Unsuitable	Unsuitable	Unsuitable	Unsuitable	Suitable
	> 8000	2	Unsuitable	Unsuitable	Unsuitable	Unsuitable	Suitable
	4000-8000	2	Unsuitable	Unsuitable	Unsuitable	Unsuitable	Suitable
	0-4000	2	Unsuitable	Unsuitable	Unsuitable	Unsuitable	Suitable
	0-4000	1	Unsuitable	Unsuitable	Unsuitable	Unsuitable	Suitable

- Provision suitable for most people
- Provision not suitable for all people and will exclude some potential users and/or have safety concerns
- Provision suitable for few people and will exclude most potential users and/or have safety concerns

- Notes:
1. If the actual 85th percentile speed is more than 10% above the speed limit the next highest speed limit should be applied
 2. The recommended provision assumes that the peak hour motor traffic flow is no more than 10% of the 24 hour flow

4.4.9 The guidance above shows that to cross two lanes on a 40mph road, an uncontrolled pedestrian crossing would be 'suitable for few people and will exclude most potential users and / or have safety concerns'.

4.4.10 Based on the guidance in LTN 1/20, the only crossing provision 'suitable for most people' on a road with a 40mph speed limit is a signal controlled or grade-separated crossing.

The ADPV² Crossing Assessment

4.4.11 The ADPV² Crossing Assessment is a longstanding tool used to assess the suitability of pedestrian crossing provision, and considers the number of accidents (A) over the last 3 years, the difficulty (D) experienced crossing the road, the number of both pedestrians (P) and vehicles (V). It is recent update to the traditional PV² assessment introduced originally in 1995.

4.4.12 The thresholds for different crossing provision based on ADPV² values is shown in **Table 4.3** below.

Table 4.3 – ADPV² Crossing Assessment – Thresholds and Recommendations

Threshold	Recommendation
<20,000,000	Pedestrian Crossing Unlikely to Be Required
20,000,000 – 60,000,000	Pedestrian refuge or Road narrowing
>60,000,000	Recommended for Controlled Pedestrian Crossing

- 4.4.13 Based on the number of pedestrian and cycle trips predicted in the Transport Assessment (5 two-way trips in the AM peak and 4 two-way trips in the PM peak), the ADPV² value would be 17,463,788 in the AM peak and 11,836,240 in the PM peak. Both would fall within the threshold recommending that a pedestrian crossing would be unlikely to be required. The analysis is contained in **Appendix A**.
- 4.4.14 However, as detailed in **Section 4.3**, Stantec considers the number of pedestrian trips forecast in the Transport Assessment to be under-reported and should be considerably higher due to the Proposed Development consisting solely of affordable homes and being located in close proximity to a primary school.
- 4.4.15 For reference, due to the vehicle volumes at peak times and crossing width, greater than 18 one-way pedestrian movements in an hour would trigger the recommendation for a controlled crossing. It is noted that the extant planning consent for 38 dwellings would have been likely to have triggered the recommendation for a controlled crossing based on this assessment.
- 4.4.16 The results of this assessment all depends on the likely number of primary school numbers walking to and from the Stretham community primary school. Based on the above analysis, Stantec forecast this to be greater than 18 movements between 0800-1900, therefore recommending a controlled crossing.

Summary and Conclusion

- 4.4.17 In summary, the above analysis using three different guidance documents is shown in the table below.

Table 4.4 – Summary of guidance assessment

Guidance	Uncontrolled refuge island	Signal Controlled (standalone)
CIHT Designing for Walking	<i>Design with Caution</i>	<i>Generally Acceptable (medium traffic flows) Design with Caution (high traffic flows)</i>
LTN 1/20	<i>Provision suitable for few people and will exclude most potential users and/or have safety concerns</i>	<i>Provision suitable for most people</i>
ADPV ² Crossing Assessment	<p>Ardent estimate pedestrian/cycle numbers: <i>Pedestrian crossing unlikely to be required</i></p> <p>Stantec estimate pedestrian/cycle numbers: <i>Recommended for controlled pedestrian crossing</i></p>	

4.4.18 In conclusion:

- i) There is no technical evidence dictating the chosen pedestrian crossing type;
 - ii) CCC Highways has accepted the provision of an uncontrolled pedestrian refuge crossing, with no reference to a controlled crossing;
 - iii) The Stage 1 Road Safety Audit makes no reference to this provision;
 - iv) The likely forecast number of primary school walking trips is the key factor to consider here, and the three guidance assessments detailed above would appear to suggest a controlled crossing is more suitable in this location given the local factors; and
 - v) Using this guidance, this conclusion may have been reached even for the extant planning permission of 38 dwellings.
- 4.4.19 It is unclear, without further discussions, whether CCC Highways would accept a standalone controlled crossing in this location away from a roundabout (although the principle of controlled crossings on the A10 within a 40mph speed limit is already accepted further south of the proposed site at Waterbeach and the Cambridge Research Park).
- 4.4.20 It is therefore recommended that the Applicant and ECDC liaise further with CCC Highways on this matter.

4.5 Review of the footway provision

- 4.5.1 The proposals are for the existing footway to be extended to the proposed access with a 2m wide footway, with no service margin. This would connect to the proposed crossing facility.
- 4.5.2 This pedestrian provision, previously accepted and agreed by CCC for the 38 dwellings, is reviewed.

Environmental Assessment of Traffic and Movement (Institute of Environmental Management and Assessment, July 2023)

- 4.5.3 Though the IEMA guidelines are more broadly for the assessment of traffic and movement associated with development subject to environmental assessments, they also provide useful guidance on non-motorised user amenity.
- 4.5.4 As part of an Environmental Statement for a new development, the Fear and Intimidation category likely to be experienced by pedestrians is dependent upon:
- The total volume of traffic (24 hour and 18 hour);
 - The vehicle heavy composition;
 - The average speed these vehicles are passing; and
 - The proximity of traffic to people – and / or the feeling of the inherent lack of protection created by factors such as a narrow pavement median, a narrow path or a constraint (such as a wall or fence) preventing people stepping further away from moving vehicles.

The levels of Fear and Intimidation are then weighted as either small, moderate, great, or extreme taking the above parameters into account.

- 4.5.5 Stantec would ideally have been able to calculate the levels of Fear and Intimidation as per the standard, but due to the lack of ATC data collected, this was not possible to do so.

- 4.5.6 Stantec has assessed the perceived levels of Fear and Intimidation following the site visit as great to extreme due to the following:
- A high volume of traffic, particularly a high volume of HGVs;
 - The vehicles passing at an average speed of 37mph; and
 - The lack of protection between the footway and the traffic creating a feeling of vulnerability and concern about safety.
- 4.5.7 The proposed pedestrian footway provision does address in part the final point of proximity to the carriageway, however simply widening the footway would mean that a pedestrian may still have to walk close to the carriageway when in groups of more than one or walking past other pedestrians. The levels of Fear and Intimidation would be greatly improved by either:
- The introduction of a service margin strip to separate the footway from the road (0.5m - 1m wide); or
 - Rerouting the widened footway through the site, only emerging at the carriageway at the location of the pedestrian crossing.

4.6 Conclusions and Recommendations

- 4.6.1 It is unclear, without further discussions, whether CCC Highways would accept a standalone controlled crossing in this location away from a roundabout (although the principle of providing controlled crossings on the A10 within a 40mph speed limit is already accepted further south of the proposed site at Waterbeach and the Cambridge Research Park). It is therefore recommended that the applicant and ECDC liaise further with CCC Highways on this matter.
- 4.6.2 It is recommended that the levels of Fear and Intimidation experienced along the footway be reduced by either:
- Seeking the introduction of a service margin strip to separate the footway from the road (0.5m - 1m wide); or
 - By re-routing the widened footway through the site, only emerging at the carriageway at the location of the pedestrian crossing.

5 Transport Impacts of the Proposed Development

5.1 Introduction

5.1.1 Stantec have been asked to review the transport impacts of the Proposed Development on the A10 and surrounding highway network as part of this report.

5.2 Transport Impact on the A10

5.2.1 A summary of the additional traffic using the A10 as a result of the Proposed Development is shown in **Table 5.1** below. This only assesses the difference between the already consented 38 dwellings and the outline planning application for 83 dwellings.

Table 5.1 – A10 / Wilburton Road Roundabout – Traffic Impacts

Year and Link	Weekday am peak hour				Weekday pm peak hour			
	Base Case (Background + 38 houses)	Development Case (Background + 83 houses)	Increase (+45 dwellings)		Base Case (Background + 38 houses)	Development Case (Background + 83 houses)	Increase (+45 dwellings)	
2027								
A10 north of access	1599	1616	17	1.0%	1465	1480	16	1.1%
A10 south of access	1596	1610	24	1.5%	1462	1474	23	1.6%
2032								
A10 north of access	1643	1659	17	1.0%	1512	1527	16	1.0%
A10 south of access	1640	1653	24	1.5%	1509	1521	23	1.5%

5.2.2 The results show that the increase in flow experienced in both AM and PM peaks in both the 2027 and 2032 scenarios are less than 2%, which is well within daily variation.

5.2.3 Stantec conclude that this impact would be imperceptible on an already highly used road, and so this impact on the A10 is minimal.

6 Conclusions and Recommendations

6.1 Conclusions

6.1.1 This report has been prepared by Stantec UK Ltd to advise East Cambridgeshire District Council of an independent third-party review of transport and access matters relating to an Outline Planning Application (planning ref. 23/01338/OUM). This application is for 83 affordable residential dwellings, with all matters reserved except access.

6.1.2 Stantec concludes the following:

Proposed Vehicular Site Access Review

- i) The proposed site access has been designed to the appropriate design standards.
- ii) The site access drawings do not show clearly the right visibility splay within the highway. This visibility is achievable only with the removal of vegetation which is not all within the highway. The site access proposals should be reviewed to ensure that the construction of the junction is possible and visibility splays are achievable.
- iii) Due to the lack of ATC data collected, it is not possible to validate the day of the junction turning counts to ensure that the data represents a typical network day (although this is unlikely to materially change the conclusions already reached).
- iv) Stantec cannot comment on the validity of the data, only that the junction performs within capacity with the data collected.
- v) That 'KEEP CLEAR' road markings provided across the site access at the detailed design stage would maintain access in / out of the site at peak times when queuing from the A10 / A1123 Roundabout could obstruct the entry.

Pedestrian Safety Review

- vi) The proposed refuge island crossing appears to be designed to standard.
- vii) The levels of pedestrian trips associated with a 100% affordable housing development have been under-estimated, and Stantec's assessment should be considered instead.
- viii) Though there is no set threshold for the trigger for an uncontrolled crossing becoming controlled, Stantec believe that the guidance reviewed in this report would appear to suggest a controlled crossing is more suitable in this location given the local factors.
- ix) The proposed footway would still be in close proximity to the carriageway, and pedestrians are likely to experience high levels of Fear and Intimidation as a result of feeling vulnerable to traffic. A footway with a service margin strip to put space between pedestrians and the carriageway would be more appropriate, or alternatively rerouting the footway through the site and only emerging at the pedestrian crossing.

Transport Impacts of the Proposed Development

- x) Stantec concludes that the impact of the Proposed Development on the surrounding highway network will be imperceptible in such high levels of traffic, and the percentage increases forecast fall well within daily variation.

6.2 Recommendations

6.2.1 Stantec recommends the following:

- i) The applicant reviews the site access design to ensure the construction of the access and visibility splay to the right can be achieved without the need for third-party land.
- ii) The existing street lighting on the A10 is extended past the proposed site access at the detailed design stage.
- iii) That 'KEEP CLEAR' road markings are provided across the site access at the detailed design stage to maintain access in/out of the site at peak times.
- iv) Further discussions are held between the developer, ECDC, and the local highway authority to ascertain whether CCC Highways would accept a standalone controlled crossing in this location given the analysis set out in this independent review.
- v) That the footway provision be reviewed, with either:
 - a service margin strip be provided, to decrease the proximity between pedestrians and the carriageway, or
 - the footway being re-routed through the site and emerging at the pedestrian crossing only.

6.2.2 The above recommendations would be in line with current policy, in particular NPPF:

- Para 114 (b) – developments proposals should ensure that safe and suitable access to the site can be achieved for all users;
- Para 116 (a) – development should give priority first to pedestrian and cycle movements, both within the scheme and with neighbouring areas;
- Para 116 (c) – create places that are safe, secure and attractive – which minimise the scope for conflicts between pedestrians, cyclists, and vehicles.

Appendix A - ADPV² Calculation



Appendix 3

Threshold	Recommendation
0	Ped crossing unlikely required
20,000,000	Ped Refuge or Road narrowing
60,000,000	Recommended for Controlled Ped Crossing
60,000,000	Recommended for Controlled Ped Crossing

Time Period	8-9am	5-6pm
A	1	1
D	1.27	1.27
P	5	4
V	1659	1527
ADPV²	17,463,788	11,836,240
Recommendation	Ped crossing unlikely required	Ped crossing unlikely required

No accidents involving pedestrians according

A	Accident Factor	1+(N/10)	
D	Difficulty Factor	1.2 x W/7.3	
P	Ped Movements		
V	Volume of traffic		
N	Number of pedestrian accidents	0	
W	road width	7.72	

Pedestrian Data			
Time Period	Pedestrians (age <16)	Pedestrians (age <16)	Cyclists
8-9am	5	0	0
5-6pm	4	0	0

Raw Data	
N	0
W	7.72

ITEM NO.	REPORT REF.	APPLICATION	DECISION	ACTION BY
7	23/01338/OUM	<p>Land At Cambridge Road Stretham Cambridgeshire</p> <p>Outline planning application for the erection of up to 83 Affordable Homes with associated access, parking, and landscaping - all matters reserved except for means of access</p>	<p>That the planning application 23/01338/OUM be DEFERRED in accordance with the following terms:</p> <ul style="list-style-type: none"> a) In order to allow the submission, formal consultation and presentation of an acceptable highways scheme at Planning Committee within a period of 6 months AND b) The Committee delegates authority to refuse the application in the event that the Applicant does not agree any necessary extensions to the statutory determination period to enable the completion of the works set out under a) and final determination of the application c) That the reserved matters to come back before committee for approval (if the outline application is approved) d) That the planning committee do not have concerns relating to other aspects of the outline application before them 	Andrew Phillips, Planning Team Leader
8	<p>Planning Performance Report – April 2024</p>		<p>It was resolved that the planning performance report for April 2024 be noted.</p>	

Planning Performance – July 2024

Planning will report a summary of performance. This will be for the month before last month, as this allows for all applications to be validated and gives a true representation.

All figures include all types of planning applications.

Determinations

	Total	Major	Minor	Householder	Other	DIS /NMA	Trees	Pre App
Determinations	116	2	17	29	9	29	21	9
Determined on time (%)		100% (90% within 13 weeks)	88% (80% within 8 weeks)	93% (90% within 8 weeks)	100% (90% within 8 weeks)	82% (80% within 8 weeks)	95% (100% within 8 weeks)	n/a
Approved	94	2	14	25	6	27	20	n/a
Refused	13	0	3	4	3	2	1	n/a

Validations – 83% validated within 5 working days (ECDC target is 85%)

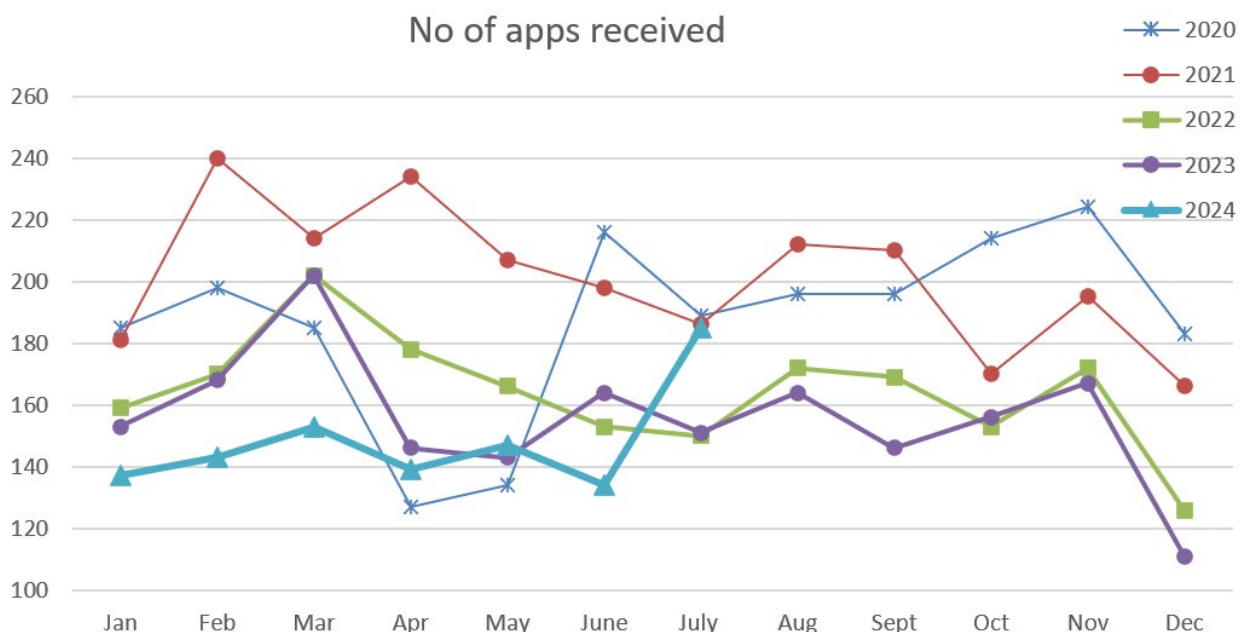
	Total	Major	Minor	Householder	Other	DIS /NMA	Trees	Pre App
Validations	166	2	15	40	21	26	48	15

Open Cases by Team (as at 22/08/2024)

	Total	Major	Minor	Householder	Other	DIS /NMA	Trees	Pre App
Team 1 (3 FTE)	78	7	7	15	9	31	0	9
Team 2 (3 FTE)	96	7	25	15	8	31	0	10
Team 3 (3 FTE)	114	8	16	17	11	51	0	11
Team 4 (2.8 FTE)	116	5	19	19	21	41	0	11
No Team (3.4 FTE)	47	1	1	0	3	2	40	0

(No Team includes – Trees Officer, Conservation Officer and Office Team Leader)

The Planning department received a total of 185 applications during July which is 23% increase of number received during July 2023 (151) and 38% increase to the number received during June 2024 (134).



Valid Appeals received – 5

Planning reference	Site Address	Decision Level
24/00022/FUL	22 Hawthorn Way Burwell	Delegated
24/00282/FUL	30 School Road Ely	Delegated
24/00293/FUL	16 Williams Close Ely	Delegated
24/00413/AGN	Hythe Farm Hythe Lane Burwell	Delegated
ENFORCEMENT	11 Black Bank Road Little Downham	NA

Appeals decided – 5

Planning reference	Site address	Decision Level	Appeal Outcome
22/00057/RMM	Land Rear Of Garden Close Sutton	Committee	Allowed
23/00201/FUL	Site West Of 22 Station Road Dullingham	Delegated	Dismissed
23/00631/FUL	36 Ten Mile Bank Littleport	Delegated	Allowed
23/00972/FUL	Land North Of Kings Head Public House Brinkley Road Dullingham	Delegated	Dismissed
23/01049/FUL	9 Plantation Gate Stretham	Delegated	Dismissed

Upcoming Hearing dates – 0

Enforcement

New Complaints registered – 23 (5 Proactive)

Cases closed – 33 (1 Proactive)

Open cases/officer (2.6FTE) – 190 cases (17 Proactive)/2.6 = 73 per FTE

Notices served – 0

Comparison of Enforcement complaints received during July

Code	Description	2023	2024
ADVERT	Reports of unauthorised adverts	0	1
COND	Reports of breaches of planning conditions	2	4
CONSRV	Reports of unauthorised works in a Conservation Area	0	0
DEM	Reports of unauthorised demolition in a Conservation Area	0	0
HEDGE	High Hedge complaints dealt with under the Anti-Social Behaviour Act	0	1
LEGOB	Reports of breaches of Legal Obligation (NEW CODE)	0	0
LISTED	Reports of unauthorised works to a Listed Building	1	0
MON	Compliance Monitoring	0	0
OP	Reports of operational development, such as building or engineering works	2	3
OTHER	Reports of activities that may not constitute development, such as the siting of a mobile home	0	0
PLAN	Reports that a development is not being built in accordance with approved plans	1	4
PRO	Proactive cases opened by the Enforcement Team, most commonly for unauthorised advertisements and expired temporary permissions	0	5
UNTIDY	Reports of untidy land or buildings harming the visual amenity	4	0
USE	Reports of the change of use of land or buildings	4	4
TOTAL		14	22