

25/00966/VAR

Hill Farm

Fair Green

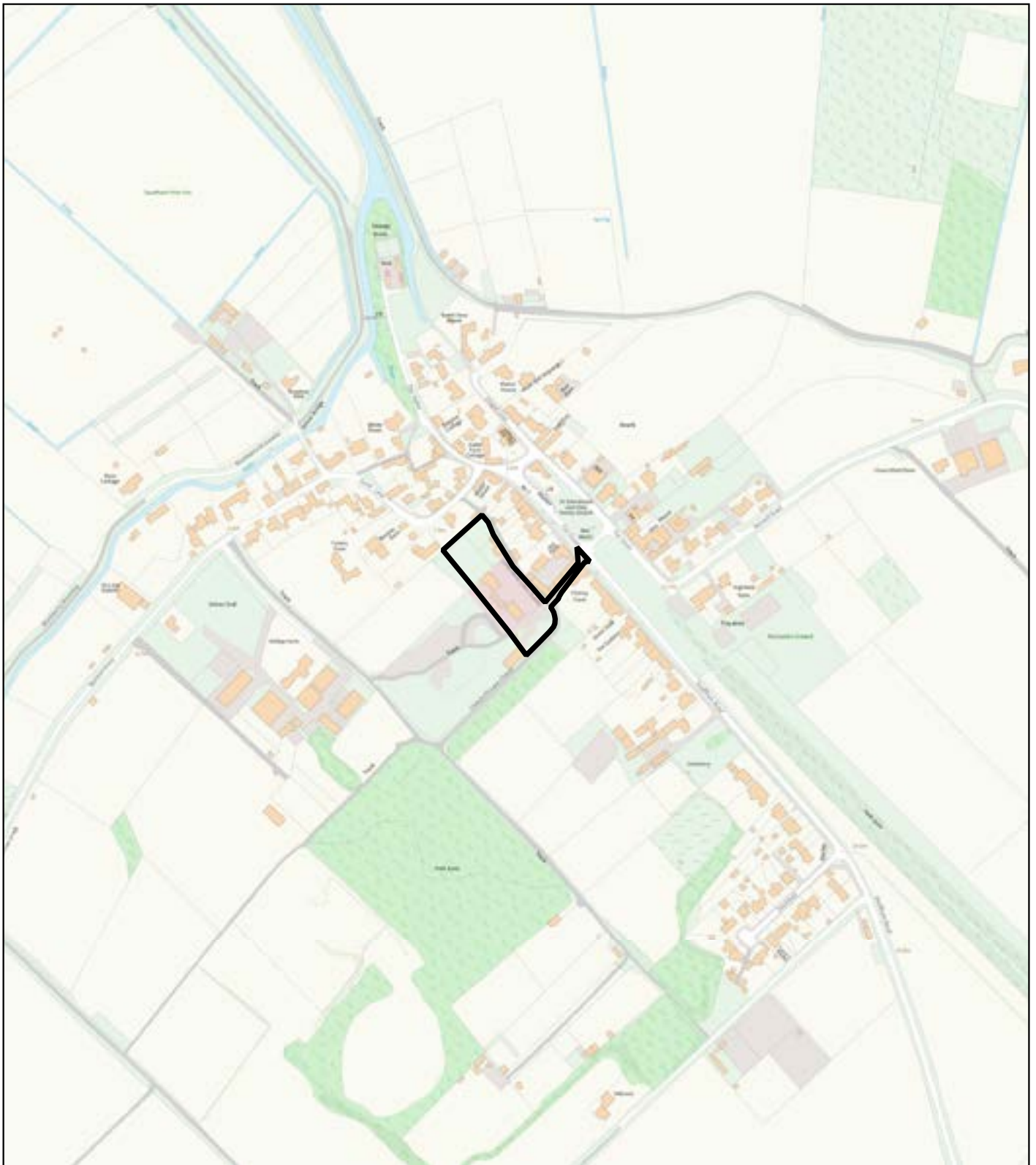
Reach

To Vary Condition 11 (width of access) of previously approved 18/01397/OUT, dated 5 April 2019 for demolition of existing agricultural buildings, construction of two detached bungalows, associated parking and infrastructure

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<http://pa.eastcambs.gov.uk/online-applications/applicationDetails.do?activeTab=summary&keyVal=T29S7CGGHTK00>





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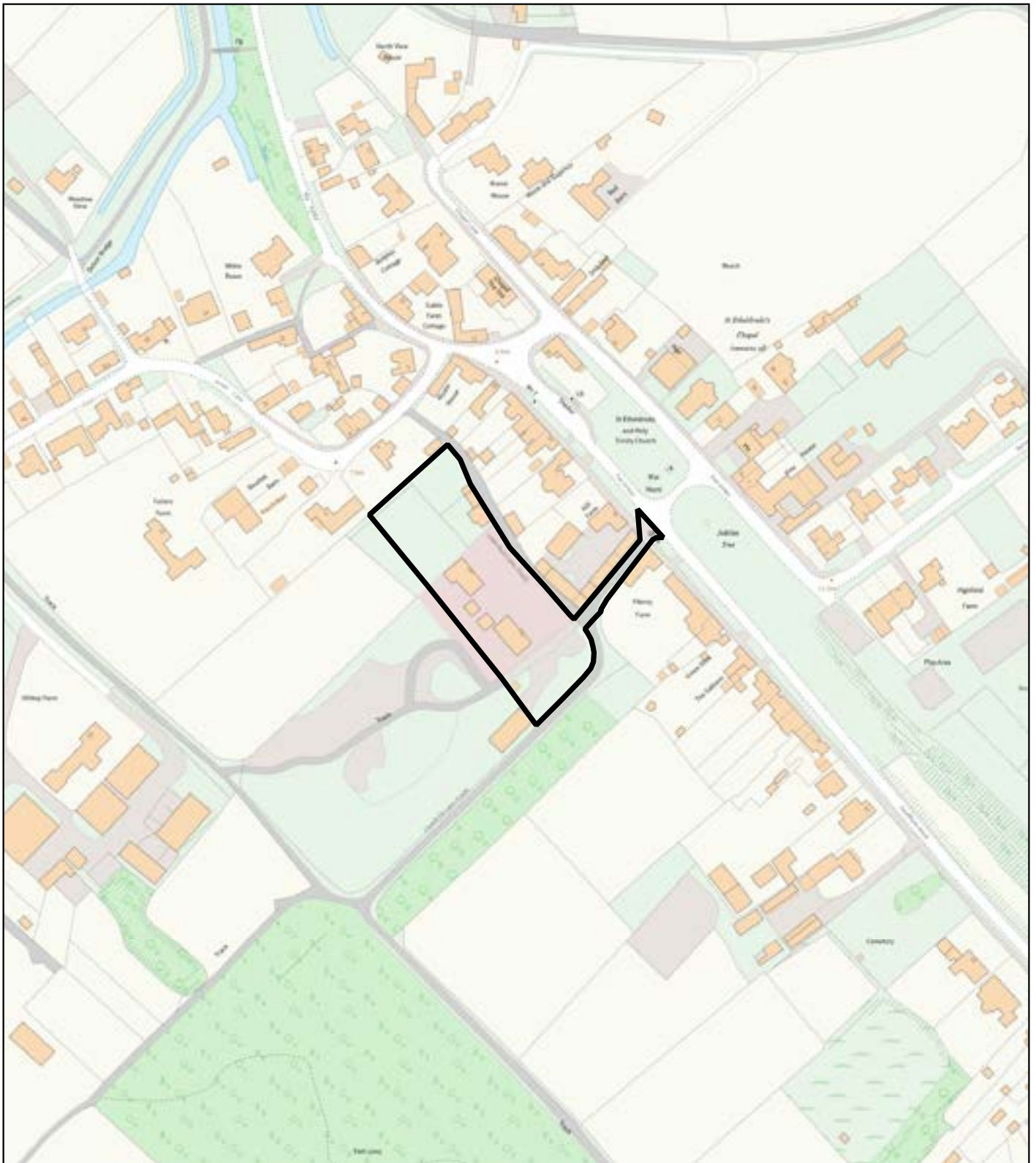
Land South West Of Hill Farm
Fair Green
Reach

East Cambridgeshire
District Council

Date: 20 May 2026
Scale: 1:5,000



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25/00966/VAR



Land South West Of Hill Farm
Fair Green
Reach

East Cambridgeshire
District Council

Date: 20 May 2026
Scale: 1:2,500



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TITLE: 25/00966/VAR

Committee: Planning Committee

Date: 03 June 2026

Author: Planning Officer

Report No: AB10

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Site Address: Land South West Of Hill Farm Fair Green Reach

Proposal: To Vary Condition 11 (width of access) of previously approved 18/01397/OUT, dated 5 April 2019 for demolition of existing agricultural buildings, construction of two detached bungalows, associated parking and infrastructure

Applicant: Mr Newman

Parish: Reach

Ward: Bottisham

Ward Councillor/s: Charlotte Cane
John Trapp

Date Received: 8 September 2025

Expiry Date: 3 November 2025

Recommendation

1. Members are recommended to APPROVE the application for the following reason(s):
 1. The approved variation to the wording of condition 11 which seeks to amend the width of the access track is not considered to result in significant and demonstrable harm to highway safety. Furthermore, it is considered that it has been adequately justified that the widening of the access as previously agreed could not be achieved without risking the structural integrity of the Grade II Curtilage Listed Building at Hill Farm to the north west, and national planning policy requires that “when considering the impact of a proposed development on

the significance of a designated heritage asset, great weight should be given to the asset's conservation" (NPPF, Paragraph 212).

2. The application is being heard by committee because it was called in by Councillor Cane for the following reasons:

"This variation seeks to remove a condition which was imposed "In the interests of highway safety, in accordance with policies COM7 and COM8 of the East Cambridgeshire Local Plan 2015." if you are minded to recommend approval, I would like it to be called in to the Planning Committee and for a site visit so they can see what a significant junction this is."

Summary of Application

3. The application seeks to vary condition 11 of previously approved application 18/01397/OUT, dated 5th April 2019 for the demolition of agricultural buildings, construction of two detached bungalows and associated parking and infrastructure. Condition 11 requires the access to be metalled in line with Cambridgeshire County Council Highways specification with a minimum width of 5m. The application seeks to revise the width of the access to 3.5m. The application is supported by a Structural Inspection Report and a Highway Technical Note which provide justification for the proposed variation in the condition wording and consider the impacts of the proposal on highway safety.
4. Application 18/01397/OUT considered the matter of access only. The reserved matters of appearance, scale, layout and landscaping were agreed under application reference 21/00374/RMA.
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 [Simple Search](#).

Planning History

18/01397/OUT

6. Demolition of existing agricultural buildings, construction of two detached bungalows, associated parking and infrastructure.

Approved 5 April 2019

18/01397/DISA

7. To discharge Condition 4 (Risk assessment of Contamination), 6 (Surface Water Drainage), 7 (Archaeology), 9 (Biodiversity Improvements), 11 (Access), 14 (Arboricultural Method Statement), and 15 (Arboricultural Impact Assessment) of decision dated 05/04/2019 for Demolition of existing agricultural buildings, construction of two detached bungalows, associated parking and infrastructure.

Partial Discharge Issued 14 October 2021

21/00374/RMA

8. Reserved matters of Appearance, Landscaping, Layout and Scale of previously approved 18/01397/OUT for Demolition of existing agricultural buildings, construction of two detached bungalows, associated parking and infrastructure.

Approved 16 July 2021

The Site and Its Environment

9. The application site relates to a parcel of land located outside of, but adjacent to, the established development envelope and conservation area for Reach. The site previously comprised an agricultural field with agricultural buildings, machinery and associated paraphernalia. The site is bound by Public Byways 7 to the south east and Public Byway 8 to the north east. The dwellings approved under the original applications (18/01397/OUT and 21/00374/RMA) are currently under construction, and whilst the development as a whole is yet to be completed, plot 2 (as annotated on the indicative site layout plan submitted with the outline application and on the approved plans for the reserved matters application) is currently occupied. The current application seeks to revise one of the conditions attached to the outline consent.

Responses from Consultees

10. 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.

Reach Parish Council - 9 October 2025

11. Reach Parish Council have advised that they are content with the access not being widened but would like to suggest that a Legal Modification Order be established to detail the legal widths of both Byways 7 and 8 (Reach). The Parish Council have commented that they are opposed to the metaling of the track due to the visual impacts and creeping urbanisation.

Ward Councillors - 6 October 2025

12. Cllr Cane has noted concerns of a number of consultees under the original outline permission (The Definitive Map Team and the Cambridge Group of Ramblers), including the removal of the objection from the Local Highway Authority on the basis that the access would be a minimum of 5m wide. Notes that the Byway is frequently used by walkers but rarely by motorised vehicles other than farm vehicles. With two households and deliveries, motorised vehicles will become more frequent, becoming dangerous unless the access is widened. Notes that the Byway faces the junction across Fair Green and the idea that it would be acceptable for vehicles to wait in the road whilst vehicles exit the Byway is impractical and will impact on the

flows of traffic, pedestrians and other road users. Considers that the removal of the condition on the basis that it could not be delivered would set a precedent. If the Byway cannot be widened then nothing should be done which will increase motorised vehicle traffic. Considers that the variation should be refused.

Local Highways Authority - 2 October 2025

13. No objection. The Local Highway Authority have commented that no significant adverse effect upon the public highway should result from the proposal should it gain planning permission. They have commented that whilst the proposals would not provide the 3.7m width required by the Local Highway Authority's General Principles for Development, the applicant has supplied information demonstrating that sufficient visibility can be achieved as well as vehicle tracking demonstrating that emergency service vehicles can access the dwellings. Whilst it will no longer be possible for two vehicles to pass, given the modest number of dwellings served via this Byway, it is considered that the proposal would not result in any significant adverse impact on the public highway. Have suggested that Cambridgeshire Fire and Rescue are consulted with regards to access for Fire Tenders due to the Building Regulation requirements.

Waste Strategy (ECDC) - 15 September 2025

14. No objection. Waste vehicles will not enter onto private property and waste collections would be made at the point where private property meets the highway, in this case Fair Green. Given this, the waste team has no further comments to make concerning condition 11 of the above planning consultation.

Asset Information Definitive Map Team - 25 March 2026

15. No objection. Have advised that if the surface of the byway is proposed to be changed, the Authority's Change of Surface Authorisation form will be required. An informative note has also been recommended to be attached to the decision notice.

Cambridge Ramblers Association - 22 October 2025

16. Have advised that their concerns to the original outline application related to the potential conflict between vehicles using the access road and users of the byway. It was previously requested that a width sufficient to enable vehicles to pass users was provided for the access. Have advised that these concerns remain, however it is noted that the bungalows have now been built. Agree with the comments of Reach Parish Council suggesting that a legal modification order is required to detail the legal widths of Reach Byways 7 and 8 and the metaling of the access road, noting that it would detract from the rural nature of the track and is an unsuitable surface for a byway primarily used by walkers and equestrians. Have requested that it is made clear that no further development is permitted whilst the access road remains its current width, together with 'passing places' for non-motorised users of the highway to stand clear of passing vehicles.

Conservation Officer - 15 September 2025

17. No objection. The Conservation Officer has advised that the site abuts the Grade II listed C17-19 Hill Farmhouse (NHLE ref. 1126365) which includes outbuildings that are located along the north western boundary of the site access that are curtilage listed. They have advised that it is vital that no work be undertaken that would undermine the structural stability of the buildings and if compliance with a highways condition risks doing so, then the condition should be relaxed.

Cambridgeshire Archaeology - 19 September 2025

18. No objection. The Cambridgeshire Archaeology Team have commented that the archaeological condition (condition 7) attached to outline consent was discharged under application 18/01397/DISA. They have reviewed the information submitted as part of this application, including the Structural Inspection Report and Planning Statement and have commented that the current minimum width requirement of 5m stands to negatively impact the structural integrity of the Grade II curtilage listed buildings to the north west of the access track and note the statutory duty to mitigate impacts to their significance. The proposed amendment to the access width is supported.

East Cambs Ecologist - 18 September 2025

19. No objection. From the information provided the Ecologist has reviewed this application and, as of 18/09/25 supports with the information provided.

Environmental Health - 15 September 2025

20. No comments to make on the application.

21. **Building Control - East Cambridgeshire District Council - No Comments Received.**

22. **Cambridgeshire Fire and Rescue Service - No Comments Received.**

23. **Lead Local Flood Authority - No Comments Received.**

24. **CCC Growth & Development - No Comments Received.**

25. 5.2 A site notice was displayed near the site on 26 September 2025 and a press advert was published in the Cambridge Evening News on 18 September 2025.

26. 5.3 Neighbours – 23 neighbouring properties were notified. No responses have been received.

The Planning Policy Context

27. East Cambridgeshire Local Plan 2015 (as amended 2023)

ENV 1 Landscaping and settlement character

ENV 2 Design
ENV 12 Listed Buildings
ENV 14 Sites of archaeological interest
COM 7 Transport impact

28. Reach Neighbourhood Plan 2024

RCH9 Heritage Assets

29. Supplementary Planning Documents

Natural Environment SPD

30. National Planning Policy Framework (December 2024)

9 Promoting sustainable transport
12 Achieving well-designed places
15 Conserving and enhancing the natural environment
16 Conserving and enhancing the historic environment

31. 6.5 Draft National Planning Policy Framework (December 2025)

14 Achieving well-designed places
15 Promoting sustainable transport
19 Conserving and enhancing the natural environment
20 Conserving and enhancing the historic environment

32. On 16 December 2025, the Government published a consultation on proposed reforms to the National Planning Policy Framework (the Framework). Whilst broad changes to the structure of the Framework are proposed as part of this consultation, these proposals could be subject to further change and can only be given very limited weight at this stage. Regard has therefore been had to the NPPF published in December 2024 in assessing the current application.

33. Cambridgeshire and Peterborough Waste and Minerals Local Plan 2021

34. Cambridgeshire-Peterborough Local Nature Recovery Strategy (LNRS) (December 2025)

35. Planning Practice Guidance

Planning Material Considerations and Comments

36. The main planning considerations relevant to the determination of this application relate to:

- Principle of Development
- Highway Safety
- Heritage
- Other Material Matters

Principle of Development

37. The application site is located outside of the established development envelope for Reach. Permission for the demolition of the agricultural buildings and the construction of two detached bungalows was approved under application references 18/01397/OUT and 21/00374/RMA. These permissions have been implemented and the development is understood to be nearing completion. The principle of development has therefore been established by the previous planning applications, and the current application seeks to vary a condition relating to the width and surfacing of the site access.
38. The main considerations which are relevant to the determination of the current application are the impacts of the proposal on highway safety and heritage. It is not considered that the proposed changes, which seek to revise the width of the access, would impact on the other matters as discussed within the officer reports for the previous applications.

Highway Safety

39. The application seeks to vary condition 11 of the outline consent (reference 18/01397/OUT) which agreed the matter of access only. A number of rounds of consultation were undertaken with the Local Highway Authority as part of the outline application. It is noted that the Local Highway Authority originally raised an objection to the outline application. The concerns raised related to width of the access, noting that the access was a shared surface and should be of a sufficient width for two vehicles to pass. The access was considered to be unsatisfactory to serve the development, by virtue of it being wide enough for only one vehicle, and concern was raised to the likely result of the stopping and manoeuvring of vehicles on the highway to the detriment of highway safety. It was advised that it was originally unclear whether there was sufficient space to the side of the access to allow it to be widened and the objection overcome.
40. Following discussions with the applicant's agent and Case Officer, the Local Highway Authority removed their objection subject to the imposition of a condition requiring the width of the access to be increased to a minimum of 5m. This condition was imposed as condition 11 on the outline consent which reads:

Prior to first occupation of the hereby approved development, the access between the public highway of Fair Green and the main part of the application site on the south-west side of Little Back Lane shall be metalled to Cambridgeshire County Council Highways specification with a minimum width of 5m and thereafter retained in perpetuity.

Reason: In the interests of highway safety, in accordance with policies COM7 and COM8 of the East Cambridgeshire Local Plan 2015.

41. The Planning Statement submitted with the application states that the development is currently under construction, and that during the course of the carrying out the development, it has been noted that the existing earth banks which were proposed to be removed along the existing lane (off Fair Green), are playing a structural role

in supporting the existing buildings towards the entrance of the lane and the approved access width cannot be achieved for the entirety of the lane without significant risk. The application is supported by a Structural Inspection Report which provides supporting justification and a Highway Technical Note which considers the impacts of the revised width of the access on highway safety.

42. In order to prevent impacts to the structural stability of the adjacent buildings from the removal of the earth banks to either side of the access which are required to achieve the current minimum width of 5m, the application seeks to amend the wording of the condition to reduce the minimum width of the access to 3.5m. The applicants proposed wording reads as follows:

Prior to first occupation of the hereby approved development, the access between the public highway of Fair Green and the main part of the application site on the south-west side of Little Back Lane shall be metalled to Cambridgeshire County Council Highways specification with a minimum width of 3.5m and thereafter retained in perpetuity.

43. The proposed revision to the condition relates to the width of the access only. No further changes to the condition are proposed as part of this application and it noted that the condition also requires the access to be metalled to Cambridgeshire County Council Highways specification.

44. The Highway Technical Note submitted with the application provides a review of the proposed revisions to the width of the access which includes the compliance of the development with the national Manual for Streets document and the Cambridgeshire County Council's Highways Development Management: General Principles for Development. The Highway Technical Notes details that the revised access width would allow the visibility splays set out within the Manual for Streets to be achieved. This is demonstrated on drawing reference C-001 Rev P1 which is attached at Appendix B of the Highway Technical Notes. The Technical Notes sets out that:

"While the reduced width of 3.5m does not allow for two vehicles to pass simultaneously within the Byway itself, the forward visibility provided will enable drivers to see if another vehicle is already using the narrowed section. In such cases, a vehicle seeking to access the Byway from Fair Green would be able to observe an egressing vehicle in advance and wait safely on Fair Green before entering. Similarly, a vehicle exiting the Byway would also be able to identify oncoming traffic and wait before the Byway until the route is clear. This arrangement ensures safe and intuitive vehicle movements, minimising the likelihood of conflict and maintaining highway safety despite the single-vehicle width".

45. The Highway Technical Note also provides a swept path analysis to demonstrate the safe access and egress of cars and fire tender vehicles. This is demonstrated on drawing references C-002 Rev P1 and C-003 Rev P1 which are attached at Appendices B and C of the Highway Technical Note.

46. The Local Highway Authority have been consulted as part of the application and have noted that the Local Highway Authority's General Principles for Development

document requires that access for shared private drives should be a minimum of 5 metres wide for the first 8 metres, followed by a minimum width of 3.7m thereafter.

47. They have advised that whilst the proposed variation does not provide the required 3.7m width beyond the initial section from Fair Green, the applicant has supplied information demonstrating that sufficient visibility can be achieved and vehicle tracking has been provided demonstrating that emergency service vehicles can adequately access the dwellings. Whilst they have commented that it will no longer be possible for two vehicles to pass, given the modest number of dwellings served via this byway, and based on the information provided, it is considered that the proposal would not result in any significant adverse impact on the public highway.
48. The concerns of the Parish Council, Ward Member and Cambridgeshire Group of the Ramblers regarding the width of the access and the conflict between motorised vehicles and other users of the byway are noted. Consultation has taken place with the Local Highway Authority as to the impacts of the proposals on highway safety, and their comments on the proposal as part of the statutory consultee process are taken on board as highway experts with no objections raised to the variation of the access width based on the additional information that has been submitted in support of the current application. As noted above, the Local Highway Authority consider that sufficient visibility has been demonstrated, and this would apply to other users of the byway in addition to motorised vehicles. For example, in the event that a horse rider is using the byway, approaching vehicles would have visibility of the byway and would be able to wait for the horse rider to egress before entering on the narrower part of the access.
49. For these reasons, it is concluded that the proposal would not result in significant and demonstrable harm to highway safety and would accord with policy COM 7 of the East Cambridgeshire Local Plan.
50. Whilst the swept path analysis has demonstrated that safe access and egress could be achieved for a fire tender, the Local Highway Authority have noted the requirement of Building Regulations which states that:
- “Under Building Regulations Approved Document B Volume 1: Dwellinghouses, there should be a vehicle access for a pump appliance to within 45m of all points within a dwelling house. Any street or private drive forming part of such a fire access way must be no less than 3.7m wide between kerbs (though this may reduce to 3.1m for a gateway or similar short narrowing).”*
51. Cambridgeshire Fire and Rescue have been consulted as part of the application and no comments have been received. The applicant will need to demonstrate as part of Building Regulations that adequate arrangements can be made to protect the dwellings in the event of a fire. In the event that the access width is deemed insufficient to accommodate a fire tender, then alternative arrangements will need to be provided, which could include the use of sprinkler systems. This will be agreed under a separate remit to the current planning application.
52. The Cambridgeshire Group of the Ramblers have requested that passing places are provided along the access to allow non-motorised users to stand back from passing vehicles. The width of the access is proposed to be reduced due to the impacts of

the removal of the earth banks on the structural stability of the adjacent buildings. It is considered unlikely that passing places could be provided without the removal of these earth banks, which could undermine the stability of the listed building. Notwithstanding, it is considered that the proposed width of 3.5m would prevent conflict between non-motorised users and passing cars.

53. The Definitive Maps Officer (Rights of Way Team) have raised no objection to the proposals. They have advised that the County Council's 'Change of Surface Authorisation Form' will be required in order to change the surface of the byway. The Parish Council and the Cambridgeshire Group of the Ramblers have suggested that a Legal Modification Order be established to detail the legal width of both Byways 7 and 8 (Reach). Both of these matters are considered to fall outside of the remit of the current planning application, and the 'Change of Surface Authorisation Form' would be considered under a separate remit.

Historic Environment

54. A secondary material consideration in the determination of the application is the impacts on heritage, specifically the listed buildings to the north west of the access.
55. The Council's Conservation Officer has been consulted as part of the application. To the north west of the access is the Grade II listed Hill Farmhouse (NHLE ref 1126365). There are outbuilding at Hill Farmhouse which form part of the historic farmstead, and are located along the boundary of the site access. As the buildings pre-date 1948, they qualify as curtilage listed and are afforded the same protections as the main dwelling under policy ENV 12 of the East Cambridgeshire Local Plan and Chapter 16 of the NPPF.
56. Paragraph 212 of the NPPF sets out that "*when considering the impact of a proposed development on the significance of a designated heritage asset, great weight should be given to the asset's conservation*".
57. As set out above, within the Planning Statement, and supported by the Structural Inspection Report, the removal of the earth banks to either side of the access which is required to meet the current minimum width, are considered to risk undermining the structural integrity of the buildings located along the north western boundary of the access road, particularly buildings 1 and 2 (as referred to within the Structural Inspection Report) which are located closest to the junction with Fair Green.
58. The Conservation Officer has advised that no works should be undertaken to undermine the structural stability of these buildings. Further, The County Council's Archaeology Team have noted the statutory duty to mitigate impacts to their significance. The proposed reduction in the width of the access would result in the removal of the earth banks not being required and would prevent additional risks to the structural integrity of these buildings. This is considered to be in line with policy ENV 12 of the East Cambridgeshire Local Plan and Chapter 16 of the NPPF, and weighs positively in the consideration of the application.

Other Material Matters

Consultee Comments

59. Reach Parish Council and the Cambridge Ramblers Association have advised that they are opposed to the metaling of the access track due to the visual impact that this would have. It is pertinent to note that the Condition 11 of the outline application required the metalling of the access to County Council standards and the metalling of the track has therefore already been agreed. No concerns were raised to the metalling of the access track and the impacts that this would have on the character and appearance of the area as part of original outline application (18/01397/OUT).

Ecology

60. The application is exempt from Mandatory Biodiversity Net Gain (BNG) as it relates to a Section 73 application (variation of conditions) on a previous planning application which was submitted prior to Mandatory BNG being adopted. The proposals are not considered to have any greater impact on ecology than as previously approved and it is not considered necessary for additional biodiversity improvements to be secured above those secured under the original outline application and agreed under application 18/01397/DISA.
61. Since the granting of the previous application, the Local Nature Recovery Strategy has been adopted. The LNRS is a statutory document which plans, maps and creates priorities for nature in a given area. Local authorities must have regard to any relevant LNRS through the exercise of its functions, including as a local planning authority (see S40(2A) of the NERC Act 2006).
62. Amongst other matters, the LNRS identifies on a map (the 'habitat map') "areas that could become of particular importance for biodiversity" (ACB sites), which have been determined to offer the potential to become important if measures were taken to improve the habitats on that particular site. For this particular application, it has been determined that a LNRS ACB site does align with the planning application site area. The Local Planning Authority therefore have a duty to determine to what degree this alignment is a material consideration and whether such a consideration is positive or negative in the planning balance.

Conditions

63. The Conditions imposed under the original outline consent (18/01397/OUT) have been reviewed and re-imposed where necessary. A number of the conditions have been updated and renumbered where necessary to reflect the details agreed under application 18/01397/DISA and to accommodate conditions which have not been re-imposed. The trigger has also been amended on a number of the conditions to reflect that one of the two dwellings (plot 2) has been occupied.
64. The conditions that have not been reimposed are conditions 2 (reserved matters submission), 3 (timescale), 7 (archaeology). This is due to the fact that the reserved matters have already been agreed under application reference 21/00374/RMA and that the development has commenced and is nearing completion. Condition 7 (archaeology) has been satisfied under application 18/01397/DISA. These conditions are therefore no longer necessary.

65. The wording of condition 11 has been amended to reflect the changes proposed as part of the current application and is now condition number 8. Whilst the applicants suggested wording of the condition within the Planning Statement suggests that the works would need to be undertaken prior to first occupation of the development, it is noted that plot 2 is already occupied. As such, the trigger of this condition has been amended to require the works to be undertaken within 6 months of the granting of planning permission and before the occupation of the second dwelling (plot 1).

Planning Balance

66. Under Section 38(6) of the Planning and Compulsory Purchase Act 2004, applications must be determined in accordance with the development plan unless material considerations indicate otherwise.
67. The application seeks to vary a condition on outline permission 18/01397/OUT which has established the principle of development. The Local Highway Authority have been consulted and it is considered that it has been adequately demonstrated through the information provided as part of the application that the reduction in the width of the access would not result in significant and demonstrable harm to highway safety or users of the Public Byways 7 and 8 (Reach). The Structural Inspection Report concludes that the widening of the access to an extent that would require the removal of the earth banks to either side of the access risks undermining the structural integrity of the buildings located along the north western boundary which are Grade II listed, and national planning policy requires that when considering the impact of development on the significance of a heritage asset, great weight should be given to the assets conservation. The reduction in the width of the access is therefore considered to prevent risk to the structural integrity of these buildings and weighs positively in the consideration of the application. The proposal is considered to have an acceptable impact on highway safety and heritage and would not impact on the assessment of other material matters assessed as part of the original outline permission (18/01397/OUT).

Human Rights Act

68. The development has been assessed against the provisions of the Human Rights Act 1998, and in particular Article 8 (right to respect for private and family life) and Article 1 of the First Protocol (protection of property). Under the Act, it is unlawful for a public authority, such as East Cambridgeshire District Council, to act in a manner that is incompatible with the European Convention on Human Rights. In arriving at this recommendation, due regard has been given to the applicant's reasonable development rights and expectations which have been balanced and weighed against the wider community interests, as expressed through third party interests / the Development Plan and Central Government Guidance. The Council is also permitted to control the use of property in accordance with the general interest and the recommendation set out below is considered to be a proportionate response to the submitted application based on the considerations set out in this report.



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
LOCATION PLAN		5th October 2018
OAS 18-227-TS01		5th October 2018
OAS 18-227-AR01		5th October 2018
ECOLOGY REPORT		18th October 2018
Highway Technical Note		8th September 2025

- 1 Reason: To define the scope and extent of this permission.
- 2 Within 6 months of the granting of this permission and prior to the occupation of plot 1, a Verification Report which demonstrates that the remediation objectives agreed under application reference 18/01397/DISA and detailed within the Phase I and Phase II Geo-Environmental Assessment report prepared by EPS dated 26th July 2021 have been met, shall be submitted to and approved in writing by the Local Planning Authority.
- 2 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).
- 3 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.
- 3 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).

- 4 The development hereby approved shall be carried out in complete accordance with the scheme of surface water drainage agreed under 18/01397/DISA and demonstrated on drawing reference 460/EX/01 Revision B. The scheme shall be implemented within 6 months of the granting of this permission and prior to the occupation of plot 1.
- 4 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).
- 5 The development hereby approved shall be carried out in accordance with the 'mitigation and impact avoidance measures' as was specified within paragraph 4.4 of the Ecology Report prepared by Applied Ecology Ltd and dated October 2018.
- 5 Reason: To protect and enhance species in accordance with policies ENV1, ENV2 and ENV7 of the East Cambridgeshire Local Plan 2015 (as amended 2023).
- 6 Within 6 months of the granting of this permission, the scheme of biodiversity improvements agreed under 18/01397/DISA and demonstrated on drawing reference 460/P/10 Revision C shall be installed and thereafter maintained in perpetuity.
- 6 Reason: To protect and enhance species in accordance with policies ENV1, ENV2 and ENV7 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:
07:30-18:00 each day Monday-Friday,
07:30-18:00 on Saturday
None on Sundays or Bank/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 Within 6 months of the granting of this permission and prior to the occupation of plot 1 of the hereby approved development, the access between the public highway of Fair Green and the main part of the application site on the south-west side of Little Back Lane shall be metalled to Cambridgeshire County Council Highways specification with a minimum width of 3.5m and thereafter retained in perpetuity.
- 8 Reason: In the interests of highway safety, in accordance with policy COM7 of the East Cambridgeshire Local Plan 2015 (as amended 2023).
- 9 The access and all hardstanding within the site shall be constructed with adequate drainage measures to prevent surface water run-off onto the nearby public highways and public byways and retained in perpetuity.
- 9 Reason: In the interests of highway safety, in accordance with policies COM7 and COM8 of the East Cambridgeshire Local Plan 2015 (as amended 2023).

- 10 No trees shall be pruned or removed/felled and no hedges shall be removed without the prior written approval of the Local Planning Authority.
- 10 Reason: To ensure that the trees on site are adequately protected, to safeguard the character and appearance of the area, in accordance with policies ENV1 and ENV2 of the East Cambridgeshire Local Plan 2015 (as amended 2023).
- 11 The development hereby approved shall be carried out in complete accordance with the Arboricultural Impact Assessment and Method Statement reference OAS 21-147-AR01 agreed under application reference 18/01397/DISA.
- 11 Reason: To ensure that the trees on site are adequately protected, to safeguard the character and appearance of the area, in accordance with policies ENV1 and ENV2 of the East Cambridgeshire Local Plan 2015 (as amended 2023).